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TO ADVERTISERS:

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MISLEADING REPORTS.

The *Tribune* and *Liter Ocean* have a happy faculty for manufacturing cycling news. It is well written, quite to the point, and is largely read; but naturally enough it is misleading. These papers announced a Sanger-Zimmerman match for \$1,000 and a side bet of \$10,000, when, as everybody now knows, no match was made and the \$10,000 part of the affair was entirely a case of imagination. Similar was the report of the doings of the racing board at its meeting in Chicago. The supposed changes in the rules defining an amateur were elaborated and commented on, in a way that would lead anyone to believe the same had been given out for publication. But the changes suggested at this meeting were never given out—and again a case of imagination. Rhodes was spoken of as "new to the path." Perhaps it never occurred to the writer of that paragraph that Rhodes, along in 1885-'86, was one of the most prominent of the amateurs—later a promateur, and of course then a professional under league rules. It is gratifying to see these papers devote so much space to cycling, but if their news and opinions bordered a little more on facts, wheelmen would appreciate them more.

PUBLISH THE RECORDS.

The racing board is the keeper of all the league's books which pertain to records made by amateur wheelmen on road or path, and so well does that body guard the precious documents that not one of the common herd ever enjoys a peep at the—curiosity, it has come to be. The general public has been kept pretty well informed on the changes that have occurred from time to time in the times made on the wheel, but through no fault of the league, its racing board, or the *Ancient and Honorable*. It has been through the efforts of the cycling press and the dailies. The records given to the public are unquestionably correct, but it might happen that the public might desire to know of some small record made of which the ordinary paper had never received information, while the racing board would be informed of it when application for record was made. The *Bulletin* is printed especially for the purpose of officially informing league members of what is going on in the big organization, and they probably desire to keep posted on the matter of records, also. The REFEREE believes the racing board should, say once a month, or even each week, pub-

lish all the records applied for, and as soon as passed upon the fact should be made known. At least once each year a complete and revised list to date should be printed. It would require but little work if these records are properly kept, and would naturally be of great benefit to the wheelmen at large. We would suggest that, inasmuch as the past season was especially remarkable for record-breaking, and that 1893 will be equally as great, and inasmuch as we are to have interuational championships during the World's Fair, it would be an excellent thing if the racing board would cause to be published during the first week in the new year a complete and up-to-date record of times made on all styles of machines and for all distances, both in trial and competition. This information would be valuable during 1893, for be it remembered our visitors may not be particularly well posted on the doings of our fast men.

THEY SHUN MILWAUKEE.

A majority of the Chicago racing men have practically decided to absent themselves from the indoor tournament of the Milwaukee Wheelmen, Nov. 24, 25 and 26, and for good reasons, we believe. When all the abuse that has been thrown at the Chicago men, in re the fouling of Sanger by Davis, the decision is not to be wondered at. We have granted that Sanger is an excellent rider—not infallible, however—but we do not think the Chicago men had reason to fear him in the least; we do not think that Davis is a man who would purposely foul a competitor, and we do not believe that anyone told a delegate from Milwaukee that the "Chicago 'push' intended to do Sanger up." It was sufficient for Sanger to enter his protest and have Davis disqualified; but there the matter should cease to be a topic for discussion. Sanger should have muzzled "Milwaukee's 'push.'" A Milwaukee paper says that one Fails remarked that "after the races one of the judges hearing Sanger say that he had been warned, and told to look out for foul play, offered to bet \$50 that he could not produce the man who gave the warning. Walter accepted the bet, when the judge backed down." This is untrue; it was the Milwaukee people who backed down when Bode offered the bet. Sanger was not hurt, he was only scratched, and it appears very childish for a man of his size to go about crying over those few scratches. He should look upon Munger as a shining example of pure grit.

The racing board of the Milwaukee Wheelmen, at its meeting last evening, decided to drop the twenty-five mile race for the world's record and have instead a five-mile race between racing teams of Chicago and Milwaukee. By this it is hoped to arouse the Chicago men and insure the presence of almost all the fast racing men of that city. Chicago claims to have in Lumsden, Rhodes or Barrett a team that cannot be beaten. As the local team will include the cream of Milwaukee talent, with Walter Sanger at the head, the race would be a good one.

The above is from a Milwaukee paper. The racing board might "hope, hope on forever," as Dixie says, but the Chicago men will not arouse. The Chicago team has nothing to fear from Milwaukee; it has, so far this year, been unconquerable; in fact, the club has lost but one team race in its whole history, and it has competed with stronger teams than Milwaukee can at present produce. Chicago sympathises with the Cream City in its recent disaster, but her racing men will give Milwaukee a wide berth.

PERFECTION IN TIRES.

A year ago many makers were striving to build a non-puncturable tire, but beyond those called self-closures, their efforts seem to have been in vain. Their object was, of course, to maintain the

same amount of resiliency. We fail to recall a single instance where this was accomplished, and the makers of to-day have, evidently, given up hope of producing a non-puncturable tire which will have as much resiliency as those that are certain to give way to the insertion of a tack or other sharp pointed object. In other words it appears that perfection has not been reached in the manufacture of pneumatic tires in this one respect. Another year may produce something, but we do not look for anything of a startling nature during the balance of this year or in 1893. The tire makers seem to realize that the best way out of the difficulty is to put out a tire that is easily repaired—one in which the inner tube may be reached in a moment. For next season there are several such, and no doubt their qualifications will soon have been well tried. At any rate, all the tires of 1893 will be of such a construction that the work of making a repair will be reduced to the minimum and a rider will have the assurance that he can go on a journey and not be at the mercy of tacks or horseshoe nails.

It has been the rule to keep politics out of the league, but the Hartford wheelmen seem to have changed the idea, for they set to work and made Col. Burdette a candidate for the legislature, expecting to elect him and see him in the speaker's chair, in which position he could be of great benefit to the good roads cause and the interests of wheelmen generally. Occasionally politics and cycling work well together and if other localities should show an equal amount of energy "the cause" would be greatly benefited. The west has had ample opportunities for similar action; its great number of wheelmen could easily carry through anything they might undertake.

It was a noticeable fact that, during the campaign that has just ended, the influence of the wheelmen was largely sought by political managers and candidates. Cyclists' parades were held in hundreds of places during the last two months, and clubs have been addressed by speakers from all parties. Some very energetic work was done by Messrs. Mac Millan and Durborow, candidates for congress in the third district, in order to secure the vote of the wheelmen of the district. Mr. Durborow rather got the best of his republican friend. It only goes to show that nowadays wheelmen are considered "s me punkins."

E. C. CARTER, the A. A. U. handicapper, was misquoted by our eastern representative last week. The fees go into the A. A. U. treasury. Carter is a salaried employee of the union, at \$1,500 a year.

"CYCLE ROW" AND "THE PUSH."

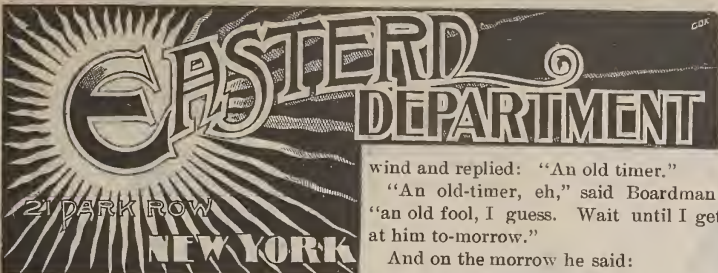
I was treated to a trip to the city the other day, together with a cycling friend of mine, who is city bred and one of "the push." By him I was invited to dinner at the "Rag Shop," a place of which I had often heard. My friend and I strolled down "Cycle Row," and he kindly called my attention to the various establishments and made comments upon each one in a most interesting way, for he is excellently well informed. I wish that I could detail his remarks, but space and the prospective libel suit forbid. We dropped into Charlie Seig's place and shook hands with the genial manager, who at once informed us that he had done the biggest retail business of the season in Chicago, and that he was going to do several million dollars' worth (I think it was) of business next year. Then he duly impressed us with the size of the

orders he has already given for 1893 machines. Then we called on Plumb—Plumb, the hustler; Plumb the witty; Plumb the wise. He didn't say much, but he looked unutterable things, and as I happen to know the young man, lo, these many years, I expect to hear that his people have cut a wide swath in the fall of next year. Then we dropped in on Horace Bell and the renowned "Artie"—bless his handsome face and limber hind [?] legs—and we had an animated discussion regarding the merits of twenty-six pound roadsters, geared ordinaries, and the elliptical chain connector. Mighty pleasant people, the Hummer folks, and they reported good business and more coming. Through a door in the Columbia office we made entrance into the warerooms of the Union's representatives. My friend very irreverently inquired if "pink hair" was in. The clerks evidently did not understand. Then he asked where he could find "sorrel top." "Oh, Herrick," said the clerk; "he has gone out." We went out, too, and slipped into the Coventry Machinists' Company's establishment, where we found Conkling and Slusser, who greeted my friend with due regard, for he is an authority, but they fell upon me after the manner of city people when conversing with country bumpkins, and having engaged me in an argument, pooh-poohed my notions as having moss on them, and in their own minds, at least, that what I didn't know about things in general would fill a large book. Great boys, those two; hail fellows both, and old-timers. Marrett did well when he got them in Chicago.

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Then we went over to the Quadrant store, but Mr. Hughes was not in. He is in Philadelphia. I am told, trying to save his company something from the Sweeting wreck. I wish him luck, but would hate to bank on his chances. Then we dropped into the Pope company's store and had a visit with Nicolet, he of the wonderful balancing powers. If his brain is as nimble as his body, what a bookkeeper he would make! We saw a relay Columbia fitted with a flattened sprocket wheel, and I really begin to believe, from what I heard, that Pope has made some kind of a deal with the Freeport people. Until I saw it I did not believe it. From there we went over to Taylor's palatial emporium (that sounds a bit "hand-me-down" like) but the "Prince Charming" of old was not there, having taken himself over to Europe. As we came out we fell in with some of "the push" (so my friend said, any way), and took our way after them to the "Rag Shop," which along about noontime seems to be the mecca toward which the bulk of Chicago bicycle men turn. I am told that this eating house gets its name from the great dry goods establishment above it. We were seated at a long table in the corner, and were waited upon by "George." At the same table was gathered a greater number of cycling celebrities than I have ever seen before—Van Sicken, Barrett, Lumsden, Nicolet, Keator, Davis, Ballard, Slusser, and a dozen lesser racing lights, while Berger, Jaffray, Erwin, Spooner and one or two others represented the literary side of the sport. Mischief, fun, wit and wisdom, nonsense and "airy persiflage" are bandied from one end of the table to the other. Arguments more or less profound on all sorts of possible and impossible subjects are heard on all sides. Like most things originated in Chicago, the "Rag Shop" is unique, so far as cyclists' corner is concerned, at least. Every stranger bicyclist visiting Chicago should go to the Rag Shop for at least one dinner: it is more than likely his stomach will not allow him to go twice.

LA COTE MAL TAILE.



Among the callers at our New York office the past few days were: Samuel Snell, Edward Mushing, Joseph Lucas, England; Frank A. Egan, editor *Sporting Life*; C. E. Schaff, manager for Gormully & Jeffery, Boston; C. H. Weld, Royal Cycle Works, Marshall, Mich.; Guy P. Wilson, late of Baltimore; Achille Phillion; W. L. Fish and L. Crondel, Newark; W. F. Murphy, W. S. Campbell, W. M. Perrett, Walter Masterson, A. B. Rich; W. E. Smith, Smith Wheel Manufacturing Company; L. J. Phelps, of Phelps & Dingle Manufacturing Company; J. Ives, New York Belting and Packing Company; Edwin Oliver; Mrs. M. L. Peck, president Cosmopolitan Cycle Club.

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The Secret Session.

What a bombardment the *Ancient and Honorable*, the good old organ, has been getting all along the line for that "Grand Secret Concert," given recently by the racing board of the L. A. W. While labbing the organ, probably the thought did not occur that it was the men who placed the power in the hands of the Wheelman Publishing Company who should be the parties to lash and not the men who would naturally defend their property—their stock in trade. You do not hear of men with valuable patents allowing other people to use them if they can possibly prevent it; therefore the organ is only using a bargain to the best advantage, and all the howls of the universe will not move it from the advantageous position the wise men who run the league placed it in. Joe Dean, a lawyer and a smart young man, knows all about "that contract," and knows all about its validity, you can rest assured. Why an amateur athletic body should be afraid to let the world know of its work and purposes is another thing, and why such a deal was made with one paper might also be open for debate; but both these things were done, and not much to the credit of amateurism, or the guardian angels of amateurism, either. But secret sessions seem to be the order of things these days. I noticed in the Boston papers, last week, that the clever Bishop Philip Brooks complained of the secret methods employed by the Episcopal church bishops, and proclaimed it un-American. Yes, and un-English, too. What "fake" are those good men going to spring on us from behind closed doors? Possibly a new racing board brand of religion, warranted to fill all the requirements of the amateur and professional, elastic and full of inner tubes.

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Respects to the Italian.

"Who is La Cote Mal Taile?" (with much difficulty in pronouncing). This is a frequent question. Many a time have I been asked who the writer with the odd signature is, and who keeps his identity out of reach. L. C. Boardman of the *Recorder* steps into the eastern office of this paper occasionally, and fires off more interrogations in one minute than can be well answered in fifteen. Said L. C. Saturday:

"Who's that fellow with the Italian name who writes for the REFEREE?"

On recovering the writer sparred for

wind and replied: "An old timer."

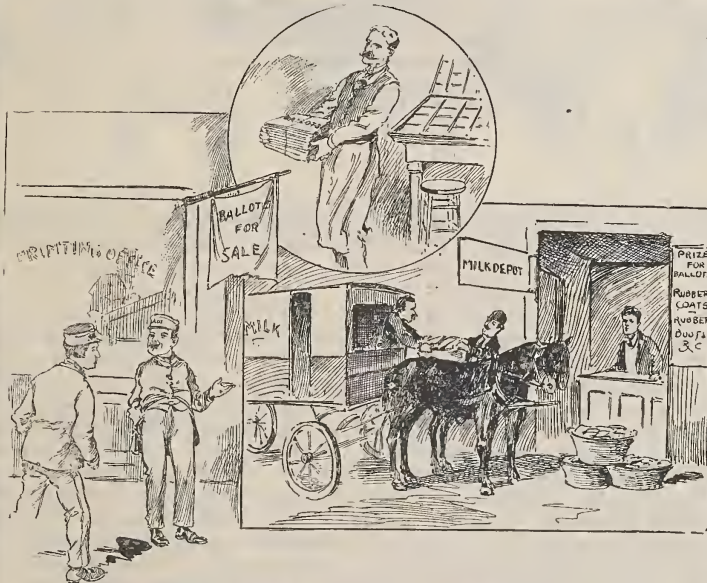
"An old-timer, eh," said Boardman; "an old fool, I guess. Wait until I get at him to-morrow."

And on the morrow he said:

"La Cote Mal Taile" is the title of a writer in the REFEREE, the journal that reaches the trade and wheelmen generally. The writer is one of the good old "has beer," and takes advantage of every opportunity to rake over the doings of the day among the wheelmen. His last assertion about the parade is on a par with the one he made several weeks ago about high-grade wheels requiring inner tube pneumatics. This last statement is made despite the Columbia and other machines with S. P. tires.

I'll back L. C.; the Italian is getting too frisky. What was wrong with this, the largest parade, by actual count, that was ever given, outside of what was caused by the divisions other than those of the wheelmen and, of course, the fool antics of a few—who couldn't be stopped? Then, again, the "old 'un" asks Knapp to come forward to the mourners' bench, being that Eck has declared for straight racing and the church. What on earth has Knapp ever

would not have dared to take advantage of the father's leniency and conceived the idea of the trip as proposed. Taking advantage of the loose methods and rules adopted by the father for the guidance of his children, the child gets bold and in turn is threatened with abandonment and disgrace. It is a clear case of abandonment, and not a pretty spectacle, either. The racing board knows full well that the men who go on the trip have had their expenses paid by somebody all summer, but now objects when the same somebody wants to pay them for the *Sporting Life*. The trip at the best was an ill-advised one, and the promoters should have seen that the racing board would view with jealous eye any encroachment on their rights as chief corruptionists of our angelic amateur hosts; the Egan boy should know better than to invade the sacred territory. What fame would come to an artist who could portray the man of putty, the amateur, in his various forms and moulds as fashioned by his maker, the racing board, since 1885. I learn that that iniquitous car load of divisible ones will not start for the balmy Pacific until January (if then), but Br'er Egan has had his little "ad." out of the racing board and the press, all the same. The professional league?—well, that's another story!



Incidents of the "Recorder's" Piano Contest.

done to beg forgiveness for? Why, Knapp, instead of mourning, is singing psalms of joy over being appointed the Victor agent for the entire territory of lower California (with two assistants) after winning golden opinions in San Francisco, Sacramento and Oakland. That record of Johnson's goes down hard with La Cote Mal Taile, and in his vicious dig at Eck for bringing out "unknown wonders on unheard of tracks," he was just swallowing the tail of the crow that others had to masticate, just as he has had to do. That elliptical sprocket record goes, young man, and the sooner you come forward to the mourners' bench the better it will be for you. The stains of the unbelieving will be easier to wash out. Now is the day of salvation; come, "old 'un," get in, or out, of the wet.

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The Trip Postponed.

I feel sorry for the racing board and the *Sporting Life* car trip scheme. It is a case of abandonment by the father of the child. The *Sporting Life* car scheme is the offspring of the racing board of the League of American Wheelmen, which called it into existence, and if it had not been for that, the cycle department of *Life*

Speaker Burdette.

Some time ago the league organ printed articles editorially deprecating dragging national or state politics into the affairs of the L. A. W. Recently, while walking in Harlem, I noticed a flaming sign which announced that the Harlem Wheelmen held forth in the hall above as a democratic political club. Buffalo and other cities, it seems, have political cycle organizations. I noticed last week, in the *Sun*, a dispatch which stated that Hartford had nominated Charles L. Burdette for member of the state assembly, and the dispatch added that Congressman Burdette (to be) was president of the League of American Wheelmen. While seated in the sumptuous office of the Hartford Cycle Company Friday night, talking to D. J. Post, I asked the noted cycling politician what the little game was. "Well," said Post, "we took a crowd to the meeting and nominated Burdette, because, if elected, he will surely be speaker of the house, as a Hartford republican invariably gets the honor. If Burdette is speaker he will name the working committees, and that's where we will get in our work for roads. Burdette will be supported by many democrats with the Pope Manufacturing

Company and in our employ; also by Bilings & Spencer's employees, for the reason that they know cycling will be benefited, and as a starter we have issued to-day this circular." The circular reads as follows:

TO WHEELMEN.

The following matters should be brought before the general assembly at its next session that begins in January, 1893. Every point is of the greatest interest to every member of the League of American Wheelmen.

1. A bill for the incorporation of the Connecticut division, L. A. W., is needed.
2. A conservative bill regulating the rights of wheelmen in the streets and on the walks is needed.
3. A bill making the penalty for stealing a wheel at least equal to that for stealing a horse is needed to stop the alarming increase in the theft of wheels.
4. A uniform lighting law providing for the proper regulation of ordinances relating to the carrying of lanterns on wheels is needed.
5. An inquiry into the rights and powers of towns regarding the taxation of wheels is needed.
6. A road improvement bill that will stop the great waste of public money and provide for permanent roads properly built and cared for, is needed by all.

Although the wheelmen will profit the least by good roads, yet having taken up this work as pioneers they should continue their active, earnest labors in carrying it through to completion. It is a question of national importance, but to the League of American Wheelmen belongs the credit of the greater part of the missionary work, and they should retain, if possible, the credit for the actual work in legislation. It is possible for every rider of a wheel in Hartford to aid in advancing the interest not only of the league, but of all users of a wheel by aiding in the election to the next legislature of a representative wheelman who knows the aims and objects of that part of the cycling world that exists as an organized body, and also the needs and requirements of all interested in the use of the wheel, either directly as riders, or indirectly from their connection with the industry in any manner.

A vote by each member, or one secured by each member, will count for and greatly aid in the proper representation of the wheelmen in the next legislature so far as Hartford is concerned, provided you wish such a result.

This will, no doubt, be followed by something more direct—an invitation to vote for the anti division candidate.

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A Thieving Lunatic.

On Sept. 12, a well-dressed young man entered the cycle store of Alexander, at Worcester. He stated that he was about to purchase a wheel, and that Dr. Daniels, of the state asylum, had recommended him to call on Alexander. But before the purchase he would like to try one. "Here's my personal wheel, a scorcher. You can try this, and if it suits I can make you a little reduction from the usual price, as I have used it a few weeks," said the dealer. The young man took it out, and after he had done so Alexander's mother, who had been closely watching him, asked her son if he knew the man. "No," he replied, "but I know Dr. Daniels." "Well, I don't like the looks of that man; he looked like a thief," said his mother. Alexander felt uncomfortable when the man did not return in fifteen minutes. After thirty minutes had passed he had notified the local Hawkshaws to look out for the chap. Then he telephoned Boston and other points and finally issued the following:

STOLEN.—Sept. 12, 1892, from L. M. Alexander, No. 191 Front street, Worcester, Mass. (telephone 842-3), an 1892 pattern TOURIST, No. 1482 (new); Hunt scorcher saddle, Bidwell-Thomas tires; by Frank J. Holland, a person about twenty five years old, five feet eight inches high, dark hair and moustache, with a distinct squeal to his voice—one eye slightly blood-shot.

Dr. Daniels denied the recommendation but acknowledged that he had a person named Holland in his care for quite a time—and a harmless lunatic he had been. But it seems the chap is a born thief and his visits to various asylums had been only a subterfuge to escape the penitentiary. Numerous thefts had been brought home to him, but he always managed to convince the judge that he



RACING BOARD JUSTICE,

As it appeared to the unfortunate 32,300 members of the L. A. W. who are kept in ignorance of the actions of the executive committee and racing board.

had a screw or two loose. The funny part of it is that he was seen in Worcester for two days after the theft, while the local police and those of other cities were looking for him. Want of palm grease is supposed to account for the poor speed of the Hawkshaws, as Mrs. Alexander declared to a REFEREE man that a reward would have done the business, and if the fellow had stolen a \$25 horse he would have been caught instant. Mrs. Alexander, in describing her want of confidence in the man, said: "When he grabbed the wheel to take it out there was an exultant, devilish look in his eyes, which said plainly, 'this is mine.'" Mrs. A. says her long experience with the world enables her to spot a saint from a sinner at a glance. Ralph W. Sears, a Cambridgeport dealer, reports that the same lunatic copped two of his wheels a few days later, and Hunt, of Westboro, thinks the same party borrowed a wheel from him about the same time. Strangely enough, this wheel was found between the railroad tracks near Worcester, all smashed, and it looked as if a locomotive had struck it. The alleged lunatic's home is in Boston, and his brother, who is studying for the priesthood, feels the matter keenly. The parents say the cycle-loving son is incorrigible and a black sheep. Alexander feels sore because the league organ did not raise a proper hue and cry over the matter. The only hue it raised was at so much per line.

Very Popular Wheelmen

The REFEREE made mention in wondering way recently of the immense voting going on in the *Recorder's* columns for the most popular wheelman in New York, and stated that Albert, the professional, had a heavy vote. It was suggested that *Recorders* were being

bought in job lots for the ballots they contained. The REFEREE hinted to Boardman, the cycle editor, that possibly some printer was voting, a hint which L. C. waved off, with a statement that no one could play such a racket without detection. Albert of New York, and Holmes of New Jersey led, with "Pap" Worden, Trenchard and Vose of Brooklyn close up. It came to within ten days of the end of the voting, and the leaders' figures jumped a thousand a day. Business Manager Turner smelled a mice. He got an expert to examine the ballots, which soon proved that Albert's, at least, were from some printshop. He confessed to the *Recorder* and REFEREE, and through extenuating circumstances was let down easy, his name not again appearing. In the meantime Holmes jumped away with the lead, and was closely followed by an actor-like looking chap named Vose, from Brooklyn, whom few cyclists know. Holmes, however, is well known as the president of the Associated Cycling Clubs of New Jersey. Cheers greeted the pair as they entered the straight, closely followed by Trenchard. The latter was backed heavily to win by a Brooklyn church and a Sunday-school, which was in return to get the "piano." The struggle was a grand one; Zimmerman at Springfield wasn't in it. Worden confessed his pneumatic had gone wrong, and he stopped to cheer Holmes. Vose, who is a clerk in the Borden Condensed Milk Factory, offered prizes to a hundred drivers to collect *Recorder* coupons, and Holmes paid messenger boys for large packages of coupons. Strange to say, the boys made good time for their money. The cheers could be heard over in Newark, as Holmes swept by the *Recorder* stand a neck ahead of Vose. A brief notice the morning after the race finished an-

nounced "that owing to some bogus votes the result was in doubt." It seems the friends of each competitor, had schemes of their own, known or unknown to the competitors, and each scheme was as the REFEREE had suggested. From the genuine ballot a plate had been made by photographic process, an exact duplicate—and the printer did the rest. Albert keeps quiet, Holmes laughs and frankly acknowledges that a game was played on him by somebody, and the messenger boys and his effort to become popular had cost him—well, a good bit of cash. Vose was mad, because he had given away a rubbersuit and rubber boots as prizes to the two who brought in the largest number of ballots. Trenchard and his church friends—and the railroad people he works for—feel so so, while Worden is tickled to death because Vose told the *Recorder* manager that Worden was not known much anywhere outside the aristocratic club of which he is a member; that few Brooklyn cyclists knew him. No one gets the piano, and there is a lot of discredited ballots for sale. Thus endeth the New York vote for the most popular wheelman.

Some Gay Nimrods.

Albert Linden Pope, or the "little colonel," as some call him, showed me a murderous-looking outfit in Boston last week. He said: "Old man, you ought to come along." But after I had felt of the edge of an immense knife, looked down the muzzle of a Colt's navy revolver, lifted a death-dealing shot gun and rifle and examined some full roadster gum boots and a shooting jacket, I fairly begged to be excused.

"We start next Saturday," said Albert, "and the company will be A. S. Pattison, C. S. Walker and W. C.

Walker, and possibly Kirk Corey. We go to Canada—the lower Provinces, of course—and will be away a week."

The party will take a car-load of victuals along, and Albert, Jr., swears he will kill moose, lions and tigers, or annex Canada to the United States if he fails. D. J. Post worked until 10 o'clock Friday night in order to finish up an inventory of stock before making a trip to his people's farm in the wilds of New Jersey. He sent W. C. Marion ahead with three large cases of destruction and grub, while he followed with I. B. Potter and Eddie DeBlois. The party will be away two weeks, and will not kill "skeeters" exclusively. Mr. Post says the machinery of the L. A. W. is all right and will not require his personal attention for a time. *Good Roads* goes marching on.

The Boston Press Club.

With Daly, of Bretz & Curtis, and Jack Holding, G & J's bookkeeper as bodyguard, I took in the opening of the Boston Press Cycling Club's new quarters, 44 and 46 Warren street, and met with rough treatment at the hands of President John C. Kenison, who is well known as the *Herald's* cycling man. President Kenison wanted to ruin my Corbett hat for some reason. One of the prominent pictures on the club table was one of two men, taken in London six years ago. One of the men was well known in cycling, and met death while swimming at Westboro three years ago. All know the eccentric but good fellow, John Purvis Bruce. No one remembers the lad with more kindly feeling than the writer, who stood at his side in Thomas' on Cheapside, E. C., when the picture was taken. Jack said to me when walking along Fleet street one day, while people looked curiously at the curly-headed, oddly-dressed figure,

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.

"Don't go up to Gibson Square to-night; stop at Anderson's with me—I feel kind of lonesome." On retiring he placed two frightful looking nickel-plated revolvers under his pillow. This startled me.

"What in the devil do you want those things for?" I inquired.

"You don't know how soon you may want to use them," he replied. "London is full of thieves and murderers."

"All right; but you turn the shooting ends away from me," was my reply, and Jack talked me to sleep telling about a hunting trip in Scotland. I was in his company a good deal in this country at times, and abroad, and never want to meet a truer friend and considerate adviser than the boy who lies buried at Westboro. I "swiped" that picture. It was wrong, but I wanted it. There were at least 200 people at the club house and a jolly time was had. Speeches were made by all the prominent ones present. J. F. McNally of the *Herald* sang the following ditty at the club opening, having written it the same night:

"IF THE CYCLIST ONLY HAD HIS WAY."

If the cyclist only had his way,
What a queer world this would be:
No one would walk and none would pay,
Transportation would be free.

There'd be no elevated roads,
And engines could not go;
The electric cars could get no loads,
For they would be too slow.

A bridge to England would be built,
There'd be no toll to pay,
And flying crabs would race across
And go there in a day.

The streets would be concreted,
There would be no noisy teams,
There would be no hoofs to clatter
And to wake us in our dreams.

There would be no walking up steep stairs,
We'd ride up on a wire,
And lovers could elope in pairs
Despite the old man's ire.

You could get a letter from anywhere,
And get it in a day;
The world would be one dream of bliss,
If the cyclist had his way.

Policemen would escape the corns
And bunions on their feet
They raise while slowly tramping
Around upon their beat.

The second story worker would
Find it hard to ply
His occupation with those cops
A-moving 'round so fly.

Waiters, then, could serve your meals
Like lightning while you wait;
Telegraph boys would get along
At a trifle better rate.

Reporters then could laugh
At herdic drivers and their fares,
And all could then get home at night
To sleep away their cares.

The firemen in a jiffy could
Get to all the fires,
The engines would have pedals and
Great pneumatic tires.

And there would be no cavalry
Or soldier boys on horse;
The militia and the naval boys
Would ride on wheels, of course.

In winter there'd be snow machines,
So all could take sleigh rides.
And 'tached in front a snow plow
Would clear the way besides.

There would be perpetual motion—
At least that's what they say;
What a fast world we would live in
If the cyclist had his way.

Instead of perambulators
He'd have mother ride a wheel;
With baby in a basket
Made of finely woven steel;

While doggy, close behind her,
Would work his little byke,
The pet cat bringing up the rear
Upon a midget type.

All could enjoy the fresh air,
Be merry, light and gay,
And the world would be a paradise
If the cyclist had his way.

MORGAN.

Subscribe for the REFEREE.

"DEAD-BROKE" WILEY ARRIVES.

He Reached Chicago Sunday, Soon After Five O'clock.

After beating his way across toll bridges, through toll gates, over ferries; begging his meals and lodging and inviting himself to partake of the hospitalities of wheelmen for three weeks, Harry Hillard Wiley arrived in Chicago from New York at 5:05 o'clock Sunday evening. He put in his appearance at Pullman at just 2 o'clock, while those on the C. C. C. ordinary run were at din-



ner. He was given his meal and proceeded to the city in the rain with several Chicago men. Wiley rode an Eagle safety, carried a rubber coat and a change of underwear. On each side of the machine was a placard inscribed "New York to Chicago—Dead Broke." He had expected to reach Crete on Saturday night, but only got to Mokena. From there to Pullman is sixty miles, and this distance he covered in seven hours, the roads being in a very poor condition. His general route was

through Trenton, Lancaster, York, Gettysburg, Hagerstown, Cumberland, Wheeling, Zanesville, Columbus, Dayton and Indianapolis.

Wiley carried an autograph book, in which wheelmen, hotel and boarding-housekeepers, bridgekeepers and others made pencillings, telling of his unlimited cheek and how and when he arrived at a given point or how he secured his meals. He had no startling experiences on the trip other than falling into the Chesapeake and Ohio canal, and having his tire burst. He says he is twenty-four years old, but looks thirty; he weighs about 140 pounds and was dressed in the ordinary cycling garb. The picture herewith was sketched by the REFEREE artist, unknown to Wiley, while he sat in the REFEREE office Monday afternoon. Wiley does not see how his trip has injured cycling, for, he says, everybody gave him a right royal welcome and did everything to help him along. At any rate such performances do cycling no good. If he had been unable to pay his way and wanted to reach the World's Fair city there would have been some excuse for the method employed; but as it was it proved only an advertising dodge—something by which notoriety might be gained. Wiley intends to locate in Chicago and will write an account of the trip, in a humorous way, for some paper, or will put it in book form.

According to the eastern papers the Brooklyn Bicycle Club has decided to build and operate, in connection with its city house, a country annex. A committee has been appointed to select a site for the new house, and it is restricted only to the provision that a water front is indispensable. This will limit the field to be gone over to either Sheephead Bay or Bay Ridge.



The Cream City's Track Scheme.

MILWAUKEE, Nov. 7.—It appears that all the talk about a race between Sanger and Zimmerman has resulted in nothing. It is a fact, however, that Sercombe deposited \$500 with the *Tribune*, which still remains there and uncovered; and as the days go by the chances of winning or losing a stake on the "gladiatorial contest" becomes more and more obscure. If Sercombe was making a bluff, as has been claimed, why don't the great inducer, Troy, call him down and release the affair of its present embarrassment?

Among the possibilities of the near future is a quarter of a mile track and an out-of-town club house. The project has set the wheeling fraternity agog, and it will no doubt be received with enthusiasm on every side. The originators of the scheme are members of the Telegram Cycling Club, an organization that has recently sprung into existence, and which will no doubt find ample means for obtaining the necessary "stuff" for carrying it to a successful issue. It is the intention to buy a desirable site on the White Fish Bay road and erect a commodious club house, track, etc. The club has interested a number of prominent business men who are interested in cycling in the matter, and they have agreed to support the project and subscribe for the majority of the stock. Sanger and other prominent riders will ride under the Telegram Cycling Club colors next season. The crowning necessity of wheeling life in Milwaukee is a suitably-located track and club house, and the scheme will receive hearty support.

The race track at the exposition building will be completed by Wednesday, and it will no doubt prove to be one of the fastest indoor tracks in the country. Great interest is manifested in the races, which take place Thanksgiving day and evening.

The commander-in-chief of the army of fun will have charge of the Milwaukee Wheelmen's minstrels at the Academy of Music Nov. 16, and joy will reign supreme. Forty (count 'em) burnt cork stars will greet the audience on the rise of the curtain. Delegations from all the cycling clubs in the state have signified their intention of taking boxes, and a phenomenal success is assured.

JACK ROYAL.

The Denver Ramblers' New Home.

DENVER, Nov. 5.—The accompanying etching is that of the proposed club house of the Denver Ramblers. The club has recently gotten a good-sized move on itself, and since the project of building a large house has been undertaken it has increased in membership, in three weeks' time, from forty-five to nearly 200. This shows what energy can do, and also that the interest in Denver has assumed large proportions. About three weeks ago the subject was brought up at a regular meeting. The money was secured, and that helped to enthuse the outside wheelmen. On Oct. 27 the Colorado Wheelmen (which contains a majority of the racing wheelmen of Denver) came into the club twenty-five strong. At the last meeting eighty-nine applications were acted on,

and there are nearly twenty-five more awaiting the action of the December meeting. It is expected that before the first of the year the club's membership will have reached 350 members.

The proposed building, as will be seen, is to be three stories and basement high, and 50x100 feet in dimension. It will contain all the appointments and conveniences of a first-class athletic club, including gymnasium, swimming pool, running track and repair room. It is expected that ground will be broken about the first of the year.

The news of Robert Gerwing's reinstatement was received in Denver with the greatest satisfaction. Mr. Gerwing deserves to be an amateur, since he has kept out of all races for nearly two years, hoping that the happy day would come some time.

At the last meeting of the Ramblers the club decided to hold a ten-mile road race on Thanksgiving day. Some fast time is expected, as Gerwing, Block,



THE DENVER RAMBLERS' NEW HOME.

McGuire, Taylor, Pyncheon and others will compete. A sewing machine is among the list of prizes already secured.

The Denver Wheel Club admitted five new members at its last meeting. This is doing pretty well, considering the big scheme the Ramblers have on hand. But it is expected that the two clubs may eventually come together and support one.

The Sperry Cycle Company will, after January 1, succeed the George F. Higgins Company as the Columbia agent. The new firm will do some good work for the "blue rims" during '93.

W. E. Miles, manager of the Overman's local branch, has presented a fine engraving of the great race, "Salvator and Tenny," to the Ramblers, encased in a handsome frame. This firm has a unique "ad." in front of the store on Eighteenth street. It is a single Victor wheel which is kept constantly revolving in a glass case, and attracts much attention from the passers-by.

George Hannon has returned from a hunt in the mountains. He says he lost no bear but managed to bring down a cinnamon weighing 500 pounds. George says he has given up racing, as he thinks it is just a little out of place for a racing man.

SANDY.

Buffalo Clubs Trying to Organize.

BUFFALO, Nov. 7.—The Furhmann brothers and George Mathews, all of the Ramblers B. C., are having a triplet built of especial construction, and on the latest lines, which they are anxious to use for training as soon as the frosty weather sets in. These gentlemen intend next season to do some strong work. They are included among the fast men of their club, and should show up well in all events on track or road.

The opening article in the latest issue of *Good Roads*, entitled "The Speculator and the Country Roads," by Albert C. Stevens, editor of *Bradstreet's*, is just such an emination as might be expected by a person of Mr. Stevens' ability and position. He is an old Buffalo boy and used to be a wheelman 'way back in the sixties, when the good old loneshaker was all the rage. Many were the rides we took together without a thought that thirty years later we, as men, would be mounted on so vast an improvement of the velocipede, which was then considered something for the schoolboy's exclusive use.

A call for a meeting of the Buffalo Wheelmen's Protective Association for Nov. 15 has been issued. It is most earnestly hoped this call will be heeded. At

cutud and the interests of the wheelmen at large developed, such as their protection by legislative and civic power.

With the existence of a Wheelmen's Protective Association in every large city and town between New York and Chicago, the execution of the scheme of having an asphalt roadway between the two largest cities of the new world might easily be accomplished, because there would be in each place one united body working with one interest to accomplish one result. What a scheme it would be! To accomplish this would be a sufficient object for the formation of such a society. Then there are the many and numerous side issues, boundless in extent. It is very necessary for the good of the wheeling fraternity that this association meet at once and make permanent that organization, which is founded upon a basis so broad that every wheelman should be able to claim its protection.

WILLIE DUNN.

Jacksonville Society Doings.

JACKSONVILLE, Ill., Nov. 7.—The Lockwood Cycling Club has given several club dances recently, one Oct. 19, another Oct. 28, and the last Nov. 4. Cards are out for a fine full dress affair, which occurs Thanksgiving night. This is one of the series. The others will occur during the holidays and another about the first of March. The music will be furnished by Gehrig's orchestra of Pekin.

The relay ride between Waverly and Jacksonville was postponed on account of a heavy rain, but the club expects to try again as soon as the roads are rideable. The club also expects to bring several first-class entertainments to its city during the winter.

A New Sporting Paper.

The New Orleans *Sporting and Dramatic News* is to be published in the future by three of New Orleans' most prominent cyclists. Major W. W. Crane, the president of the company, is one of the oldest wheelmen in the United States, and has been one of the most prominent in the south. W. C. Grivot, vice-president of the company, is chief consul of the Louisiana division. J. W. Dodge, editor and business manager, is one of the south's most prominent cycle correspondents. Robert M. Slusser of the Lincoln club, Chicago, formerly of New Orleans, will represent the publication in the World's Fair city.

To Distinguish the Riders.

With Columbias having blue rims, Kenwoods yellow, Rudges red, Ariels green and others with some bright color, the race-attending crowds of '93 will know whose make of wheel wins, a first at least. Now riders should wear vari-colored caps and suits, that they may be distinguished. Old riders advocate the idea. An instance of the success of the idea was the wearing of a terra cotta suit by George Barrett at the Chicago tournament. After the first race every one knew where Barrett was in the races, and none could distinguish the other riders.

A Prominent Milwaukee Club.

Among the various cycling organizations which have contributed towards making Milwaukee prominent in the wheeling world, the Comet Cycling Club is deserving of a leading position. Richard S. Baird, whose picture is shown herewith, is its hustling president, and it is to his untiring energy and great love for the sport that the club owes its existence. Mr. Baird is an old-time wheelman, and dates his initiation into the mystery of the wheelman's craft back to the time when the bone-shaker was the king of the road. During a visit to De-

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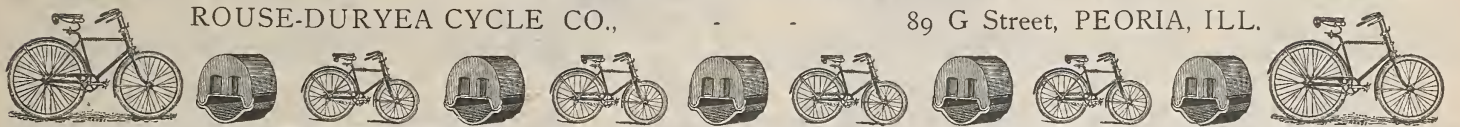


SO BRISK are the inquiries and demand for SYLPH CYCLES that seemingly there is no end to the '92 business and beginning of the '93. We would say, however, many riders of cycles have come to realize, during the past season that "Sylph Cycles Run Easy." While this is one of the most important features in any wheel, these same riders have also discovered an even more important feature, viz: That SYLPH CYCLES not only **Run Easy, But Ride Easiest.**

Some riders think them the acme of Perfection, and this, coupled with our own experience in the manufacture and sale of the machines the past season leads us to believe that they are the nearest perfection of any wheel on the market to-day. So satisfactory have they proven that we shall continue the '92 patterns unchanged for '93, with the exception of improvement in Pneumatic Tires. We solicit correspondence from live dealers who wish to control territory for the sale of the easiest riding and running safety on the market—a novelty in itself and a splendid seller. Catalogue free.

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89 G Street, PEORIA, ILL.



troit he became enamored of the bone-shaker, and purchased and brought one back to Milwaukee. It proved to be quite a curiosity. From that time to the present he has changed his mounts with the evolution of the wheel, and at present rides one of the very latest patterns. Mr. Baird is prominent in a social way and is identified with many leading clubs, among which are the Calumet Club, Milwaukee Recreation Club, Mat-a-wauk Canoe Club and the Milwaukee Wheelmen. The Comets have a limited membership of twenty five, but it is proposed at the annual meeting in January to raise the limit to fifty. The club has pleasant and elegantly furnished rooms on Mason street, in the Mariner block, and may be said to be in a very healthy condition. During the past season its club members have been prominent on the path and road, and next year expect to develop riders of the first magnitude. The club will, during the winter months, devote its energies to the social side of cycling, and has arranged for a number of balls and other social events.

The Englewood's New Home.

Five years ago the Englewood Cycling Club was organized, and has enjoyed a prosperous career ever since. The club moves into its new home on Sixty-fifth street near Wentworth avenue this week, and now congratulates itself that the new home is unequalled in Chicago for completeness of appointments and accessibility of location. A mansion was transformed for the club, a fine, large hall and other improvements being added at a total expenditure of over \$10,000. In view of the club's present prosperity it may be well to state that the membership is now 150, a hundred more than a year ago, an increased income annually of over \$1,800. The new home is a model of comfort and elegantly

suited for the cyclists' uses. The basement is devoted to a wheel room ample for the storing of every riding member's wheel, a complete repair shop being added, with tools for the most difficult repairs. The kitchen, dining rooms and servants' quarters, also two bowling alleys and cloak rooms are in the basement, and lockers for the members as well. The main floor has the two large and elegantly furnished parlors, the office and billiard room. The large hall is entered from this floor. This is 50 by 55 feet, with eighteen-foot ceilings. The gymnasium apparatus is easily removable for balls, parties and entertainments. The indoor ball team has a rare chance here and will uphold the club's honor in that great field. There are cloak rooms on this floor. The upper floor is devoted to the directors' room, reading, card and smoking rooms and the Ladies' Englewood Cycling Club's room, the ladies being auxiliary members.

The Prince of Wales Will Ride.

A special cable to the New York World, dated London, Nov. 5, says: London newspapers are always very careful as to what they say about the Prince of Wales, so it is a little surprising to see the announcement made that the Prince is taking an active and sympathetic interest in bicycling, and that it is not at all unlikely that very soon he may be visible to the naked eye pedaling a rubber-tired wheel up and down the roads.

One journal suggests, as the Prince is rather fat, that he would do well to get his physician's advice before risking his life and health on one of these whirligigs.

In view of the fact that bicycling in England is given over pretty much to the cheaper class of persons, commonly known as "bounders" here, the chances

that his highness will ride a bicycle seem very remote, in spite of what the newspapers say.

Sunday Riding a Pitfall.

At Hartford, Conn., Sunday before last, Rev. Henry H. Kelsey talked about "Moral Pitfalls for Young Men" at the Fourth church. Mr. Kelsey placed bicycle riding on Sunday for pleasure among the insidious pitfalls that lurk for the young men of to-day. "The tone of the habits arising out of these Sunday bicycle excursions," he said, "is downward tending. I know how natural it is for a few young men to get together and go off for a Sunday spin. But it takes them away from all the good influences of the day. It is a general pleasure day and leads to other and many things that are worse. I am afraid for the result, though no one enjoys riding a bicycle better than I. It is a pitfall, this Sunday riding."

Tom Reed on the Bicycle.

Ex-Speaker Tom Reed, of Washington, commonly called "the czar," in a stump speech at the Cooper Union, New York, told a story recently as follows: "I was riding in a wagon behind a horse once. We met a boy on a bicycle and the horse began tetering up and down. The boy was a boy of sense and he got off, and the horse went on its way. He knew a wheel, he knew a boy, but he didn't understand the combination. (Laughter.) To-day there is not a horse in the kingdom that does not know all about it. (Cheers.)"

He Fought Successfully.

E. A. Jones, of Sturgis, Mich., an old cycle rider and dealer, has spent over \$1,000 in fighting the sidewalk ordinance of Sturgis. There was an ordinance, but it was not enforced until a drunken man scared a team while trying to ride a bi-

cycle, and then knocked over a pedestrian on the walk. Upon the enforcement of the ordinance, Mr. Jones worked untiringly until it was finally repealed. It was the cyclists' last hope, as the streets are practically unridable the greater portion of the year.

That Car Scheme.

The New York Sun says "the racing board has nailed the *Sporting Life's* scheme. All riders are cautioned against making the tour, if they wish to retain their amateur standing. It is too bad to be thrown down like that, but the racing element will hardly care to risk the chances of next season's riding at the World's Fair meet. They certainly will jeopardize their pur ty (?) if they go on the trip."

The following letter was sent in reply to the one from a manufacturer who wanted an amateur for the trip:

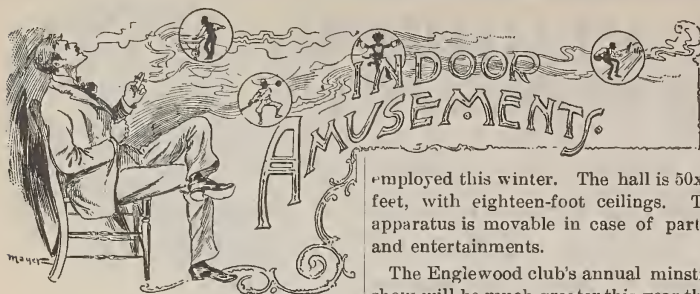
Your letter of Oct. 12, regarding the Sporting Life trip, to hand. I will be willing to take this trip in your interest and ride one of your make o machines and do my utmost to keep it to the front, provided we can come to terms as to what I am to receive in payment. I know the trip will cost considerable, but as you will get the desired advertising out of it which you are looking for, I certainly will want pay for my time spent, and in consideration for spending my time and doing what you desire me to, I will take this trip for you, you paying all my expenses and \$1,000 cash. An early reply will oblige.

Frank Lenz in Trouble.

The Bay City Bicycle Club gave a banquet last night at the California Hotel to Frank Lenz, the touring cyclist.—San Francisco Post, Oct. 25.

Bicyclist Lenz, who is making a tour of the world, was arrested night before last for disturbing the peace while drunk.—San Francisco Post, Oct. 26.

Zimmy now sports a gold-headed cane, presented him by the Asbury Park Wheelmen.



The New Yorkers Bowl.

The bowling schedule of the Cyclists' Bowling League of New York, Brooklyn and New Jersey clubs (six in number, since two clubs withdrew) is as follows:

| |
|--|
| November 15—Atlanta Wheelmen vs. Union County. |
| " 17—Brooklyn B. C. vs. Manhattan. |
| " 18—Jersey City A. C. vs. Elizabeth. |
| " 22—Manhattan B. C. vs. Atlanta. |
| " 23—Union County Roadsters vs. Elizabeth. |
| " 29—Jersey City A. C. vs. Manhattan. |
| December 1—Brooklyn B. C. vs. Jersey City. |
| " 2—Elizabeth A. C. vs. Atlanta. |
| " 6—Manhattan B. C. vs. Union County. |
| " 6—Atlanta Wheelmen vs. Jersey City. |
| " 7—Brooklyn B. C. vs. Union County. |
| " 9—Jersey City A. C. vs. Union County. |
| " 15—Brooklyn B. C. vs. Elizabeth. |
| " 23—Elizabeth A. C. vs. Manhattan. |
| January 3—Atlanta Wheelmen vs. Brooklyn. |
| " 6—Elizabeth A. C. vs. Jersey City A. C. |
| " 11—Union County Roadsters vs. Atlanta. |
| " 12—Brooklyn B. C. vs. Union County. |
| " 17—Manhattan B. C. vs. Brooklyn. |
| " 18—Union County Roadsters vs. Jersey City. |
| " 24—Atlanta Wheelmen vs. Manhattan. |
| " 27—Elizabeth A. C. vs. Union County. |
| " 27—Jersey City A. C. vs. Brooklyn. |
| February 1—Union County Roadsters vs. Manhattan. |
| " 7—Atlanta Wheelmen vs. Elizabeth. |
| " 8—Union County Roadsters vs. Brooklyn. |
| " 14—Manhattan B. C. vs. Jersey City. |
| " 16—Brooklyn A. C. vs. Manhattan. |
| " 21—Manhattan B. C. vs. Elizabeth. |
| " 24—Jersey City A. C. vs. Atlanta. |
| " 24—Elizabeth A. C. vs. Brooklyn. |

* * *

In and About Chicago.

The Chicago Cycling Club gives its opening reception of the season Wednesday evening, Nov. 16, at Rosalie Hall.

Thanksgiving night the Lake View Cycling Club will celebrate with a raffle for an Imperial pneumatic, solid gold watch and ten other prizes.

The Lincoln Cycling Club indoor base ball team suffered defeat at the hands of the Æolus Cyclings last Thursday evening at Klare's Hall, by a score of 16 to 2.

Seven Y. M. C. A. departments in Chicago have cycling divisions; the South Chicago, Englewood, Ravenswood Madison street, California avenue, Medical and German.

The Cook County Wheelmen and First Regiment Cycle Corps indoor ball teams play an exhibition game this Friday evening for the benefit of a prominent member of the Cook County Wheelmen.

The Des Moines C. C. opened its new club house Tuesday evening, the reception lasting from 8 to 10 o'clock, when dancing commenced. During the evening the guests were given the election returns as they came in.

Saturday evening of this week the Lincoln Cycling Club gives a Japanese smoker. The club house is filled with Japanese decorations. Musical talent has been secured and a rice-eating contest for prizes will occur.

Arthur E. Lumsden is captain of the Kenwood club indoor ball team. H. C. Tobey plays with the same team. W. C. Anderson, the popular catcher of last season's Chicago Cycling Club team, plays behind the bat for the Carletons.

The Englewood Cycling Club has the finest gymnasium of any of the local clubs. Competent instructors will be

employed this winter. The hall is 50x55 feet, with eighteen-foot ceilings. The apparatus is movable in case of parties and entertainments.

The Englewood club's annual minstrel show will be much greater this year than last. Englewood society appreciates good talent, and the E. C. C. minstrels, although amateurs, are first-class in every way. Timmerman's Opera House in past years has been packed to the doors.

Both the Columbia Wheelmen and Æolus Cycling Club have strong indoor ball teams, and both are members of the Northwest League. These teams together will fill Zemeschek's hall every game, for the Columbia Wheelmen in the old days were members of the Æolus club.

The Columbia Wheelmen have extended a cordial invitation to all club members of this city to be present at

noon at a Country School" was given, when the ladies and gentlemen dressed in school clothes and recited the pieces of their childhood days, played the old school games and in many other ways looked backward. The Ravenswood club has all along admitted ladies as active members and found it successful.

Nov. 12 the Columbia Wheelmen raffled a March safety; Nov. 24 the Lake View club raffled an Imperial pneumatic, a solid gold watch and a dozen other prizes, and Dec. 13 the Englewood Cycling Club raffled a Jarvis safety.

* * *

From Other Points.

The Riverside wheelmen held their first smoker last Saturday evening.

The Manhattan B. C. is arranging a pool tournament for the winter months. The Toledo C. C. was entertained Friday night by the Walter Emerson company.

The Seneca (Ohio) Cyclers gave one of their pleasant parties last Friday evening. It was a fantan card party and prizes were awarded.

The annual pool contest between the Brooklyn Bicycle Club and the Kings

A G. O. O. RUN.

Chicago Men to Pullman on the Wheels of Old.

The Chicago wheelmen have a reputation for originality and this reputation was fully sustained when the officers of the Chicago Cycling Club announced an ordinary run for Sunday last. The scheme took immediately and was the talk of the wheelmen during last week. There was a general skirmish for ordinaries, Eagles and Stars and all sorts of old machines were brought out. Along toward 10 o'clock the old-fashioned wheels began to accumulate at the club house, greatly to the astonishment of the passers-by. Just seventeen were piled up in front of the door and a like number of riders were within the house. The start was made shortly after 10, and besides the fourteen ordinaries, there was one Star, managed by W. C. Thorne; an Eagle, upon which was Nicolet, while upon a Springfield "Rooster" was Lumsden. Five safety riders who followed the procession were warned that their tires would be minus air if they proceeded further. The roads were bad, but the old-time wheels went along pretty well. On Stony Island avenue, at the Baltimore & Ohio railroad crossing, a charge was made upon the safety riders, and as a result Barrett, Becker and MacFarland had flat tires. After the raid the safety men were fined fifty cents each and permitted to continue the journey. For each dismount a fine of ten cents was levied. Headers came high, twenty-five cents, and were few. Hosford and Erwin were each taxed fifty cents for going out by train, and the first and last man into Pullman each paid a dollar. Van Sicklen was first through the gate, and Root was leading at the sewer. There was a misunderstanding as to what constituted the tape, some thinking the gate and others the sewer. To settle matters Van Sicklen and Root matched and the former paid the fine. Lumsden and W. C. Thorne had almost a neck and neck finish for last place, but the former landed about a foot ahead—the "Rooster" defeated the Star. An immense dinner was disposed of and the party rode back in the rain with "Dead-Broke" Wiley, who arrived in Pullman during the Chicago men's stop. This is how the \$14.90—which was judiciously expended—was collected in fines by Fine Master George Thorne: Van Sicklen, \$2.05; W. C. Thorne, \$1.50; Brooks, .40; MacFarland, .55; Root, .65; P. J. Dasey, .40; C. E. Dasey, .40; Becker, .55; Ballard, .40; Hosford, .50; Slusser, .30; Winship, .65; Bliss, .65; Richardson, .75; Lumsden, .85; Berger, .55; Barrett, .50; Erwin, .50; Nicolet, .70; Keator, .65; Young, .50; O'Neil, \$1.

On Whom is this "Roast?"

W. W. Watts has just cause for action against Editor Sam Miles of the REFEREE and his artist. By some hook or crook, Editor Miles secured a picture of that distinguished cut-throat and lamented murderer, Charlie Dilger, which he inserted in a racing board group, and labeled it "W. W. Watts." And, as if this indignity were not enough, he puts on the caricature's feet a pair of white overgaiters, and sets on a table before it a pitcher of water and a bottle of ink. Every wheelman who has ever heard of Watts knows that he uses water only for fishing purposes, and he has absolutely no use for ink. Reputable editors will swear that he does all his writing with a pair of scissors and a paste-pot. As to overgaiters, the manufacturers do not make them large enough. Nothing than a damage suit can wipe out the insults.—*Courier-Journal*.

St. Louis had an ordinary run Sun



their smoker, athletic and musical entertainment and raffle next Saturday evening, Nov. 12. A March racer will be raffled for the benefit of the furnishing fund.

The Columbia Wheelmen indoor ball team is as follows: R. Fisher, manager; C. Joe Anderson, manager; Edward and Oscar Cousoer, pitchers; Williams and Holum, catchers; Anderson, first base; Ed. Schulz, second base; A. Lowe, third base; John Erickson, left short; C. B. Hopkins, right short; Stein, centre field.

The Lincoln club's "Japanese smoker," which was postponed because the committee could not secure the necessary talent for the date originally named, will be held Saturday evening. The Lincoln Park refectory has been secured for a dance to be held Dec. 1. The regular monthly meeting of the club occurs Monday evening next.

Every Wednesday evening the Ravenswood Cycling Club house is the scene of a merry gathering, usually a card party. Last Wednesday evening "Friday After-

County Wheelmen is being arranged. Each club has won a series and this season's match will be in the nature of a play off.

Bonner Likes Indiana Soil.

Robert Bonner, of New York, in a two-column interview on pneumatic-tired sulkies and trotters, recently remarked: I wish also to remark that the soil in Indiana is of a peculiarly elastic character. It is springy like rubber, and permits of very fast time being made over it. Why, just look at those two bicyclists, Zimmerman and Johnson. Zimmerman is, I believe, considered to be much the superior, but the other man beat his record several seconds, simply because he had the advantage of the Indiana soil.

This is encouragement for Mr. Williams, of Iowa, and hope for Harry Hearsey and the Indiana cyclists.

The Hopeton Bicycle Club will hold a ten-mile road race on Thanksgiving day over the East Providence or Providence course. The Racing League of Providence holds a twelve-mile road race the same day.

CHANGE OF AGENCY.

TO AGENTS:

We are now appointing agents for the sale of

THE ROVER

throughout the United States. Those desiring territory apply at once to

J. K. STARLEY & CO., LTD.,

Care The Referee Pub. Co., 334 Dearborn St., Chicago.

CONCERNING COLUMBUS

After Columbus had been on the water for some time his crew arose in mutiny and demanded eggs. Chris. didn't know what to do at first, but finally gave orders for the ship to lay to. It was not long before the crew mutined again, and this time demanded porterhouse steaks. The matter again received the commander's attention with the result that the crew were ordered to the bulwarks. The third time the crew mutined and demanded chicken, and Columbo ordered them to the hatch. Finally they demanded that the trip be continued on bicycles, and poor Christopher was forced to tell them that they would have to see Col. George K. Barrett, inducer and representative-at-large of the

MARBLE CYCLE MANUF'G CO.

Retail Depot: 271 Wabash Ave., Chicago.

Factory: Plymouth, Ind.

THE STEARNS
WHEEL.

LIGHT,
STRONG.

MARK IT!

FAST,
EASY.

GRACEFUL,
DURABLE.

*We'll show it to you soon
as our cuts are ready.*

E. C. STEARNS & CO.,
SYRACUSE, N. Y.

"IMPERIAL" HISTORY

—FIRST CHAPTER.—

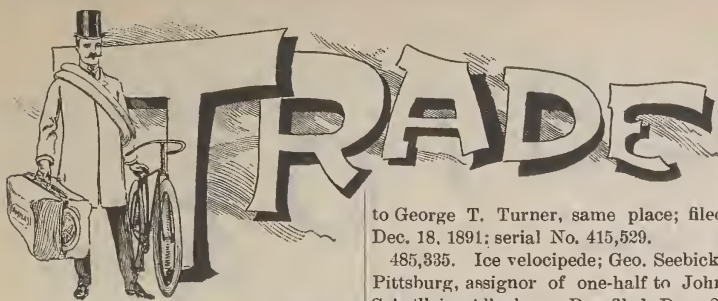
IN the beginning we decided to engage in the manufacture of High-Grade bicycles. We determined to make the **BEST**, "Imperial Wheels" in every respect. Now, it is easy to engage in the manufacture of some kinds of bicycles, but it is a different matter to equip a plant capable of turning out "Imperial" Wheels. The makers of "Imperial" Wheels spared no expense in their manufacture, counting not the cost, they shaped their course and sailed boldly and fearlessly through the troubled sea of cyclistic discord toward the goal of harmonious success. Hundreds of thousands of dollars were invested in the developing of "Imperial" Wheels to their best state of perfection; we had them and used them carefully, as well as lavishly. "Imperials" are **right**; we challenge the whole world to produce more perfect and dependable bicycles than those known as "Imperial" Wheels.

CHAS. H. SIEG MFG. CO.
SELL HUNDREDS OF
"IMPERIAL" WHEELS
IN CHICAGO.



AMES AND FROST COMPANY
302-304 WABASH AVE.
CHICAGO. MAKERS

Startling and Most Excellent—IMPERIAL WHEELS For 1893—Wait.



The Hill Company's New Wheel.

The REFEREE announced last week the incorporation of the Hill Cycle Manufacturing Company of Chicago. The officers are Mark W. Hill, president and treasurer, and F. T. Fowler, secretary and manager. The new company will place upon the market the Fowler, a cut of the frame of which we have shown. Two lines will be manufactured, a light wheel, weighing twenty-six pounds, and



F. T. FOWLER.

the scorchers thirty-two pounds stripped, and thirty-five pounds all on. The wheel has a straight frame with a braced crank bracket, the braces extending down in a V-shape from under the seat to either side. The wheel base is 44 inches, head 10 1-2 inches. The cranks clear the ground by 6 1-2 inches and the finish is of the very first order. The company plans to turn out 2,000 at least of these machines, all to be fitted with Morgan & Wright tires. Work has started now on stock for next season, a full force, 190 men, being employed. The factory is large, 100x186 feet, and is fitted with every modern machine used in cycle making, all of which are kept busy making parts. Twenty-five wheels will be finished this month.

Mr. Fowler is an energetic young man with a thorough knowledge of the bicycle trade, gained through practical experience, and in the new wheel he is introducing hopes to gain a strong foothold with the dealers and riders.

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.:

485,186. Velocipede saddle; Arthur L. Garford, Elyria, Ohio; filed Jan. 9, 1892; serial No. 417,559.

486,187. Bicycle; Frank M. Goodhue and James E. Goodhue, St. Charles, Ill.; filed Feb. 16, 1892; serial No. 417,559.

485,285. Supporting and locking attachment for bicycles; Walter Lewis, Philadelphia, Pa., assignor of one-half

to George T. Turner, same place; filed Dec. 18, 1891; serial No. 415,529.

485,335. Ice velocipede; Geo. Seebick, Pittsburg, assignor of one-half to John Scheillein, Allegheny, Pa.; filed Dec. 2, 1891; renewed Sept. 6, 1892; serial No. 445,190.

485,345. Ice velocipede; Myron B. Gibson, Ukiah, Cal.; filed Dec. 7, 1891; serial No. 414,328.

485,360. Aquatic velocipede; Johannes F. Baeyer, Hamburg, Germany; filed Nov. 27, 1891; serial No. 413,357; patented in Germany Sept. 21, 1890.

485,434. Bicycle saddle; Charles Stein, Meadville, Pa.; filed Dec. 2, 1891.

485,575. Bicycle support; Charles F. Bebee, Orion, assignor of one-half to Otis F. Knowles, Oxford, Mich.; filed Sept. 10, 1891; serial No. 405,252.

485,583. Bicycle; Owen R. Kenney and Frank D. Cable, Toledo, Ohio, assignors to the Toledo Bicycle Company, same place, filed Sept. 1, 1891; serial No. 405,612.

A New Factory for Bay City.

The contract was let Saturday for the National Bicycle Works at Bay City, Mich., and ground was broken Monday. The building will be of brick 50x100 feet, two stories high, and will employ forty hands on the start.

The Palmer Closure Tire.

The Palmer tire has now been most thoroughly tested on the road by Ed Porter, who has ridden thirteen centres. Thorns and other destructible matter have been found imbedded in the tire, and even worked through into the inner tube, but there was no leakage. Mr. Palmer was in Chicago a few days last week, and took pleasure in showing to curious ones his tire. After a year's experimenting he is satisfied he has builded well, and now counts confidently on reaping a harvest of orders. The tires are light, resilient and strong. In no vital respect is it like any tire on the market. It is Mr. Palmer's intention to sail for Europe at an early date, that he may introduce the tire there. His own tire has been punctured three hundred times and has never needed another inflation. This tire was the first, and there have been many improvements since. The tube is wrapped diagonally both ways by a strong thread and then covered with a rubber solution. The original tube is made round, thicker on one side than the other, and turned inside out, therein lying the secret of self-closure. The racing tire weighs three and one-half and the road tire six pounds, and the list will be \$24.50 to \$26 a set. To the uninitiated the tire would feel too soft, but when the weight is thrown on the wheel the tire is firm yet resilient. The Columbia Rubber Company, selling agent for the Goodrich Rubber Company, now has samples and is pushing the tire on the market.

New Agents for the Rover.

J. K. Starley left Chicago last week and sailed for England Wednesday. Mr. Starley before leaving withdrew the agency of the Rover and will hereafter name more than one agency. The cause of the withdrawal from the Humber-Rover Company was the fact that both being high grade English wheels, there was a certain amount of clashing of interests, and it was deemed advisable by

all parties to make a change. There are now upwards of three hundred Rovers in the customs, which will be sold to the trade just as soon as a salesman can be sent over from Coventry. The Rover is a well-known wheel and one enjoying the confidence of the public. Overstocking has been the cause of the large surplus now in the warehouse. The wheels are of the very latest pattern and with rims to suit any tire. Mr. Starley has placed his announcement in this week's REFEREE, and we trust he will be successful in placing good agencies.

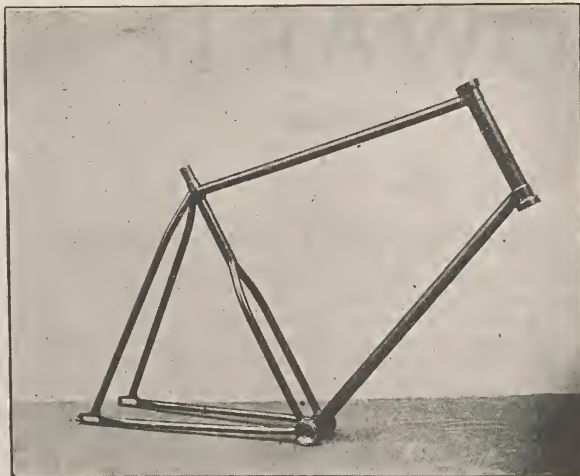
Featherstone's '93 Line.

A Featherstone's new factory is now about completed and work on wheels for next season has commenced. Sixteen thousand medium grade wheels will be manufactured. These are the Duke, 30-inch, \$100; Duchess, 28-inch, \$100; Prince, 26-inch, \$70; Princess, 26-inch, \$70; and 24-inch and 22-inch child's safeties, all in pneumatics or cushions except the latter. The Road King and Road Queen will be of the same model as this year, but reduced in weight to thirty-five pounds or under. Five large firms will handle the output, Kingman & Company, Peck & Snyder, McIntosh-Huntington Company, Wright & Ditson and James W. Grove, Pittsburg. In regard to the tire question, Mr. Featherstone is non-committal. One suit has

years' experience as mechanic, machinist, builder and repairer of wheels. He is a member of the Buffalo A. C., also an honorary member of the Press C. C., and it has been under the colors of these clubs that most of his records have been made. His partner, Charles Haterer, brings into the business an experience equal to that of himself, and combined judgment and knowledge should produce good results. Mr. Harberer is a well-known road rider of the Ramblers B. C., and has many friends, in fact they both have, and the new concern ought to flourish. They are located at 114 Clinton street, Buffalo, and although but three months in actual business, have a well equipped shop. They intend making repairing a specialty.

New Mails, Belsizes and Irwells.

William Read of Boston is in Chicago this week conferring with Albert W. Moore, who will handle New Mails in the west this season. Mr. Moore has opened an office in the Masonic Temple, but will be found in the saddle for some time to come. The New Mail line this season will consist of a gentlemen's wheel, thirty-inch front and twenty-eight inch rear wheels, weighing thirty-five pounds all on, and a ladies' wheel of like weight. In addition to these, Mr. Moore has the Belsize and Irwells for the northwest. This line includes a



THE HILL COMPANY'S NEW WHEEL.

been won, and his attorneys in the east are now at work on this matter. Mr. Featherstone has yet to lose a suit in court, and says that people will soon receive a surprise on the tire question.

The Globe of Buffalo.

This wheel is made in three weights, twenty-three, twenty-eight and thirty-two pounds, with solid thirty-inch rims on the thirty-two pounders and twenty-eight inch on the twenty-eight pound. The racers are fitted with hollow rims. The frame is an improved diamond, beautifully finished. The adjustments are something new and quite unique, especially that of the rear hub, which is fitted with a design peculiarly that of Mr. Penseyres, and gives that part of the wheel increased strength without augmenting its weight. There are several other minor details of special construction, which will make the machine very desirable. The line and angles are very graceful and the workmanship is excellent, so that, altogether, the Globe presents a very fine appearance, and is really a beautiful wheel. Mr. Penseyres is well known in the wheeling fraternity from the many records he has made on the road and track on the single wheel, and with his mate, C. W. Dorntge, upon the tandem. He has had almost seven

thirty-four pound wheel, all on, with a double fork crown, stripping to thirty pounds, and a racer to weigh twenty-six pounds.

Will Make Swifts Here Soon.

The Coventry Machinists' Company declares it will turn out some work at its factory in Richmond, Ind., by Feb. 1. The Holbein for '93 will be altered to the model of the racer which has been on exhibition this fall. The Coventry company's experience is that the highest grade it can produce will ever be the best seller. The great popularity of the Holbein Swift is evinced by the great number seen on the streets of almost any place. William E. Sullivan of Roodhouse, Ill., writes the Coventry Machinists' Company a letter praising the superior qualities of the Holbein, and said it was with surprise he learned its great durability on the roughest of country roads.

A New Two-Speed-Gear for Wheels.

The Decker is the name of a wheel to be made at Beloit, Wis., by the Berlin Machine Works, a company that is very strong financially. Thomas O. Decker the inventor of the two-speed gear attachment, will be the superintendent, and says samples for 1893 will be in the



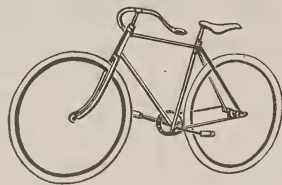
E-X-C-E-L-S-I-O-R.

MANUFACTURED BY

BAYLISS, THOMAS & CO., COVENTRY.

CYCLES

AGENTS WANTED...



...APPLY AT ONCE.

Sole Importers For the East.

HOWARD A. SMITH & CO.,

NEWARK, N. J.

JOHN HOYLE, 5 and 7 East Madison Street, Chicago, and Western Agent.

J. MALPAS, 58 Sheriff Street, Cleveland, Agent for Ohio.

market in a few days, and that by February prompt deliveries will be made. Mr. Decker was granted a patent for his two-speed gear attachment a year ago this month. Figure 1 shows a sectional elevation of the frame and driving gear,

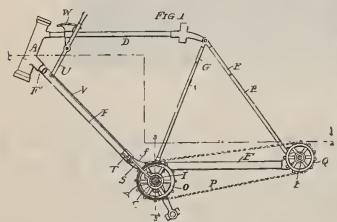
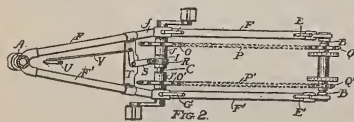
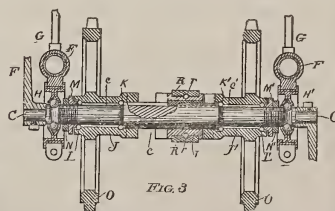


figure 2 a section thereof on the line 2 2, the parts below the plain of the section being shown, and figure 3 is a vertical section on the line 3 3, showing the parts on a larger scale. The working of the double gear is quite simple. Connected to the central portion (c) of the shaft (C) by a spline and groove so as to be capable of endwise movement, but incapable of rotary movement relatively thereto, is the sliding member (I) of a double clutch, having upon its opposite ends clutch teeth that are adapted to engage similar teeth on the other two members (J' J), respectively, which are mounted to turn loosely on the parts cc' of the shaft. Prefer-



ably the parts cc' of the shaft are of less diameter than the part c, forming a shoulder, and the members (J and J') are counter-bored for the reception of anti-friction balls (K and L L'), the

latter being held in place by screw collars (M M') and jam-nuts (N N'). Rigid with the members (J J') are sprocket-wheel (O O') over which run sprocket-chains (P P'), which chains also run over sprocket wheels (Q Q') on the driving-axle (B). One set of these sprocket-wheels (preferably Q Q') are of different diameters, so that a single revolution of the crank-shaft (C) will produce a greater or less number of revolutions of the driving-axle (B), accordingly as the movable member (I) of the clutch is in gear with the one or the other of the loose members of the clutch. The sliding member of the clutch is operated and controlled by means of the following mechanism: R is a metallic strap or ring fitting in a circumferential groove in the member (I), and r anti-friction balls in-

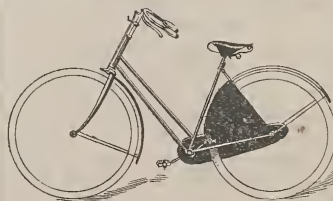


terposed between them for reducing the friction. S is a bell-crank lever fulcrumed to a plate (I) supported by the bars (F F'), said lever having one of its ends loosely connected to the strap (R). U is a hand-lever fulcrumed to the bar (D) or to a plate secured to it, or to some other part of the frame or a connection thereof, and (V) a rod connecting one end of said lever to the free end of the bell-crank lever. When the hand-lever is at one extremity of its permitted movement, the member (I) is in gear with one of the loose members. When it is at the other extremity, it is in gear

with the other of said loose members; and when it is in a position midway between these two extremes it is not in gear with either of them, a rack (W) with three notches being provided for holding the hand-lever in either of these positions. With this arrangement the machine may be geared without dismounting, for power or for speed, or it may be thrown out of gear and the pedals used for foot-rests while coasting.

The Ladies' Triumph.

We show herewith a picture of the ladies' Triumph, reference to which was made in last week's issue, but by an



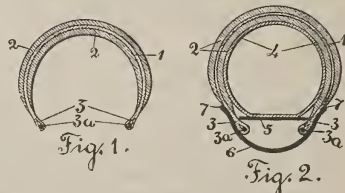
oversight the cut was left out. A glance will show it to be one of the neatest ladies' wheels yet put on the market.

Mr. Bettman, the managing director of the Triumph Cycle Company, was in Chicago this week. He has placed agencies in most of the big cities and has done so well that he is well satisfied.

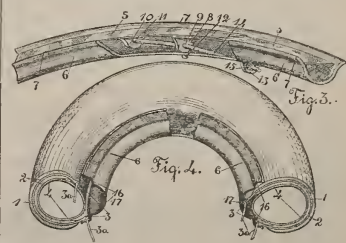
New Ideas in Pneumatics.

Thomas Fane and Charles F. Saunders of Toronto have been granted a patent on a tire which ought to prove a success. In figure 1, a cross section of the tire is shown, with a fabric material (1) between two sections of rubber (2 2), thus forming the outer cover. The fabric (1) extends beyond the edges of the rubber (2) and has formed along each edge a loop (3), through which passes an end-

less wire (3 a), much on the order of the Airtite, or 1893 Dunlop. Figure 2 shows how the tire is held in place. The air-tube (4) rests on an annular plate (5) located in the rim, beneath which extends the wired edges (3 a) so that when the plate (5) is drawn down tight the



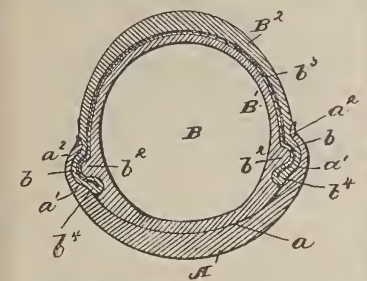
tire is held firmly against the rim (6) and somewhat below the edges (7) of the rim. In figure 3 is shown the method of joining the ends of the plate (5). On one end of the under side of this plate a lug (8) is cast, with a hole (9) through the same; at or near the other end is another lug (10) and hole (11) through it. To the lug (8) is fitted a teat (12), which projects through an opening formed in the other side of the rim (6)



for the purpose of firmly holding said lug in position. On the under side of the rim (6) and on the side of the lug 8, opposite to the lug 10 is a lug fitted with an aperture through which passes the bolt (14) fitted with a light-running

nut (15), said bolt having a large head, which butts against the face of the lug 10. By screwing the nut (15) on the bolt (10) the ends of the plate (5) are quickly and securely brought into position.

The tire of Louis K. McClymonds, of Cleveland, comes as near to being the counterpart of the Airtite or 1893 Dunlop as it could, though the rim (A) is of a



different shape. The edges (b 4) of the tire (B) are enlarged so that when the tire is forced in the grooves (a 1 a 1) of the rim by the annular ribs (b 2 b 2) on the inner tube when inflated, the tire is held firmly in place.

[The New Psycho—A Wonder,

A. A. Taylor, manager of the Taylor Cycle Company, returned from a seven weeks' trip to England last week, and brought with him a contract which gives him the sole United States agency (except the New England States) for the Psycho, a wheel so well and favorably known that little need be said of it. Mr. Taylor also brought with him a sample of the '03 Psycho, actual weight thirty-two pounds. With this wheel, the Tourist and the Liberty, the company will bid for trade stronger than ever, and travelers will start on the road with samples in about five weeks. Little has been heard of the Taylor company this season, but nevertheless the retail trade has been good, and considering the lateness in receiving Psychos and Tourists, the wholesale department has enjoyed a good trade. The coming season will see a change, and the Taylor company will push its wheels into every part of the western states. The Bidwell Cycle Company is the eastern agent for the Psycho. In the new wheel the frame is in two parts only, as if stamped from a solid sheet of steel. What the process of manufacturing is no man has guessed. That the frame, which is one piece all around, including crank hangers, is stamped out is proven by the little ridges along the center and in the corners, such as are left on all drop forgings. The head, crown and forks are also one piece. The frame is of tool steel and cannot be cut by a file, numerous customers having attempted the feat. The only explanation that a practical builder who examined it could give was that the entire frame was stamped out of sheet steel, and the two halves then joined together by machinery of some sort, which seems very improbable. No brazings or ridges at the intersections of the frames are shown.

Trade In and About Boston.

Boston, from a trade standpoint, is not lively; in fact there is scarcely a ripple of actual business on the surface of the trade pond, but there is much commotion (in getting ready) beneath the surface. The Union Cycle Manufacturing Company's wide-awake treasurer, Walter Measure, chuckled with delight over next season's prospects, and notwithstanding some pumping the name of next year's wheel could not be secured. "It is going to take; it will beat 2:10," said Mr. Measure.

Kirk Brown looks happy, and says the Airtite tire is making many friends and converts. Some good contracts have

been closed already. E. J. Howell was showing a party, including the REFEREE man, how quickly he could "flate" and deflate an Airtite last Tuesday, when an alarm of fire rang through the hotel, which made Howell break record in packing his grip, and the tire was forgotten for the time. "Our tire is also fire-proof," said E. J., as he made his way to the escape with the rim and tire over his shoulder.

They say that Major Atwell owns an interest in a Bromfield street auction house, where a large sale of wheels has been going on recently. Several Boston firms have resorted to the auction room to clear off old stock, and soome good prices have been realized.

William Read & Sons are busy getting next season's New Mail in shape. Senator John Read was, as usual, very busy—so was the president of the Easy Club, Major Atwell.

Manager Harvey, of the John P. Lovell Arms Company, said that next season's Lovell would surprise all, and the Fitchburg works have commenced on same, which will be described in the REFEREE'S Christmas issue. Mr. Harvey has made a complete success of the cycle part of this popular Boston sporting goods firm.

BROOKES CYCLES SUCCESSFUL.

George A. Drysdale, the American agent for the famous Brooks bicycles,

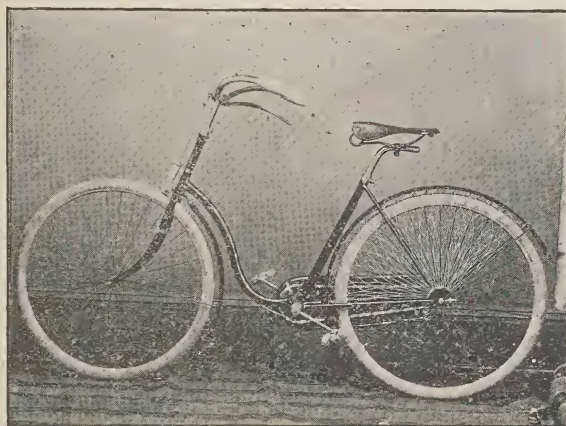
and most popular among the trade. Of course this firm makes a leader of the Phoenix. Mr. Sabin is a heavy real estate holder, his ventures in Tacoma, Wash., two years ago having turned out splendidly.

Underwood, of Quadrant fame, still holds the belt for a pretty store, and his wheels are as pretty as his store.

Overman, near the "bridge of size," is the same calm, self-contained, energetic business hustler, and the merry click of the typewriters proves there is business on hand.

Schaff, of the G. & J. company, was seen riding Connelly's Broncho-gear'd ordinary. Pete Berlo is making one "just like Connelly's, but much lighter." This wheel is made up of a combination of safety and ordinary, with the old Broncho gearing. Whittaker thought great speed could be got out of it. Connelly's wheel has thirty-six-inch front and twenty-six-inch rear wheel.

Harvey, late of Hatch & Harvey, will shortly place on the market a valve for pneumatics, which he says will be the thing in valves for '93. He can be found at the Coventry Machinists' Company's place, or at the Revere Rubber Company, Franklin street. Speaking of the Revere Rubber Company, Whittaker, the manager of the tire department says his firm is making three tires for different firms, and does business with nearly



LADY'S PSYCHO.

176-178 Portland street, is much pleased with the success of the wheel in America, considering the short time it has been here. Among the ardent admirers of the Brookes is George F. Taylor, the well-known racing man, who is using a light roadster on the road. This wheel recently made a clean sweep in some local races, and several of the Boston cracks will ride the Brookes racer next year. Another feature of Mr. Drysdale's business is brass bedsteads, for which he is sole American Agent. They are also made by Brookes.

Codman & Shurtleff, the air-pump manufacturers, 13 and 15 Tremont street, are doing a good business with their registering inflater, air-pumps and nipples.

M. H. Dounes, of 7 Bosworth street, will shortly place a popular-priced cyclometer on the market, which will retail at \$4 This cyclometer, Mr. Dounes says, will be strictly reliable, and as he is one of the leading makers of intricate watch and clock work, the cyclometer should be reliable. The well-known Stillman G. Whittaker may be interested in the cyclometer in a selling way,

Alex. Hill, manager of the Coventry Machinists' Company's Boston house, is happy over the clearing out of a lot of ancient (but honorable) goods which had accumulated during the past three years.

Sidwell & Sabin are two genial people

every bicycle manufacturer in pedal rubber, etc. A new tire will be ready about Dec. 10.

A. O. Very, on the avenue, is doing a very nice business; so is Singer & Company and W. W. Stall, who will do quite a bit in the manufacturing way from now on.

THE POPE COMPANY BUSY.

The Pope Manufacturing Company seems to be as busy as ever, and a talk with Secretary Pattison and Treasurer E. W. Pope confirmed the REFEREE's reference to that dispute about the ladies' wheel and dimension required between saddle-post and handlebar. The meeting actually took place at Hartford, when Elliott Mason was on hand with his charts and won the day. "Nothing like actual experience," was the defeated Pattison's comment. Advertising Manager Cole of the Pope Manufacturing Company don't seem to take life over-serious, and the continual stream of advertising propositions don't seem to affect his health. A deep, clever young man is Cole, and if report is true he may leave the company next spring. Colonel Pope's good roads secretary has imbued this youthful enthusiasm of the head of good roads agitation. He swooped down on the REFEREE with facts and figures galore to prove what tremendous strides this most valuable of all schemes, launched by the ever-fertile brain of

Albert A. Pope, had been made. Col. Rice slightly kicks at the actions of the editor of *Good Roads* swiping an article out of the "Memorial to Congress" and running it in the last *Good Roads* as original editorial matter.

The Raymond Skate Company at Charleston, a Boston suburb, will build a high grade bicycle of latest pattern with several new devices. For instance, the saddle post will be used as an inflater, and the saddle will be the pump handle. A piece of rubber tube with screw will be fastened to the valve, and by just loosening the saddle you can pump away. For the convenience of woman riders the idea was at first suggested.

Good Business in Providence.

There is not much new in Providence trade circles. Whitten & Godding have been busy taking stock and are much pleased with the past season's trade, which was the banner one so far with this pushing house. Trade in parts and sundries is large. The Saladee saddle is selling well, and everything points to 1893 being a good year, Mr. Whitten said.

Rankin & Bruce are doing a nice business in the sundry line, and Monroe's anti-squeak compound for chains is having a good sale. This firm recently built a four-wheeler with wire wheels and pneumatic tires for C. J. Hamlin, which the Buffalo horse-breeding millionaire used in his team record-breaking recently. Messrs. Bruce and Monroe now drive around Providence behind a pair, in a pneumatic four-wheeler. They are now building a cushion-tired hickory four-wheeler, which they believe will beat the wired wheel. The cushions used will be one-and-a-half-inch, fitted to steel rims, bolted through the hickory fellows.

Belcher & Loomis will probably confine their efforts to pushing the Union wheels next season. C. G. Monroe, the manager of the cycle department, says it is wonderful how sales keep up, and hints that the firm might drop the jobbing sundry business altogether and confine itself to the retail trade.

Campbell & Company are still pushing things and report trade as fair. An exhibit in their window always attracts attention from pedestrians.

THE TILLINGHAST TIRE COMPANY.

George C. Voss, president of the Tillinghast Tire Company, always an interesting talker, divides his time between the factory and the company's office. "We are ready," he said, "with our '93 tire, and our factory is now in ship shape order to turn out tires by the thousand. Mr. Voss touched on a subject which might be of interest to tire and bicycle manufacturers alike—the ordering of tires. Said Mr. Voss: "Bicycle firms order their tires say in December, and say, 'We will let you know how to ship them later on.' Later on means the very last moment, and then comes a telegram to hurry off thousands of tires, and they all come about the same time. Now what show does that give the tire man or the bicycle maker?" "Why not make up your stock in advance?" suggested the REFEREE man. "Do you know the capital it would require to have say 20,000 tires lying idle, and do you know the insurance risk such a proceeding would demand? Well, I can tell you it would be heavy. The burden should be borne equally, and not all by the tire man. The delay in filling orders counts, besides. If a merchant orders a bill of cotton or woolen goods from a manufacturer, say in July, the manufacturer commences shipping at once, and when the season is ready the merchant is ready for his customers and the manufacturer has his cash. It is possible the reluctance to receive goods early by the bicycle

ATTENTION, ROAD RIDERS!

PRIZES FOR THE SEASON OF 1892.

ENTRIES CLOSE CHRISTMAS DAY.

As we have given many **PRIZES** for track and road races during the past season, it seems only fair now that Christmas is approaching to offer something for the hard-pounded road riders. If this experiment succeeds we will make a desirable list for 1893, which will be announced later on.

FIRST PRIZE, \$25.00 To rider who has ridden the greatest distance on M. & W. Tires without change of tires or any important repairs.

SECOND PRIZE, \$15.00 To rider making greatest number of Centuries on one set M. & W. Tires.

THIRD PRIZE, \$15.00 To rider making most meritorious single ride, weather, condition of road and distance considered.

FOURTH PRIZE, 1 Set Road Tires To each second and third best in above.

JUDGES: N. H. Van Sicklen, C. P. Root, L. J. Berger.

CHEQUES FOR CASH PRIZES WILL BE MADE TO ORDER OF N. H. VAN SICKLEN TO BE EXPENDED IN ANY WAY THE WINNER MAY CHOOSE.

WE ARE TO HAVE THE PRIVILEGE OF PUBLISHING THE RECORDS UNLESS RIDER STIPULATES TO CONTRARY. . . .

FILL OUT CAREFULLY AND MAIL TO US.

Address _____

Name _____

Age _____ Weight _____

Make of wheel _____ Weight of

wheel _____ Club _____ Name of

Captain _____ Refer-

ences _____

(State in this space the distance and any particulars necessary for forming a judgment—weather, condition of roads, etc., will be considered in making selection.)

MORGAN & WRIGHT, CHICAGO.

manufacturer may be from the uncertainty of pattern, and possibly radical change in construction. In the dry goods line that uncertainty does not exist. Still, the subject is worthy of consideration, and would give both sides a better show." Mr. Tillinghast was away on the road with the '93 tire.

Trade in Worcester, Mass.

What a magnificent building, you say, as you look at the new four-story Reed & Curtis building on Globe street, Worcester, which is now nearing completion, so near that the Reed & Curtis employees gave a dedication on the second floor Oct. 28. The front page of the programme had the building, with a Curtis pedal, as frontispiece: "Dedication Social of the Reed & Curtis Machine Screw Company, Gold Street Building, Friday Evening, Oct. 28, 1892." The floor space, 200x45 feet, was filled with a gay throng. Mr. Curtis was found and showed the way through the new building. His talk on pedals and screws was mingled with some little stories, for which Curtis is famous. The building is of stone and brick and heavily timbered to carry the heavy machinery for screw and pedal making. The basement will be used for the engine room, case-hardening ovens and polishing machinery. The second floor will be devoted to screw-making machinery, offices, toilet rooms and packing room. The third floor is for pedal-making machinery and a draughtsman's room, while the top floor will be used for stores and supplies. An improved elevator will connect the different floors, while a large stable and barn alongside the building will accommodate horses, wagons, etc. For a man who went to Worcester only five years ago, Mr. Curtis has done well, as his principal capital was energy and thorough mechanical knowledge of the business he started. Mr. Reed, a respected and wealthy Worcester manufacturer, offered to put more money into the business two years ago, and to-day the firm owns its own splendid factory, the ground it stands on and a good bank account.

J. C. Wakefield of Worcester is famous through wrench making for gas fitters, and proposes to become equally so among the bicycle trade. For the past four months he has been experimenting with a wrench which he has just sent among the trade as a sample. If the trade approves of it Wakefield will make 50,000 as a first installment.

LEATHER GOODS FOR THE TRADE.

The J. J. Warren Company of Worcester is about the leader in the bicycle leather goods business, and its leathers are used by the leading saddle makers, while its tool bags, pneumatic pump holders and other novelties are sold by the thousands. The Warren company can make any novelty desired by the trade, and its large, handsome store building, near the depot, is a hive of industry. Secretary Walter F. Davison on two occasions recently has shown the writer through the factory, and the place is a source of much interest, as everything in fine leather toilet goods, and in fact almost everything required by travelers, is made by the company. Mr. Davison worked his way up from the ranks to his present position, and enjoys the confidence of his partners and employees.

L. N. Alexander, the cycle agent of Main street, markets the cyclist's waterproof cape and reports a good sale for this rainy weather necessity, which is the invention of a telephone lineman of Worcester.

Dr. Wood, who is well known locally as a prolific inventor of things apper-

taining to cycling, still keeps up the game. Hygiene saddles, something novel in a frame, and other things, are the doctor's. Scarlet fever and the stomach ache (Worcester is prohibition) has caused the doctor to lay aside things cyclical of late, but with cold weather he will be at it again. I called twice on the doctor but could not catch the inventive man of physic.

Lemont & Whittemore are still holding out above the postoffice, and still sell bicycles and locks. Mr. Whittemore said that the trade had been good, and Mr. Lemont stated that the Bay City Wheelmen would do business at the old stand in a tournament next May.

The Mathews Manufacturing Company is making some sundries, besides coasters and supplies. J. C. Spears, always glad to see a newspaper man, was seated in his office, while the merry rattle of steam hammers told that drop forging was in full blast in his works. Across the way his bicycle factory was busily making the Majestic, for which Hurlbert Brothers & Company of New York are sole agents.

Springfield, Chicopee and Holyoke.

The smiling A. Kennedy Child, with tall hat, crysanthemum in button-hole and a gay and prosperous look generally, was telling E. C. Martin of Buffalo that a thousand Warwicks would be required about Buffalo next season. "Well, as I have contracted to sell several thousand of other makes, possibly I can sell a thousand of yours," said Mr. Martin. A. Kennedy said the coming year would be the greatest the Warwick company ever had, and that there was positively no truth in the story that he had promised to assume the management of a local cycle factory. He says the big Warwick works demanded his entire time and attention, and that New England people are slow to appreciate a first-class joke.

The Keating Cycle Company is busy at Holyoke getting ready for next season. The popular Jim Murphy took the REFEREE man in tow pending the arrival of Manager Keating, and showed him the beauties of the city where Springfield boys go to dance. Manager Keating said: "We will have a good wheel next year, and orders now in show that we will have to work night and day before spring is here."

BUSY AT CHICOPEE FALLS.

The Overman works at Chicopee are spreading out dangerously close to that grave yard. The new wing and tire factory is now completed. It looks, though, as if Overman will yet make Victors over the dead. Morgan and Andy McGarrett took me in tow, and after discussing cycling discussed other things. Morgan is superintendent of the Overman agencies, is only twenty-two, but very speedy in business. A. H. Overman and Advertising Artist Powell were away. The boys say that Colonel Pope was seen to drive around the Chicopee Falls factory last week, and entirely approved of all he saw, but did not stay to lunch.

In Hartford the lights played merrily in the Columbia factory, while rain pelted the pedestrians outside. D. J. Post, of the Hartford Cycle Company, was working hard. He said last season was a "corker" in every respect, and the next would surpass it by a long majority. The fact is, the Hartford Cycle Company had to call its men off the road last season during the lack of supply.

The Columbia works were busy and all local trade seemed good. A. M. Stillman of upright-oil-can-holder fame, is pleased with the cordial reception that his can-holder has received from the trade.

H. J. Curtis, the home-trainer maker, says inquiries for his machines are getting brisk from the clubs and cracks for winter practice.

A new firm, the League Cycle Company, was organized in Hartford last Thursday, and will occupy the old Cycle Works factory. The company has a paid-up capital of \$100,000.

MORGAN.

The Trade in Chicago.

E. H. Wilcox, of Freeport, visited the Chicago trade last week.

A James safety is to be raffled by the Englewood Cycling Club Dec. 3.

Tom Roe is located in New York. He represents the Ariel Cycle Company.

An Imperial pneumatic will be raffled by the Lake View Cycling Club Thanksgiving night.

J. H. Cassidy, of Thorsen & Cassidy, is in Iowa with a line of Western Wheel Works goods.

William Herrick was in Milwaukee several days last week in the Stokes company's interest.

W. C. Anderson has entered the employ of A. G. Spalding & Brothers. He worked for the Taylor Cycle Company a half-day.

E. Bryan, a colored man, is doing an excellent business in metal polish among the cycle dealers. He calls his product Imperial metal polish.

"Go away, boys. I'm up to my ears in work and can't talk to you for two days," said A. Featherstone in his cozy little office at Sixteenth and Clark streets.

H. T. Hearsey, the progressive Indianapolis cycle dealer, was in Chicago last week to confer with the Western Wheel Works people, a part of whose output he will handle.

There is a patent pending for a positive repair for what are termed hose-pipe tires. This repairs positively and quickly, and removes the main objection to that class of tires.

T. D. Ganse returned to Chicago from Michigan last week. For the past month Mr. Ganse has been in constant attendance on his wife, who lies sick in a Michigan farm house.

Fred Patee was in Chicago late last week. He would neither deny nor affirm the report that he would shortly locate in Chicago and smiled knowingly when asked. It seems reasonably certain to say that he will.

Secretary-Treasurer Wilmarth, of the Grand Rapids Cycle Company, is in the city this week. The Clippers for '93 will be greatly improved. The ladies' wheel is to be a straight frame, double fork crown and weigh but thirty-four pounds.

John Palmer departed for Akron, O., last Thursday, to keep his eye on the building of the first lot of his non-puncturable tire. John has this tire covered with patents in all foreign countries, and expects to cross the water soon to introduce it.

We should think that if the Anglo-American company would open up a depot in Chicago a large trade could be done, and it would suit the company's numerous customers. Perhaps the company intends doing this, and that may be the reason Mr. Sanders is coming west this week.

The Derby Cycle Company is extending its works considerably, adding new machinery and a plating and japanning plant. The shops have been enlarged from 25x150 to 100x150. Fifteen hundred wheels are expected to be made for the season of '93, and Mr. Garfield, who is now in the east with samples, is meet-

ing with splendid success, his first large order coming from Buffalo.

The Columbia Rubber Company of Chicago is selling agent for the Goodrich Rubber Company of Akron, O. The Columbia Rubber Company is now showing to the Chicago trade samples of the Palmer self-healing tire, which seems to be all that is claimed for it, resilient, self-healing and of light weight.

Since the announcement in the REFEREE was made that Mr. Hoyle had secured the contract of the Excelsior for this and the adjoining states, he has had scores of letters asking for agencies. Mr. Hoyle assures us that he will have a large sale for these wheels. Samples are on the way from England at this writing.

The Ganse Cycle Company has closed its Wabash avenue store, the lease having been purchased by the Ariel company, and hereafter all business will be transacted at the wholesale store, 508 State street. The company will next year push the Reform with more confidence than ever, from the knowledge that in past seasons the wheel has given every satisfaction.

On the 15th of this month the Ariel Cycle Manufacturing Company, will be at 277 Wabash avenue, corner of Van Buren street. C. H. Plumb has been installed as manager. The Ariel, a light roadster weighing thirty pounds, and the ladies' Titiana, weighing thirty-three pounds, will be pushed by this company in Chicago, as well as a line of boys' wheels and the geared ordinary.

Mr. Matlock, of the Simonds Hardware Company, St. Louis, was in Chicago last week. His firm will make the cycling line a most prominent department of its business next season. It employs 128 traveling men, and all will represent the bicycle department. This department will have unlimited capital. The Simonds Hardware Company has thirteen clerks in its sporting goods department alone.

General Trade Notes.

The Psycho for '93 will include a front driving safety and five other patterns.

The Marble racers for '93 will have rims of vari-colored tints, which will be very distinctive.

Joseph Ryan is in full charge of Hibbard, Spencer, Bartlett & Company's bicycle department.

W. C. Rands, the Detroit racing man, has fitted up a buggy with pneumatic-tired bicycle wheels.

J. Malpas, 58 Sheriff street, Cleveland, O., has secured the state of Ohio for the Excelsior through Mr. Hadden.

The Taylor Cycle Company, Chicago, will handle Liberties for the western states in '93, and is now appointing agents.

E. H. Wilcox has been made vice-president of the Stover Company and will give the best share of his time to superintending agencies.

J. K. Starley's new Giant safety will soon make its appearance in Chicago and will be handled by the Taylor Cycle Company. This wheel was patented twenty years ago.

Hal Greenwood, the hill climber, starts on the road this week for Kingman & Company, Peoria. He will sell King and Queen of Scorchers and the Road King and Queen.

William L. Ross, of Boston, sails for England Wednesday for a visit to the Singer works at Coventry. He will arrange for early shipments of the new Singer goods, so as to be ready for the early 1893 trade, and upon his return will be posted upon the new features

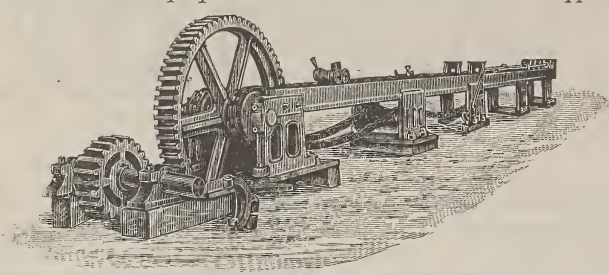
SPECIALTIES!

Machinery and Complete Plants of Most Modern Practice for Making

SEAMLESS COLD-DRAWN STEEL TUBES

For Cycles and all other purposes. Seamless and Brazed Brass and Copper Tubes.

Sugar Cane Mills.



Triple & Multiple Effects

Improved Drawbench for Seamless Steel Tubes.

MAKERS OF GALVANIZING PLANT, CORRUGATING MACHINERY, ROLLING MILLS, WIRE-DRAWING MACHINERY, VACUUM PANS, CENTRIFUGALS, ENGINES, BOILERS, ETC.

SAMUEL FISHER & CO., NILE FOUNDRY,

Established 50 Years.

ew

BIRMINGHAM, ENG.

HOWARD A. SMITH & CO.,

518 Broad St., Newark, N. J.

Attention Manufacturers!

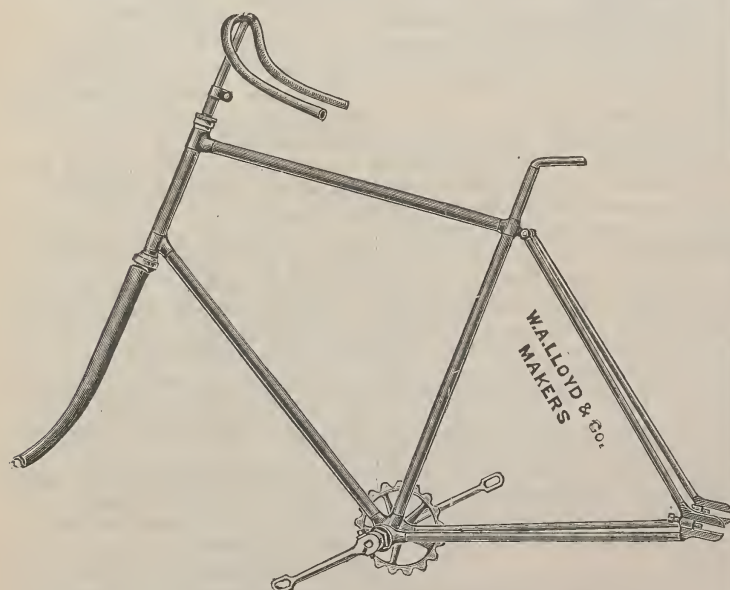
=RIMS! RIMS!! RIMS!!!=

In any Quantity, and Guarantee Quick Delivery.

Manufacturers of the Famous Cork Handles.

AGENTS FOR

LLOYD'S FRAMES.



—LIGHT FRAME—

ACTUAL WEIGHT 11 3-4 Lbs.

FITTED WITH OUR

PATENT CRANKS.

Correspondence invited from Jobbers.

W. A. LLOYD & CO.,

CLYDE WORKS, BIRMINGHAM, ENG.

ew

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.

"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 CO.,

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

WORLD RENOWNED...

—AND—

...ABSOLUTELY TRUSTWORTHY

Loudon's Celebrated

GUTTA PERCHA CEMENT.

WORKS:

COVENTRY, ENGLAND.

Wholesale Agents:

PARKHURST & WILKINSON
KINZIE ST., CHICAGO.

which Singer & Company have to offer next year.

Next year's pattern Swift will have have slightly greater rake on the front forks, just the one thing needful to make these famous machines perfect on all conditions of grease and gradient — *Bicycling News*.

Although only lately consummated, the deal that Howard A. Smith & Company, of Newark, N. J., with Bayliss, Thomas & Company, of Coventry, for the sale of the Excelsior cycles for the entire east, is generally known throughout the trade.

which, fitted with pneumatic tires, will weigh, all on, thirty-four pounds.

President Llewellyn Johnson of the Premier Cycle Company sailed Wednesday on the City of New York. He will visit the Stanley show and obtain all the desirable novelties for the American trade. The 1893 Premier roadster has one and three-quarter pneumatics, mud guards, chain case and brake, and weighs, all on, thirty pounds.

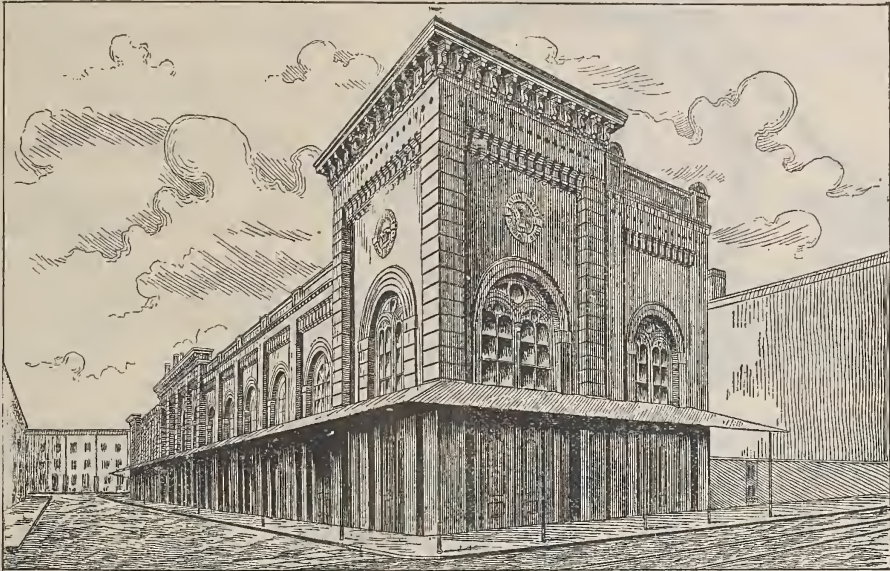
H. S. Fulper, the hustling state representative of the New Jersey division, is traveling in the interest of the Ideal

on a roadster pneumatic safety, and although the roads were very bad in places it required no attention whatever from start to finish."

George Seymour, a trusted and valued employe of the Coventry Machinists' Company, who is in charge of the Boston repair shop, was tendered a farewell supper by his friends at the "Hare and Squirrel," Coventry, on his departure for America recently, after having enjoyed a vacation tendered him through the thoughtfulness of Manager Grenier. Mr. Seymour thinks his company and

other day. Troy's name was mentioned and the possibility of the southern trip falling flat was suggested. Said fox: "Talk about Troy not being capable of engineering a deal like this to some one else! That fellow is as smooth as the oil he is given credit for distributing so lavishly. Out in Dakota several years ago he had a printing office outfit in a big covered wagon with four mules hitched to it so that he could follow the county seat about and get a 'graft' at the legal printing. How was it? Well, you see, in territorial times the county seat question was a constant source of strife.

Snap elections were held and county seats were removed to neighboring towns frequently. This was not always accomplished without force of arms; the records were often carried away in the night by armed men. Troy started a paper in a northern county, and of course got a line on all the county printing. He had a 'pull' like a team of mules, and he once told me that he could not for the life of him see how the county raised the money to pay his bills, to say nothing of the other expenses that had to be met. Just at the time he saw his bank account grow to a figure that would permit him to run for congress, a snap election was held and the county seat was declared moved to another town. A fight followed, but a lot of fellows armed with shot guns came down upon the court house and carried away the county records. Troy's business was gone, but he pulled stakes and followed the records. Another printer, who had engineered the snap election, had the printing 'cinched.' Within a month Troy had sufficient 'pull' to get the work again. He bought a big covered wagon and four mules and had the outfit back of his print shop ready for action. One night a number of the former county seat came down on the sleeping town, captured the records and hurried away. When morning broke there was Troy, wagon, mules, print shop and devil on the main street of the re established county seat, placidly get-



PHILADELPHIA CYCLE SHOW BUILDING.

Howard A. Smith & Company are and have been among the largest bicycle sundry dealers in the United States, and with a very large following.

March safeties will be the same design for '93, but will be greatly improved in little details. The twenty-eight pound wheel, one of which Spooner rode in his twenty-four hour ride, will be named after the record-breaker.

William R. Anglemire, of Rockford, Ill., has just returned from a 2,300 mile trip a-wheel in New York, Pennsylvania and Virginia. He rode Morgan & Wright tires and did not have a puncture or accident on the entire trip.

The Goodrich Rubber Company, of Akron, Ohio, expects to manufacture 150,000 tires this season. Four kinds are manufactured by this concern, the Gormully & Jeffery, Palmer, Thread (H. A. Lozier & Company) and Greyhound.

W. H. Kirkpatrick, traveling salesman for Howard A. Smith & Company, has severed his connection with this house to accept the position as manager of the bicycle department of McKee & Harrington. In future he will be known as "Lyndhurst Kirk."

H. F. Vale & Company, of Birmingham, Eng., have been paying considerable attention to manufacturing frames for the trade. In this the firm has been very successful, and having enlarged their works are in a position to take care of American orders.

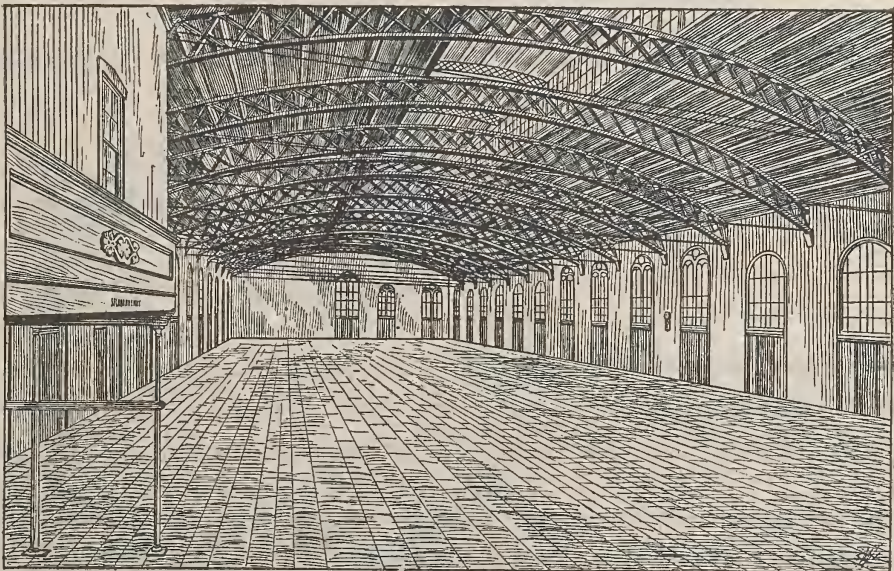
The Liberty cycle for 1893 will comprise the Liberty light roadster pneumatic, weight, all on, thirty-five pounds; the Liberty full-roadster pneumatic, all on, forty pounds; the Liberty "Bogie Man" light road racer, twenty-eight pounds, and the "Bogie Man" racer for track use, which will weigh twenty-two pounds. There will also be in the Liberty family the Goddess, which is a ladies' safety of beautiful lines, and

pneumatic tire. As the Ideal is one of the best tires on the market and Mr. Fulper is a good judge of anything pertaining to a bicycle, we believe that he will be successful in introducing the tire to the many manufacturers of this country.

Manager Grenier about right—and Coventry people ditto.

Troy and His Official Organ.

Talking about Troy, the cunning "inducer" and "distributor" of oil, who is at present railroading through a scheme by



PHILADELPHIA CYCLE SHOW BUILDING—(Interior).

The Leicester Cycle Company, of Peregrine fame, has just received an intimation from the Wanderlust Bicycle Club of Vienna to this effect: "The Wanderlust Bicycle Club of Vienna herewith confirms that Mr. J. Sabotka, a member of the club, won the Vienna to Treste road race on September 24 and 25, doing 26 hrs. 35 sec. for the 500 kilometers, and also creating several Austrian records en route. He was mounted

which a party of crack racing men are to be taken for a tour of the southern states, reminds one of a story told by Fox of the Sercombe-Bolte Manufacturing Company, which, if it be true (and there is no reason for doubting it) proves Troy to be more cunning than he is even given credit for. Fox, who has roamed all over the country doing newspaper work, following race meets, etc., was talking before a group of wheelmen the

ting out an 'extra' telling of the recapture of the records and his enterprise in being situated so that he could follow in short order. In an editorial item he said: 'When ye editor loses his graft on the legal printing of this county again, it will be owing to the death of his mules or the total destruction of the prairie schooner in which his print-shop has a home.'

The REFEREE is well worth the price, isn't it?

A NEW WHEEL.... THE REMINGTON.



FITTED WITH

| | | | |
|---|---|---|--------|
| Cushion Tires, | - | - | \$125. |
| Featherstone's Dunlop Pneumatics, | - | - | 140. |
| Bidwell-Thomas, | - | - | 140. |
| N. Y. Belting & Packing Co.'s Protection Strip, | - | - | 135. |

Highest Grade Throughout.

Fully Guaranteed.

All Parts Interchangeable.

OUR SPECIALTIES:

MODE OF BRAKE CONSTRUCTION,
METHOD OF AFFIXING CRANKS,
SPOKE NIPPLE, CHAIN ADJUSTMENT, AND
SELF-LUBRICATING, CASE-HARDENED
CHAIN

AGENTS WANTED EVERYWHERE.

WRITE FOR CATALOGUE AND DISCOUNTS

REMINGTON ARMS CO.,

Office, 315 Broadway, NEW YORK CITY.

Works at ILION, N. Y.

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.

"PERFECT" POCKET OILER.



Best and neatest can in the world. Throws only a small quantity of oil at a stroke; no leakage; handsomely nickel-plated. For sale everywhere. Price, 25c. each



"PERFECT" POCKET OIL HOLDER

Best and most convenient device for carrying an oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. Price, 25c. each.

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



"PERFECT" Pneumatic Pump Holder

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

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

WULFRUNA CYCLES.

ONE OF THE MOST POPULAR MOUNTS ON THE MARKET.

THE WULFRUNAS have earned a splendid reputation throughout England and the continent, and also in America.

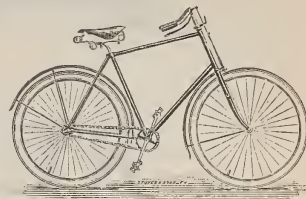
There is No Better Cycle Made.

For Agency, address

JOHN BARRETT, MANUFACTURER,

Wolverhampton, England.

W. G. SCHACK, Buffalo, N. Y.



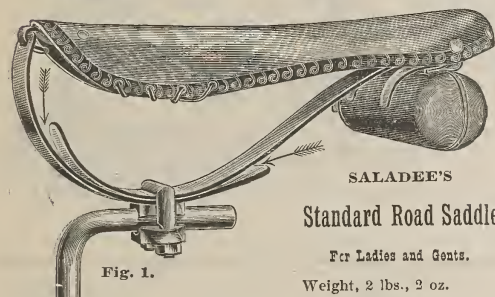
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**SALADEE'S
PATENTED**

INTERNATIONAL STANDARDS

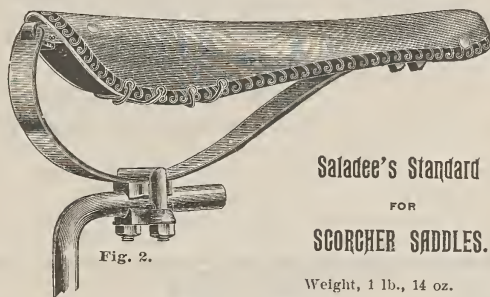
For the UNITED STATES, CANADA, ENGLAND, FRANCE,
GERMANY, BELGIUM, AUSTRIA and SWITZERLAND.



**SALADEE'S
Standard Road Saddle**

For Ladies and Gents.

Weight, 2 lbs., 2 oz.



**Saladee's Standard
FOR
SCORCHING SADDLES.**

Weight, 1 lb., 14 oz.

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

Correspondence Solicited for next season's trade.

The Whitten-Godding Cycle Co.

PROVIDENCE, R. I.

Sole Manufacturers for the U. S.

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

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

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

The Little Schoolmaster in the Art of Advertising:

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Manufacturers of

BICYCLE SADDLE SEATS.

All Sizes and Shapes. Send samples for estimates.

226-228 Halsey St., Newark, N. J. 224

We offer prompt attention, liberal discounts and the highest quality of tube produced. Special terms to factors and merchants.

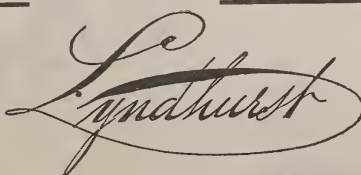


Our stocks are large, enabling specifications for current sizes to be filled without delay. For four years past our tube has been regularly used by every leading house in England.

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.

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.

CYCLE TRANSFERS.

CYCLE Makers, Carriage Builders, etc., supplied with Gold and Colored Transfers. 2,000 Designs to select from. Largest manufacturer in the world. *W. GAY, City Transfer Works, Washington st., and Gough st., Birmingham, England.* Dec. 14-92

Recording "Referee" Reflections.

The New York Recorder, one of the most influential and widely-circulated metropolitan dailies, had this to say last Sunday on our racing board cartoon:

No better character was ever drawn than that published in the current issue of the Referee. It represents the late secret session of the racing board at Chicago, with the figures of the editors of the rival cycling journals in close contact outside the door. Priol, Van Sicklen and Betts are well done, the latter in his famous character, Betsy B.

Generous Racing Men!

According to a New York paper it is queer how very generous to their relatives racing men become some times. George C. Smith, the Riverside wheelman, who was charged with selling a bicycle which he won, has made a sworn statement that he gave the wheel to his brother, and that it was the latter who sold it.

The commissioners of Belle Isle, Detroit, have forbidden the holding of races on the circuit. The action of the board is probably proper, but it is a blow to the wheelmen, nevertheless. The clubs have to hold their races on the Grosse Point road.

Women bicycle riders of the land say it is easier to manage a bicycle than it is a man. The man capable of managing his own pocket-book is generally a good one to manage a woman. The women can ride bicycles, but they can't vote.—Stamford (N. Y.) Mirror.



READ THIS!

It's Right
to the
Point!

Roodhouse, Ill., Nov. 2, 1892.

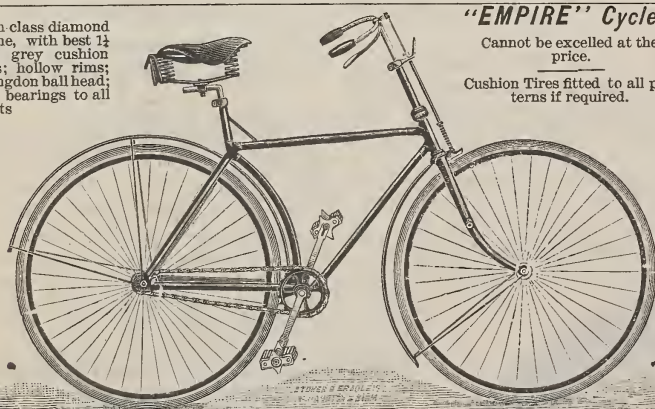
COVENTRY MACHINISTS' CO., Chicago, Ill.

GENTLEMEN:—Your circular letter, 26th, received in due time. Have been very busy and have deferred answering until I could give it the attention it deserves. I have carefully answered the questions and hope they will be of benefit to you in your attempt to improve where you can. I, like you, find that **NO** machine of any kind is **PERFECT**, and when a maker tries to make people think so I let him alone, as it is a good time to wait until he wakes up and gets in the procession. I have been a rider since February '81, and in that time I have seen so many "perfect" machines totally relegated to the rear, that it makes me smile to hear this or that maker talk about perfection.

You know this is the first season I have handled the "SWIFT," and it has given me and my customers **SPLENDID** satisfaction. When I sold the first "Holbein" early in the season I was afraid it was too light for our roads here, and so told my customer, but as it was a "SWIFT" he was willing to risk it. It has never been to the repair shop and it was always ready for a go the whole of the season, and seems to be in perfect condition now. I am very much pleased to know that you will build them in the U. S. hereafter. I am thoroughly satisfied now that the "Holbein" with Pneumatics is heavy enough for our rough Illinois roads with an average rider's weight. Yours truly,

WM. E. SULLIVAN.

High-class diamond frame, with best 1 1/2 inch grey cushion tires; hollow rims; Abington ball head; ball bearings to all parts



"EMPIRE" Cycles.
Cannot be excelled at the price.
Cushion Tires fitted to all patterns if required.

Trade Mark, EMPIRE.

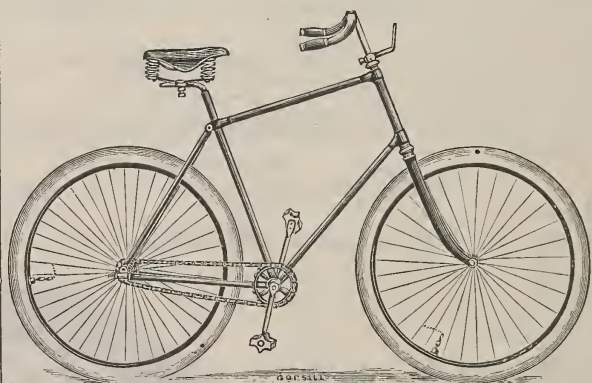
£14.10.00.

Established 1886.

PERRY RICHARDS & CO.,

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EMPIRE" CYCLE WORKS, WOLVERHAMPTON



THE VALE

Special Diamond Frame, Long Ball Head, Long Wheel Base, Weldless Steel Tube Frame. Weight of Light Roadster, 35 lbs. Good Agents Wanted.

HENRY F. VALE & CO.

121 Upper Sutton Street,

ASTON, BIRMINGHAM, ENGLAND.

WHERE GOOD ROADS EXIST

THEY HAVE MADE CYCLING POPULAR

THE CLIPPER IS THE WHEEL

CONVERTIBLE, STRONG, LIGHT RUNNING

WE SELL

KING OF SCORCHERS, SEMI-RACER
KING OF SCORCHERS, ROADSTER
RELIABLE
CENTAUR DIAMOND

ARIEL
TITANIA
BEN HUR and
PEORIAS

FROM FLORIDA TO OREGON



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KINGMAN & CO

904 S. WASHINGTON STREET
PEORIA, ILLINOIS

204 SOUTH EIGHTH STREET
ST. LOUIS, MISSOURI

1104 WEST ELEVENTH STREET
KANSAS CITY, MO.

FOR CHICAGO READERS

The Thanksgiving day foot ball game between the Chicago C. C. and the Illinois Social Club has been declared off, and the cyclings are arranging again with the Englewood C. C.

The daily press has given scant notice to Dead-Broke Wylie; in fact, the nearer he approached Chicago the sreater the notices. This only goes to prove that the public stands ready to applaud meritorious performances, but such as Wylie's performances, never.

The Minnette Cycling Corps will bid lively for honors on the racing path next season with a team which will be under the training of John West this



R. S. BAIRD,
President Comet Cycle Club, Milwaukee.

winter. The best men of the club are: H. N. Stringer, J. B. Woolas, F. B. Whitlock, J. E. Hudson, F. D. McGuire, C. E. Griffiths and possibly A. F. Harner.

One of Chicago's oldest riders remarked to the writer some days ago: "Mark my words, the time is coming when Chicago will be the home of all the fastest men in the world. Her men are climbing fast. Chicago is the greatest city in the world and is determined to be the very center of cycloedom and cycle racing."

Rockford is to be in the western circuit next season, with a two or three days' meet. The Rockford Cycling Club in meeting assembled agreed, one and all, to take hold and make the best tournament of the circuit and one superior even to the tournament given on the occasion of the Illinois division meet some years ago, when several world's records were broken.

Six of Chicago's cycling clubs are now in homes of their own, either built for or owned by them, and two more—the Chicago Cycling Club and the Cook County Wheelmen—will be by next season. The Illinois Cycling Club's house is at 1068 Washington boulevard, Oak Park Club at Oak Park, Aeolus Cycling Club at 177 Evergreen avenue, Columbia Wheelmen at 311 West Division street, Englewood Club on Sixty-fifth street near Wentworth avenue, and Ravenswood Club at West Ravenswood Park and Wilson avenue. The Farragut, Ashland, Carleton and Arlington social clubs all have large cycling divisions nicely provided for in their elegant homes.

The Century Road Club Organized.

Last Thursday evening the Century Road Club of America held its second

meeting at the Grand Pacific hotel, a score of the prominent members being present. The constitution and by-laws were accepted as read. A mail vote was authorized for officers. W. A. Skinkle of Cleveland, ex-president of the Chicago Cycling and Cleveland Wheel clubs, will undoubtedly receive the unanimous vote for president, and William Herriek will be made chief centurion—a life position. There are to be elected, besides the above, two vice-presidents, secretary, treasurer and a state centurion from every state of more than ten members. The government of the body is to be in the hands of a national board consisting of the officers, national and state. The place and time of the annual meeting will be the same as chosen by the L. A. W. The club in its government will be very similar to the L. A. W., the same rules applying as regards professionals, acceptance of members and expulsion of members who shall have been expelled from an L. A. W. club. The secretary will be the only salaried official. The mail ballot will also decide the official organ of the organization, which will publish the names and addresses of all applicants, "that no dogs may enter the fold unawares." Such official organ will not be supplied free, but at half the regular subscription rates. The initiative fee remains the same, \$5, including the badge and the first bar. The club year begins April 30, and is divided in two parts, May 1 to Nov. 1 being the first half, in which the applicant pays the full dues, and during April no dues until the starting of the year. The membership cards denote membership and not necessarily the badge. The objects of the club are to promote good fellowship among road riders and to act as a repository for road records. Such records claimed for stated distances must be over accurately surveyed and certified distances and records between important points from specified point to specified point, timed by two competent officials. State centurions will be authorized to issue orders for bars for centuries ridden. The club now numbers over 1,000 members and the treasury is in a most flourishing condition.

General Race Gossip.

The San Jose, Cal., wheelmen will have a road race Thanksgiving day.

The Acme B. C., of Oakland, Cal., holds a twenty-five mile road race Sunday.

The Capital City C. C., of Lincoln, Neb., holds a ten-mile road race this week Friday at 4 o'clock.

A number of Erie men are in trouble for having participated in some unsanctioned races on Columbus day.

The Metropolitan Association of Cycling Clubs of New York has decided to hold a big race meet next June, at Manhattan Field.

W. C. Rands recently lowered the record from Detroit to Mt. Clemens, twenty miles, covering the distance in 1 hr. 8 min. Schimmel held the record previously, 1 hr. 38 min.

A colored lad in Youngstown, Ohio, has been showing his white friends that there is talent in the negro. From Hubbard to Youngstown is six and a half miles, and Phelps (colored) made the distance in 25 min. 28 1/2 sec., while the next best man was three minutes slower.

The Rockford Cycling Club has decided to enter the western circuit next year, and will give as large a tournament as any organization in the west. The Rockford track has already won a good reputation and is quite widely known among the fraternity, three world's records having been broken at the last meeting.

Here and There

The St. Louis wheelmen will enjoy a paper chase Thanksgiving day. Three prizes will be given.

The Louisville wheelmen were successful in their fight against an objectionable lamp ordinance.

F. G. L. Hunt, of Grand Forks, arrived in St. Paul Monday, on a bicycle, having ridden the distance, 400 miles, in five days.

The Fort Orange and Albany wheelmen are preparing for a joint parade. Invitations have been extended to nine out-of-town clubs.

The New York Tourist Wheelmen have arranged for a run to Coney Island on Nov. 13, Yonkers Nov. 20, Fort Schuyler Nov. 27.

J. W. Tubb is taking a census of the New Haven wheelmen, and so far he has found nearly 2,000, a tenth of that number being women.

John Graf, a Philadelphian, has brought suit against George W. Lafferty for damages. Graf says Lafferty's team struck him while he was riding in the park.

Two Columbus wheelmen, while coasting a steep hill near Harrisburg, came to a sharp bend in the road. Their speed was too great to allow making the turn, and they went over a steep bank.

The New Haven B. C. has just had a turning over and commenced anew. The board of governors has been done away with and the club will now run things. Even the constitution is being revised.

A relay bicycle race was run from Frostburg to Cumberland and return on Sunday. The time consumed in making the round trip was 2 hrs. 3 min. Distance eleven miles. Good time, indeed, for a relay ride of eleven miles.

The Achille Philion aggregation, including Mr. and Mrs. Philion, Lillie Williams and Charles W. Price the Milwaukeean, sailed from New York Saturday for Havana. They are going to show the natives of the Indies and South and Central America what bicycle riding is.

The wheelmen of Salt Lake City are greatly stirred up over an ordinance introduced in the city council preventing riding on sidewalks. They say the streets are of such a character that it would be impossible to ride, and they desire the ordinance so modified as to permit riding on the walks when lamps and bells are attached to the wheels.

The mileage contest among the members of the Allegheny Cyclers of Pittsburgh was won by C. L. Miller. The club offered a gold medal for the member who covered the greatest number of miles between May 1 and Nov. 1. Miller's record was 6,712 miles. Miller worked nine hours a day and averaged eighty-four miles a day, including eight century runs during October.

Two deaths resulting from injuries received through falling from bicycles have recently been reported. One was that of Thomas P. Gross, a conductor on the N. Y. & N. H. railroad, who was riding from Spring Valley to Haverstraw, and was thrown in such a manner that the handle penetrated his groin. The other death was that of Charles H. Felker, of Dayton, O. Felker attempted to get out of the way of a coal wagon while on the curve of a car track, but fell and injured

his neck and collar bone. A little later he was thrown again and struck his head. The two injuries were such that spinal fever and death resulted.

That a man has ridden a bicycle in the time of the mile of Nancy Hanks is taken by the Philadelphia Press as evidence that "a man is nearer a match for a horse than is ordinarily supposed." Our contemporary should not lose sight of the difference in the condition of the test. On one hand the bicycle aided greatly the speed of the man; on the other it retarded the speed of the horse. In addition to the bicycle or cart the horse had to carry along a man.—Nortonville (Kas.) News.

Last week the annual election of officers of the Grand Rapids B. C. was held, resulting as follows: President, J. H. Taylor; vice president, C. H. Holt; secretary, James Stewart; treasurer, P. S. Hunt; directors, W. B. Folger, A. B. Richmond, W. H. Stebbins, F. H. Escott, F. C. Heath; captain, F. S. Richmond; first lieutenant, W. B. Simmons; color bearer, F. S. Gilbert; bugler, W. J. Gouldsbury. Tuesday evening an athletic entertainment was given and election returns were received.

Frank Lenz, Outing's traveling wheelman had this to say to a California newspaper man: "The papers back east had reported that the Indians had chased me in Montana, and just as I was getting away from them my wheel broke down. They told how I was caught and my baggage overhauled, and that a bottle of whisky which the redskins found

MEN WE ALL KNOW.



No. 8—Asa Windle.

was the only thing that saved my life. There wasn't a word of truth in this yarn, but it worried mother, and she had been keeping the wire hot with inquiries. I have it in for some of those newspaper men." And he probably has it in for the papers that reported him drunk about the streets after a banquet in his honor.

At Baltimore Saturday a certificate of incorporation was filed by Harry Lee, B. Downey, N. Tip Slee, Edward C. Wollman, Joseph E. Geigan, Charles M. Rhodes, Robert C. Downey and Parry Lee Downs to incorporate the Cycle and Athletic association of Baltimore County, "for the purpose of buying, selling, mortgaging, leasing, improving, disposing of or otherwise dealing in lands in this state and partly beyond this state, and for maintaining grounds, dwellings and improvements for cycling and general athletic sports." The principle office is to be at Towson, and the period of incorporation is limited to forty years. The capital stock is fixed at \$30,000, divided into 600 shares at a par value of \$50 for each share.

THE FOWLER

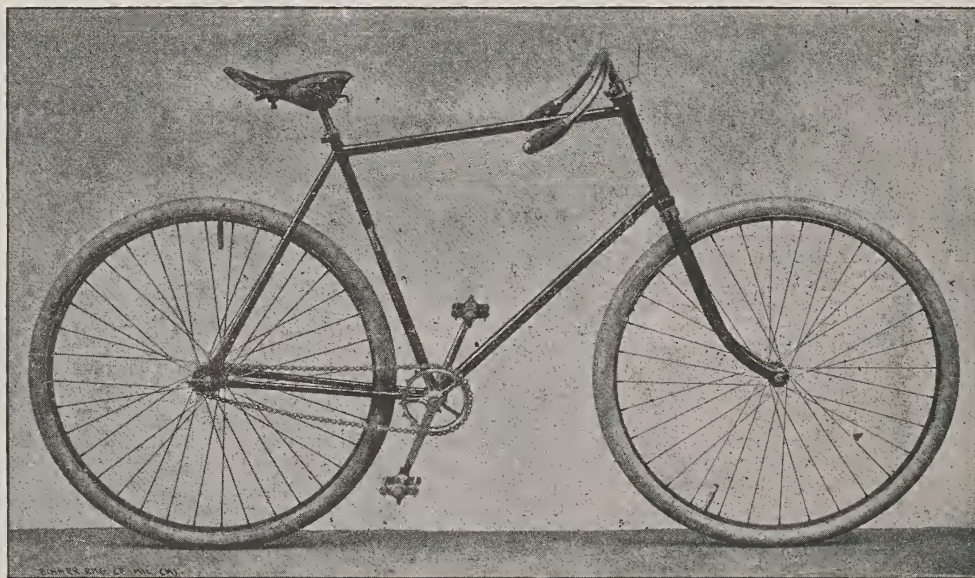
FASTER THAN ANY

HANDSOME AS ANY

STRONGER THAN ANY

ACTUAL
. . . . WEIGHT,
MODEL B,
--32 POUNDS--

—o—
ACTUAL
. . . . WEIGHT,
MODEL A,
--36 POUNDS--
ALL ON.



MODEL B, ACTUAL WEIGHT 32 POUNDS.

Specifications IN BRIEF.

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Special Braced . .
. Frame. Wheel
Base 44 Inches .
. 28-Inch Wheels.
Morgan & Wright
Tires. Drop Forg-
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tempered and . . .
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Of material, and we guarantee the highest possible value for the investment. Who can offer more? Agents wanted in all unoccupied territory.

As we believe in living and let live, it will pay dealers to write for terms and descriptions. 'Twill cost you but 2 cents.

HILL CYCLE MANUFACTURING CO.,

142, 144, 146 and 148 West Washington Street,

CHICAGO, ILL.

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. . . . 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.

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TRIUMPH
FOR 1893.

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WESTERN CYCLE CO., Cor. Ogden Ave. and Jack-
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