



PUBLISHED WEEKLY AT

CHICAGO

BY

The Referee Publishing Company

PRINCIPAL OFFICE:

ROOMS 570-580, CANTON BUILDING, 323-334 DEARBORN STREET, CHICAGO.

Telephone Number—4798.

Registered Cable Address—"REFEREE, CHICAGO."

TO ADVERTISERS:

Copy for advertisements *must reach us not later than Monday* to secure insertion in the current week's issue.

SUBSCRIPTION, \$2 PER ANNUM

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

DUCKER WAS RIGHT.

It is a by no means unusual event for the racing board of the L. A. W. to find itself the victim of attacks by all sorts and conditions of men, some of whom are thoroughly familiar with racing matters, while others, particularly space writers for the daily press, know absolutely nothing about them. The members of the present board have been bitterly assailed at times by people who entirely overlook the fact that the league membership at large, through representatives sent to the annual meetings of the national assembly, is very largely to blame for what seems to the complainants to be the mistakes and shortcomings of the racing department. But its troubles have been light, airy playthings as compared with the experiences of racing boards of bygone days.

The great complaint against the racing system of the league for years has been the manner in which men in receipt of salary and expenses from manufacturers and clubs have been permitted to race as amateurs, to the great discomfiture of others really entitled to that title, and in open violation of the rules of the league. Once, and once only, was a plucky attempt made to abolish the evil, for evil it must be called until the rules are changed. That effort was made by Abbot Bassett, then chairman of the board, in 1886. He was backed by the executive committee of the league. A number of men were expelled, but the majority have been reinstated by subsequent appointees, none of whom, save Davol, who met with such opposition by the then president, James R. Dunn, that he positively declined to continue in service, and Randall, who, for his temerity, was removed by the same official, have had the pluck to follow Bassett's example. Therefore the rules of the league have been set at naught by the men selected to enforce them.

And why? Because to enforce them has been impossible. All praise, then, to the racing board, under Raymond, which now comes boldly to the front, and says: "Gentlemen, the rules cannot be enforced. We recommend a change."

That the recommendation should be acted upon there can be no question. When Mr. Luscomb talked to the national assembly at Columbus, last February, on the subject of prizes and expenses, many were surprised at the favor with which his remarks were received. Luscomb recommended two classes, and

though the question was not pushed the way was paved for a change.

We are not yet allowed to know authoritatively just what changes the racing board will recommend. Owing to the contract now existing between the league and the Wheelman Company, which contract has been and is being severely condemned on all hands, we presume the chairman was not permitted to give out any information on the subject. His notice in the *Bulletin* contained only the following:

The amateur rule was then brought up for discussion, and it was decided to recommend a number of radical changes to the next constitutional convention, which changes will be published in the form of a proposed amendment to the constitution, the establishment of two classes of riders, and the prize question, receiving careful consideration.

Some further information appeared in the following issue of the paper, however. It was written by a member of the board. He offers the following advice to those riders who, at the time, had in contemplation a trip to the Pacific coast at the expense of an eastern paper and a number of manufacturers:

Don't monkey with a buzz-saw, gentlemen, and jeopardize your positions in the L. A. W. at a time when the proposed broadening of the amateur rule and the establishment of two classes of riders next year will allow you to profit openly and above board by the results of your labors on the path.

This seems to indicate very clearly that the board has decided to advocate the very idea promulgated by Henry E. Ducker and placed in operation by the American Cyclists Union over six years ago—the plan advocated for many a long day by men whose experience dates back to the early days of racing—the formation of a class for the salaried, expense-paid individual, who, by reason of his ability to make records, is an indispensable attraction, so that the pure amateur may have a chance to win something once in awhile.

It will be a hard pill for some people to swallow. The secretary of the league will find it particularly bitter, for the controversy between Messrs. Bassett and Ducker in 1886 was acrimonious in the extreme. How the editors of the *Bi. World* and present holders of the official organship contract will take it we cannot tell, for at that time they were, as now, staunch supporters of the league while bitter opponents of Bassett, to whose credit they placed about every crime in the calendar.

But, let them think what they may, the fact remains that, according to the present racing board's and executive committee's views, Ducker was right.

Like many another great reformer, he was not appreciated at the time. The men who controlled the league were conservative.

Ducker was a progressive and energetic man.

He saw that the promateur could not be downed, or rather that the maker could not.

He realized that the success of cycling depended in no small measure on the maker.

He knew that to the maker the establishment of wheelmen's rights, so far as it had gone up to that date, was due.

He knew that the withdrawal of the assistance of the maker meant a setback for racing and the sport generally.

He, while a member of the racing board and president of the Springfield Bicycle Club, vigorously opposed the suspension of riders without proofs of their guilt, for the board considered every suspect guilty until he proved himself innocent.

He resigned his position on the racing board, helped form the American Cyclists' Union, and asked that a mail vote

be taken on the advisability of the league's dropping racing altogether.

For all this he was notified by President Deekwith that his resignation of the chief consularship of Massachusetts, if tendered, would be accepted. It was not tendered, and Ducker was "removed."

He only worked the harder on his American Cyclists' Union plans.

He gained a thousand members for the union in a few weeks. Constitution, by-laws, racing rules, all were carefully considered, and as a result the country had, that fall, the finest circuit of races ever known up to that time and hardly excelled by those of to-day.

The league meanwhile had made professionals of all the makers' amateurs who could not or would not prove their innocence. It was by far the stronger and larger body. Large bodies move slowly. The league could not see the force of Ducker's arguments. Ducker himself was eventually called away from Springfield. There was no one to fill his place, and in time the American Cyclists' Union died from lack of sustenance.

And then came the setback in cycle racing which Ducker had so confidently predicted. The successful meetings of 1882-1886 came no more. International racing died out entirely, and it was not until four years later that the riders became once more bold enough to brave the league's wrath. They were backed by wealthy clubs and defied the racing board.

For nearly three years the board has been called upon to enforce the rules. It has not, and cannot, and at last is forced to the acknowledgement that, though ahead of the times, Ducker certainly had the right idea.

It may be well, under these circumstances, to glance at some of the rules of the A. C. U., and ascertain what they were. The union was organized very early in 1886. After numerous meetings, the adoption of rules, amendments of same, etc., a code was finally decided upon, in which we find the following:

It shall be their [the racing board's] duty to make inquiry regarding any wheelman whose amateur or promateur status is questioned, and cause one of its members to investigate all protests or charges and report his findings to the board for action. A member who may have been suspended or expelled can be reinstated only by a unanimous vote of the board.

SECTION 3. The standard of membership in this organization shall be determined by the following rules:

(A) An amateur is any person who has never engaged in, nor assisted in, nor taught any recognized athletic exercise for money, or who has never, either in public or in private, raced or exhibited his skill for a public or a private stake, or other remuneration, or for a purse, or for gate money, and never backed or allowed himself to be backed, either in a public or private race.

(B) A promateur is one who at any time or in any degree has violated his amateur standing as defined above, by receiving expenses or other remuneration for cycle riding, or any other recognized athletic exercise.

(C) A professional wheelman is one who at any time and in any degree has violated his amateur standing, as specified above.

SECTION 4. To prevent any misunderstanding in interpreting the above, the union draws attention to the following explanation: A wheelman forfeits his right to compete as an amateur, and thereby becomes a promateur, by

(A) Receiving expenses or other remuneration for riding the cycle or training or coaching others for cycle racing.

SECTION 5. A wheelman forfeits his right to compete as an amateur or promateur, and thereby becomes a professional, by

(A) riding the cycle or engaging in any athletic exercise for a money prize or for gate money.

It seems to be the opinion of race-meet promoters that without the Zimmermans, the Windles, the Lumsdens and the Johnsons race meetings cannot flourish. It seems to be admitted that the pure amateur is not a drawing card. He is a very good "fill in" for the space between the races of the cracks, but his drawing power is extremely small. Race

promoters also believe that the public will not patronize races between men advertised as professionals. They may be right or they may be wrong in believing that the many swindles perpetrated in by-gone days, and which the papers seized upon with such avidity, would prevent people paying to see professional contests. But under existing rules Zimmerman & Co. are undoubtedly professionals. They do not ride openly for money it is true, but the rules forbid other things of which these men have been guilty. Hence the necessity of a middle class.

What better plan can be suggested than that of the A. C. U.? The word promateur fits these men exactly. It was first used years ago—in 1881 as nearly as we can remember—by that famous writer, Pendragon, now deceased, in the London *Referee*. He applied it to the great Manhattan Athletic Club runner, Myers, who, at his club's expense—or, to be strictly correct, at the expense of certain of the members, for the M. A. C. was an altogether different organization in those days—crossed the Atlantic and competed successfully with the English athletes. The only difference between Myers and the bicycle riders of to-day was that his supporters had nothing whatever to gain, while the manufacturers are benefited by the efforts of the riders.

In Ducker's day the riders were in an exactly similar position to those of to-day. We therefore believe that, if the racing board's recommendations are of the kind we anticipate, they should certainly be carried out, following generally the lines laid down by the A. C. U.

It is not to be expected, of course, that the professionals will be admitted to membership; indeed, so close are promateur and professional to each other that the latter class seems superfluous. The promateur is allowed to do all that the professional may, except accept a money prize.

There is one thing which should be attended to at once. We refer to the publication of the proposed amendment to the constitution, so that members may know to a certainty what is proposed. It is a measure of the utmost importance, and one on which everyone should be given ample opportunity to express an opinion. It will be one of the most important questions discussed for years, and should therefore be thoroughly ventilated.

HANDICAPPING FEES.

A paragraph contained recently in our eastern correspondent's notes has led to a discussion of the question whether league handicapping fees are too liberal. An eastern handicapper has been credited with receiving about three thousand dollars as the result of last season's work, and this has been compared with the salary paid the official handicapper of the Amateur Athletic Union. As a matter of fact no league handicapper has received anywhere near the sum mentioned, and as to the union's official, he is employed, at a regular salary, as assistant to Secretary Sullivan, and his handicapping duties are but a portion of the work required of him in that capacity.

The amount received by one or two handicappers may be rather liberal. This, however, is attributable rather to the large territory one man is allowed to cover than to the rate charged.

The districts are not judiciously arranged. A far better plan than that now in vogue, we believe, would be the appointment of a handicapper in large cities at intervals of from one hundred to two hundred miles. At present the same handicapper covers Michigan, Illinois and Indiana; another, the whole of

New York and New Jersey; a third, Ohio and Kentucky. It is surely a fact that a handicapper in St. Louis could do far better work than a Chicagoan, for example, in the case of races held just across the river, at Belleville; yet, because the latter town happens to be in Illinois, the race promoter must send his entries to Chicago, Indianapolis or Detroit, each of those cities having official handicappers for the district. Similarly, a race promoting club in Buffalo is forced to employ a man five hundred miles away, notwithstanding western New York promotes a vast number of races, and a man centrally located could do better work.

It would be beneficial, we believe, to appoint men as above suggested, and allow the race promoter to employ any one within a given distance that may suit his fancy.

Let no one be uneasy about the amount of the fees. The handicapper earns all he receives, and oftentimes spends a large proportion of the amount following up the racing and keeping posted on the form of the men.

In England they are becoming convinced that the day of the one-man-timer is past. Recently Schofield made a splendid record at Putney, and three very prominent cyclists, all experts at clocking, held watches on him. But the official timekeeper, Pembroke Coleman, was not there, and the N. C. U. refuses to accept the record. *Wheeling* thinks that the governing body should accept the time as announced by the three well-known gentlemen. This is our opinion, also. Mr. Coleman probably is a very clever timer, but it stands to reason that three good men ought to prove as reliable as Mr. Coleman. It seems a pity that when a man makes a record it can not be put to his credit just because Pembroke Coleman is not on the grounds. The Englishmen have, after great hesitancy, accepted records made in America and timed by three unofficial timers. If it works here, why not there? There seems to be no reason why three ordinarily capable men should not be able to give as correct time as one.

The English cycling papers are having a troublesome time over the elliptical sprocket wheel—chain wheel, they call it. They have arrived at all sorts of conclusions. It seems to be the general impression among those who have used the device in this country that for hill climbing it is excellent, but for ordinary work there is no advantage gained.

LANTERN parades are regarded as superfluous abroad—that is, by the cycling press—and the sooner the same opinion is arrived at here the better. They will do well enough for boys. They do cycling no good.

It appears to us that the *Bicycling News'* full-page picture of Frank Shorland was a little stretched.

Now With the Overstone People.

Arthur Flavell, formerly of Flavell & Co., makers of the Reform, has associated himself with Loyd, Read & Co., manufacturers of the Overstone, and will hereafter be the company's general representative. Mr. Flavell will shortly leave for this country with samples of the latest things in Overstones. The designs for '98 consist of a racer weighing only twenty pounds, a light roadster, twenty-five pounds; with brake and guards, twenty-eight pounds. The Overstone is a well made machine and is known in this country. Any letters addressed to this office will reach Mr. Flavell.

ELECTION BETS PAID.

How Some Prominent Cyclists Suffered By the Land-Slide.

A couple of weeks ago there was a good sprinkling of Republican cyclists—you can't find many now, however. They are all Democrats; at least, they won't admit that they were ever Republicans. Still there are a few who are marked, and are, consequently, easily distinguished. The wheelmen took a great interest in the recent land-slide—before and since the great event. They talked politics and some protectionists were rash enough to risk a few wagers on the result. They were not all cash transactions, however; some don't believe in cash prizes. They preferred to gamble away their eyebrows, mustaches, false teeth, etc. As a result there are several slightly disfigured and unfamiliar faces about the streets of Chicago. Probably there are others in some parts of the country, but the returns are not all in as yet. Even the lady cyclists took chances—and lost. Not an eyebrow, nor a mustache, nor even false teeth, but a bet, and the penalty was to wheel 180 pounds of man a block or two. Miss Alice Poole, president of the Columbia B. C., an organization of ladies and gentlemen, was an admirer of President

betting on the presidential election he was evidently not "fit." He had seen enough of free trade in England and that was what forced him to leave the place. "If Cleveland should be elected," he said, "hi'll not be a fortnight afore Hi'm 'oofin' it hout o' this bloomin' place, too." He staked his all on 'Arrison. "Hi'll stake me bloody hexistance on," he said, when he offered to wheel Richardson four blocks and part with half his mustache and one eyebrow. As was the case with Miss Poole, the Harrison supporter gave big odds—about two to one in the Leaming-Richardson case. Harry has paid his bet, but he has remained well under cover since. Saturday night he wheeled his 200-pound opponent the required four blocks and patronized the barber to the tune of one eyebrow and a half-mustache.

When W. A. Rhodes returns from the south he will be compelled to ride a g. o. o. to Elgin, Aurora and return.

Harry Foster of the C. C. C. is also minus one mustache, while Henry Bingham has worked the wheelbarrow act to perfection. There are—or were—a good many Republicans in the Chicago C. C. They were, to a more or less extent, great betting men. They're not now. Some



ELECTION BETS PAID.

Harrison. She thought everybody else was in the same frame of mind except J. S. Graham of the Caxton Company, a neighbor. He had an inkling that Grover would get back to the executive mansion and was willing to give Miss Poole a wheelbarrow ride if things didn't go that way. He is six feet high—and just about as heavy; Miss Poole is hardly as large as the average woman. She was really giving odds on Harrison—not two to one quite, however. Anyway, as she lost she paid the bet and Mr. Graham was trundled up and down Drexel boulevard for five long minutes. Though it was dark there was a good crowd around to see the fun.

Nicolet lost a mustache he had been cultivating for, lo, these many years. The popular trick rider is usually pretty careful—one has to be naturally so in his line—so he took the Republican end of a bet. He thought only of how the other fellow would look, but—perhaps you can find his likeness in the picture which graces this page. Bob Lennie—auburn haired Bob—had been coaxing his mustache since he was sixteen. His work was well done. That mustache was a beauty. His likeness is in the group, too.

But Harry Leaming, the trainer—what a sight! Harry has brought out many a crack, and never made a mistake, but in

lost a little, some a good deal, and one all he had, all he had in sight and a great deal besides; but he was game even to 11 o'clock Tuesday night, when he bet Illinois would go Republican.

On Sunday morning last J. P. Walters, of the Taylor Cycle Company, was wheeled in a barrow from Van Buren street and Wabash avenue to the Lincoln Cycling Club at 1 Ogden Front, three miles, by Mr. Murphy, in the employ of the same firm. Walters weighs 212 pounds and Murphy 160, yet the latter never once tipped the heavy man out nor did he drop the handles for the one hour and twelve minutes required for the trip.

One of the happiest men in the cycle trade to-day is R. L. Coleman. He is \$1,500 ahead by Cleveland's victory. Last summer when the *Recorder* was honored with ten half-page advertisements, the *Press* solicited the same business, but was refused. As the request was persisted in, Mr. Coleman made a "bluff" at the solicitor. He offered to pay double price for the ad. if Harrison was elected, and if the Democrats were victorious he was to have the advertisements free. The "bluff" almost took away the breath of the advertising agent, but after consulting with the business manager Coleman's offer was taken. R. L. is a red-hot Virginian and an ardent follower of Jacksonian politics. While

not in the city at present he is, nevertheless, rejoicing at his country home in his native state, and sends word to the office here to have all the sport they want over his victory.—New York Recorder.

Where the Adv. Caught.

T. B. Russell, writing on the subject of advertising, in the last issue of *Printers' Ink*, says: "One is often asked, 'how does it do a person any good—how does it promote the sale of his wares—to have their name or his mentioned casually, or printed in an advertisement, without further appeal?' I do not attempt to say just how this does good; but I would like space for a short personal statement bearing on it. Some two months ago the editor of a London magazine asked me to write an article on a subject connected with bicycle riding. I bought one or two cycling papers, in order to get up the topic, and without considering for a moment the idea of investigating in a bicycle (for I had tried the sport and given it up as distasteful not long before), I was necessarily thinking for a day or two a good deal about bicycle riding. In due course, I wrote the article and drew the fee. Next week I bought myself a bicycle again and have ridden with increasing enjoyment ever since! Now, there was no particular reason *why* I should do this except that the idea of 'bicycle' had been a good deal in my mind. I was not captured by any particular advertisement, but simply moved to purchasing point by the mere fact that the subject was knocking about in my head. The reader is asked to excuse the egotism of this narration in consideration of the advertising question illustrated by it. I do not attempt to explain, however."

Chicago Notes.

A. T. Merrick, of the *Wheel* staff, is in Chicago this week.

Vere Davies is negotiating for Battery D to give a six-day bicycle race in the near future.

Twelve Chicago club men attended the run Sunday, going to Hegewisch, Hammond and Pullman.

The Plzen Cycling Club gradually increases in membership, and now has over seventy names enrolled.

H. M. Gardnier has resigned as secretary of the Lake View Cycling Club and C. F. Swain has been elected to succeed him.

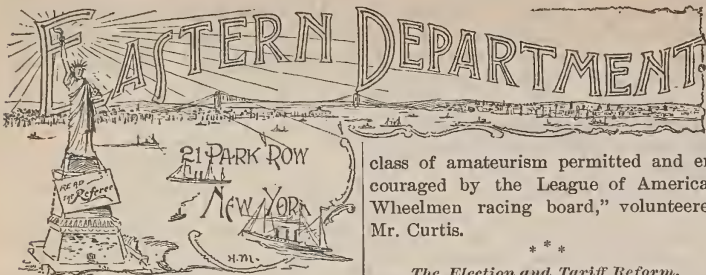
W. Ed Davis, president of the March-Davis Cycle Company, will be married Nov. 23, at New York, to Miss Bennett, formerly of Buffalo. After a three-weeks' wedding trip Mr. Davis returns to business.

A. D. Macomber starts from Chicago the first of next May to establish a record from this city to San Francisco. Mr. Macomber, two years ago, was a prominent Memphis wheelman, but now claims Chicago as his home.

The two tickets for the election of the Century Road Club are not yet ready. None but workers are wanted and many of these have declined the honor. The committee is at work and promises an excellent array of candidates, if it takes all winter.

New Athletic Park.

Mansfield, Ohio, is striving to have an athletic park. The *News* of that place says: "The athletic park project must not be allowed to become dormant. It should be hustled from the present time. This thing of agitating a subject and dreaming on its accomplishment until the week before it is needed is characteristic of some localities. See to it that the Mansfield athletic park project does not fall into the same rut."



The REFEREE has opened at its eastern office a trade register, in which visitors to the national metropolis can place their addresses, so that a communication between buyers and sellers may be had at any time. Visitors from abroad will be especially benefited by the register, as it will keep their whereabouts known. Letters addressed care REFEREE, New York, will be well looked after and placed in private boxes and forwarded when desired.

Among the callers last week were: R. L. Coleman and E. J. Day, of R. L. Coleman & Co.; P. H. Bernays, Overman Wheel Company's manager, San Francisco; Edwin Oliver, Cleveland; F. H. Henning, Peoria; Charles Schwalbach, Brooklyn; W. C. and C. E. Walker, Elliott Cycle Company, Newton, Mass., and Pope Manufacturing Company, Boston, respectively; Joseph Ketchum, Brooklyn; W. M. Perrett, Philadelphia; Mr. Wall, Wall & Boyer, Philadelphia; H. Crowther, *Bicycling World*; W. D. Callender and A. T. Merrick; Thomas Saunders, Birmingham, Eng.; M. Quinlan, Gendron Wheel Company; W. E. Hicks, St. Louis *Post-Dispatch*; J. H. Ives, New York Belting and Packing Company; L. Ketchum, representing Samuel Snell; Stephen Golder, New Howe representative; W. H. Kirkpatrick, McKee & Harrington's salesman.

**

They Come High.

The manufacturer who made a bid for a racing man to go with the *Sporting Life* car—and who received the reply which was printed in last week's REFEREE—sent a reply stating that the rider's estimation of his services were below the standard of the man that he would like to secure. He said he wanted a man who could be worth \$5,000 at least, for the trip. "Do you want to see a copy of the letter?" was asked the REFEREE man by the manufacturer. The offer was declined, as the REFEREE man has weak nerves. There seemed to be no desire on the part of either manufacturer or racing man to avoid publicity. Where, oh, where is that racing board?

**

The A. A. U. and the Makers' Amateur.

W. B. Curtis, president of the Amateur Athletic Union, was seen last week by the REFEREE's New York representative in regard to what action the union would take in regard to the makers' amateur or trade class if formed by the L. A. W. "Father Bill," as he is affectionately called by New York newspaper men, was busy, but found time to answer a few queries.

"What action will we take if a trade class is formed, and what will we consider them? Why we will consider them professionals, pure and simple."

"What will your association say or do in regard to the present class of prizes offered amateurs?"

"We will want to know at the next meeting, at which Mr. Luscomb will represent the L. A. W., if his organization considers thousand-dollar teams, diamonds, coffins and burial lots suitable prizes for amateur athletes. We don't consider them so, and we will possibly ask some other questions regarding the

class of amateurism permitted and encouraged by the League of American Wheelmen racing board," volunteered Mr. Curtis.

**

The Election and Tariff Reform.

As far as the New York trade is concerned the success of the Democratic party has not caused any talk about what Grover Cleveland & Co. will do with William McKinley's little act. One of the leading manufacturers (a Republican) said it meant one of two things, a moderate reduction of the tariff or the flooding of this country with cheap labor from abroad. He would rather have the tariff slightly reduced and the foreign labor stop at home. "Cleveland will not adopt any radical changes; but that a reduction in the tariff will take place I have no doubt whatever. It will make very little difference, as it will give us our raw material the same advantage." Other people think that importers may hold off in order to see if Cleveland will call a special session to reform the tariff law. But before anything can be done the season will be far advanced, and it seems few will care to wait for congress, which is notoriously slow in action.

**

Educated, Refined, Wealthy!

A Nashville paper prints a column interview with Daniel Overman Canary, and dishes up the professor in regal style. Dan must have impressed the local reporter. This is what was printed: "Mr. Canary is the champion trick rider of the world, is highly educated and refined, is a member of the Overman Wheel Company, who makes Victor bicycles, and is traveling in the south for his health!" Almost anybody who knows Dan can appreciate the broad smile on the Canary bird's face after he read the interview, and that is where the traveled man with a reputation shines in contrast with the man who has not rubbed up against reporters in many lands. From an advertising point alone, Dan earns his salary. But "highly educated, refined, a member of the Overman Wheel Company"—ahem! Mr. Canary should now be eligible for league membership.

**

Dry Goods and Bicycles.

A traveler for a well-known eastern house was a caller at our New York office last week, and in a talk alluded to the alarming increase in the houses of the John Wanamaker order, which are commencing to cut quite a swath in the bicycle trade. That such houses are a menace to the trade no one will deny; and as a rule they employ people to buy who don't know a bicycle from a button or ball bearings from solid tires. The traveler, a nice young man, feels grieved at such houses, and he had a cause for it. After waiting, by order of his firm, for three hours to see the buyer of one of these houses, he was ushered into what he termed a "sweat box." He was asked, first, "What price do you ask?" He named a price—a very low one for high grade, cushion-tired wheels—when he was cut short with: "Oh, we can't talk to you; we can buy lots of wheels at half that price;" "Yes, but what make are they?" persisted the young but experienced salesman. "Oh, we don't know or care about the make; our customers don't ask that; the price is the thing," was the reply. Feeling crushed, indignant and humiliated generally, the young man sought air with profound

admiration (?) of the dry goods man's appreciation of a high grade bicycle. In Boston, recently, a concern of this kind wanted to make a REFEREE man believe that some old tin-pot wheels, of antique pattern, were high grades. Then they had the good taste to ask about a third more than the true value of the wheel.

**

Road Racing Evils.

The racing members of many English clubs have been arrested and punished lately. The most recent violators of the Highways act were several members of a Dorsetshire club, who, when arrested, pleaded they "didn't know the law was loaded." This either proves that the N. C. U. is not much of an educator or that the Dorset men are very ignorant of the road laws of England, or else that they are prevaricating amateurs. "The Bench" (which generally means in moral England a titled somebody with plenty of pompousness and little legal knowledge) was lenient and let the boys down as follows:

The chairman (Right Hon. Viscount Portman) said that the bench would not inflict a fine, this being the first case before them, and the young men had evidently not known that they were doing anything wrong. He, however, cautioned them and all other cyclists from rapid riding on the highways, as it was clearly an offense against the Highways act. He hoped they would be more careful in the future, and dismissed the case.

The time is not far distant when road racing will be similarly dealt with in this country, as it is in direct violation of the courtesies of the road and the intended uses of the road. The public has been wonderfully lenient with the road racing business, and it is a decided tribute to the popularity of cyclists and the cycle, but there must come an end to forbearance, and it might be well for cyclists to forbear making the road a race track. After the racing board has done tinkering with the amateur definition it might tinker with profit on this very important subject: "The uses and abuses of the road by cyclists."

**

The Lady Stenographer's Puzzle.

Charles Schwalbach offered a number of prizes to be awarded to the persons guessing nearest to the number of bicycles that passed through Prospect Park and down the Coney Island boulevard on election day. The following winners have been announced: First prize, bicycle, H. F. Pierce, Long Island Wheelmen; second prize, silver watch, Mabel Conklin, Flatbush; third prize, \$10 gold piece, F. Pfeifer, Brooklyn; fourth prize, rifle, H. Rockefeller, Brooklyn. H. F. Pierce counted 988 bicycles, while Miss Conklin named 989. The judges set the number at 988. There is a joke connected with the prize part of the enterprising (and only) Schwalbach's scheme. The second prize was won by Schwalbach's stenographer, and the prize was six men's shirts. It puzzled the fair prize winner to know how she should dispose of them. Alex Schwalbach, as usual, came to the rescue. "Get married and give them to your husband," suggested the horse doctor, but a silver watch in place of man's attire made Mable happy.

ENGLISH PRESS OPINIONS.

Amateurs and Professionals to Be Ruled By the N. C. U.

There is but one course open to the N. C. U., and that is for it to take over the entire management of professional racing. The scheme is really so simple that I wonder at any other being put forward. There would be two classes of membership to the new Union—amateurs and professionals. The applicants for admission to the amateur ranks would have to be able to prove to the satisfaction of the committee appointed to inquire into the status of all candidates, that he had never competed for a money prize; that he had never disposed of a prize; was not in receipt of nor had never received remuneration from a cycle manufacturer or agent, either directly or indirectly; that he had never been provided with a machine free of cost, and that he had never been allowed an extra discount by any maker in order to induce him to ride that maker's machine. And here we shall find a stumbling block, for the simple process of riding a machine which had been lent for a special purpose by a maker at a low rate of hire, would constitute the rider a professional, and even the acceptance of a commission in return for recommending a machine to an ultimate purchaser would be fatal to a man's amateur status. Any candidate unable to prove his innocence would be permitted (all other conditions being satisfactory), to rank as a professional. The two classes should be allowed to compete in any race or at any race meeting promoted under N. C. U. rules, the only new condition being that while the professional would have the choice of cash or its value as his reward, the amateur would be confined to articles of vertu. Any offender against the section of this rule applying to amateurs would either be instantly relegated to the professional ranks, or, should his offence be very flagrant, be debarred from racing under Union rules altogether. Then our National Cyclists' Union would be a union in actuality as well as in name. There is a source of satisfaction in the reflection that this resolution will never be carried. The press are unanimous in their condemnation of it, and when the press does set its face against a scheme and apply the power of adverse criticism, the formulators of the said scheme might just as well accept the inevitable and shut up shop without another word. —Northern Wheeler.

**

Harris Ranks High Abroad.

A. W. Harris, the little Leicester crack, must surely be rated as the most successful Englishman upon English tracks during '92. He has won 43 firsts, nine seconds, and four third prizes, has two shares in three challenge cups of the aggregate value of 105gs., and one share in three more, whose total runs up to 130gs. Besides all this he holds the mile record for England, which, if not so fast as Yankee times, is probably nearly as meritorious as the best done in the home of Zimmerman. —British Sport.

**

Accepting English Records.

If, as appears likely, Schofield's records as made last week cannot be passed, it must be regarded as regrettable. With records tumbling down in other countries, it behooves us to leave nothing undone that would enable us to retain our share of them—at least, if we desire to hold a foremost place in the athletic world. Already we have been freely taunted with having lost the athletic supremacy which most people seem to agree we once held. It was stated in an

The American-Orinonde company, of New York, is getting along splendidly, and the prediction of a prosperous future for the firm is being born out to the letter. It now looks as if 1893 will be a splendid year with the American-Orinonde company, and the many friends of Messrs. Willis and Bridgeman, the president and secretary, no doubt feel that good times are ahead of the young men who have repaid the confidence reposed in them.

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.

American paper last week that the American athlete is the greatest in the world because he lives in a Republic! We are not going into that, but we do think that the conditions under which we live are sufficiently conducive to freedom to enable a man to have his records verified, and officially accepted. If Schofield's are not, we do not know with whom the fault will lie. Perhaps with the rider and his connections. If with the official timekeepers, we think it would be well if some explanation were forthcoming.—*Wheeling*.

Like an American Broncho.

An English cycling paper enumerates among the advantages of the bicycle the undoubted fact that it does not rush off home without its rider in case of an accident, like a horse, and alarm the whole family. The writer might also have added that a decently brought-up machine will not roll over its rider and crush him to a jelly if it does see fit to fall; neither will it kick him on the head when he is prostrate, nor get up and sprint down the road while he drags behind by one foot, and dash out his brains *en route*. Cycles will bite sometimes; in fact, an able-bodied safety, with good rat-trap pedals, can nip quite a large slice out of its rider's leg on occasion; and they can buck-jump on a greasy road like an American broncho; but that is about the worst of them.—*Irish Cyclist*.

Hillier and the Americans.

Tempora mutantur. A few years ago probably no name so stunk in American nostrils as that of G. Lacy Hillier, who at that time was busy doubting American times. Nothing was then too bad for Hillier in the American press. Now, because he worked up Zimmerman,

nothing is too good for G. L. H. in the American press. He is the finest editor who ever trod shoe leather, and never wrote a personality. So say the Americans, and so say all of us.—*Wheeling*.

Denver's Strong Claims.

Louis Block, in a speech at the Lincoln club Japanese smoker, last Saturday evening, outlined the plans of Denver to secure the national meet for 1894. Work has started this early that they may make a surety. Colorado has only a few over 200 league members and there are, per the assessor's roll, 3,800 wheelmen in Denver. The cyclists are about to build a \$60,000 club house, and prominent wheelmen have formed a company to issue a weekly cycling paper, beginning the first of the year, to be known as the *Western Cyclist*. Great credit should be given the Denver cyclists for their energy. It is thought that by '94 over 1,500 league members may be enrolled. Denver has grand scenery surrounding it and Pike's Peak as a superior attraction. Several very fine runs can be taken, and from Golden, reached by train, the cyclist may coast fourteen miles through delightful scenery into the heart of the city. Denver's streets are of asphaltum. At the national meet next year this western city will be represented by an active band of hustlers who will enlist favor for their cause. Chicago cyclists seem to be very favorably inclined toward Denver.

Col. Pope's Sister Ill.

Colonel Albert Pope, with rare devotion, has for the past two weeks been a constant attendant at the bedside of a sick sister in Boston, and for three nights scarcely moved from his post. The sister and Colonel Pope are twins, and the lady is a successful physician of Boston.

A DEBATE ON "AMATEURISM."

Several Schemes Presented for the Government of the Pure Whites.

In England the cycling politicians are endeavoring to fix up the amateur question, but they seem to be as far away from a satisfactory settlement as are the Americans. Says the *Cyclist*:

Last Thursday about thirty well-known men found their way to the Central Club rooms in Chancery Lane, where J. J. Glynn opened a discussion on the government of modern cycle racing, by the reading of a paper. Percy Low occupied the chair, and besides those subsequently mentioned as speakers we noticed present Peter Harris, J. S. Smith, T. W. J. Britten, W. J. Kelly, J. F. Walsh, A. C. Edwards and others.

Mr. Glynn asserted at the outset that the mode of government of the sport of cycling pursued by the union was altogether opposed to the needs and desires of the present-day racing man. The union should legislate for the sport as it is today. Reviewing the many difficulties of the present situation, which must not be tinkered with, he proceeded to unfold his plan for remedying the existing troubles. He would divide the present so-called amateurs into two sections—a trophy class and a cash class. The former would race for trophies, the maximum value allowed being £75s., whilst the latter would accept cash prizes. In certain races the trophy class would be allowed to meet the cash class without loss of status, by the former. At all costs, the present racing stars in the trade should be retained. They would be expected to join the cash class, which he did not think they would object to do, but if they continued to pose as amateurs while retaining their connection with the trade, expulsion would be their fate. Why not cash for prizes? No degradation occurred in the sports of shooting and archery where such prizes are competed for. The Sheffield runner had been held up as an awful example of what cyclists might become who raced for cash. But the Sheffield runner had no powerful organization to look after him, such as cyclists would have under his plan. After enumerating the many advantages the cash prize would confer on the ardent young racer with a slender purse, Mr. Glynn explained the system or licensing racing men which he advocated. These certificates of eligibility would be applied for by each racer, who would pay fees amounting to 3s. 6d. to the ruling body. In the event of misconduct on a racer's part the certificate would be suspended or forfeited. The certificates would be

produced at race meetings to prove each rider's status. Transfers from the trophy class to the cash class would at all times be allowed. The certificates would be renewable annually. Mr. Glynn sat down amidst applause.

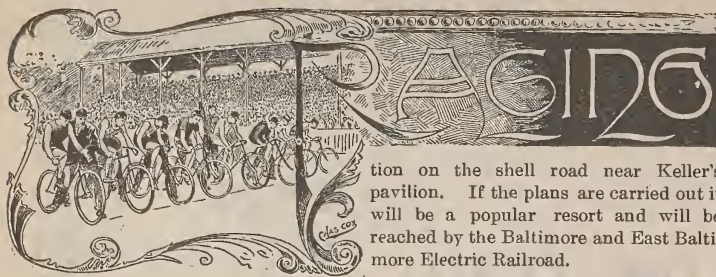
C. P. Sisley supported the scheme unfolded by the opener, whilst thinking it somewhat too detailed and lacking in breadth of treatment. The present masquerading must be brought to an end. He thought the cash class should be formed under the auspices of the union, but, anyhow, cash prizes must be found in the near future. He believed in pure amateurism being cultivated—on prizes value five shillings and bronze medals. The two plans should co-exist. The trade class would prove difficult to handle, but with a strong ruling body he had no fear.

Three other gentlemen argued in favor of one class only, but their arguments were not as popular or as logical as the first two speakers.

The chairman agreed with Mr. Glynn's paper. In reply to Mr. Larette, he thought cyclists could afford to stand apart from the A. A. A. if necessary. He strongly insisted that the licensing scheme would be far easier to work than the present system of suspension. The union was run by a clique of men—honest and well meaning, he admitted—imbued with the obsolete spirit of gentleman amateurism, who controlled the destinies of the overgrown sport. These men must be ousted and fresh blood infused. Racing men must make up their minds as to what they wanted, and then secure the election of capable men on the union council who would shape the new policy.

So it seems that England is as ripe for a change in racing as is America. A lively debate is now going on in *Bicycling News* regarding two classes, and Dr. Turner, the advocate of two classes, is leading the charge merrily and seems to be sweeping the decks with his arguments.

James Miller, of Detroit, the cyclist who was run over by A. R. Currie on Lafayette avenue last May, and who subsequently began suit for damages, has now instituted proceedings against Currie's bondsmen, John C. Currie, Sr., and John C. Currie, Sr., with damages at \$1,000, it being claimed that A. R. Currie has skipped.



K. C. W. Road Race.

The annual twenty-five-mile Kings County Wheelmen handicap road race was run election day over the Irvington-Milburn course, and 500 persons witnessed the race. There were six starters—Morehouse, 6 min. handicap; McDonald, 3 min.; T. J. Hall, Jr., 3 min.; Hawley, 30 sec., and C. M. Murphy and Wells, scratch. The course was in fair condition, but a strong wind was blowing.

The first five miles was finished as follows: Morehouse, 19:05; McDonald, 18:14; Hall, 18:14; Hawley, 16:13; Murphy, 15:45; Wells, 17:46. Hawley won a special prize for making the fastest five miles. From the fifth to the twenty-fifth mile the race was close and exciting. The finish resulted as follows: Hawley, first, time, 1:22:33 3/5; McDonald, 1:29:16; Wells, 1:31:36; Morehouse, 1:32:01. "Billy" Murphy, with pace-makers, was to have tried to establish new figures for twenty-five miles on the road but his racer had been smashed, and the repairer, who failed to fix it in time, came in for a blessing from William. Hawley rode a New Howe road racer, and the fast was promptly cabled to Glasgow by Golder's orders.

* * *

A Series of Road Races.

The Washington Wheelmen, of Tremont, held their second series of road races on the Westchester course election day. About 1,500 persons were present, and there were 250 riders from the Harlem, Knickerbocker, New York, Manhattan, Riverside, Kings County and other clubs. The results of the races were:

- One-mile, novice, scratch, closed—L. Eikwort, 1; R. W. Hillman, 2; W. Guggolz, 3.
- Two-mile, handicap, closed—S. T. Thompson, 25 sec. 1; E. B. Frost, scratch, 2; J. A. Swallow, 15 sec., 3.
- Half-mile, handicap, closed—R. W. Hillman, 40 yards, 1; W. Guggolz, 40 yards, 2; E. S. Prince, 40 yards, 3.
- Five-mile, handicap, closed—S. T. Thompson, 1 min., 1; E. H. Frost, scratch, 2; W. D. Edwards, half-minute, 3.
- Hundred-yard, slow race, closed—J. A. Murray, 1; T. S. Draper, 2; C. Smith, 3.
- One-mile, handicap, open—A. Dennicke, 140 yards, 1; C. A. Fulle, 135 yards, 2; J. H. Fulle, 135 yards, 3.
- One-mile, handicap, closed—F. Grote, 100 yards, 1; E. S. Prince, 90 yards, 2; S. T. Thompson, 80 yards, 3.
- Ten-mile, handicap, open—A. Dennicke, 5 1/2 min., 1; C. A. Fulle, 4 min., 2; J. H. Fulle, 4 min., 3. W. S. Campbell also started from scratch in this race, but was unable to overhaul the leaders.

* * *

New Baltimore Tracks.

The plans of the National Cycle and Pleasure Association have been announced, and another bicycle track is to be made close to the present track on the Pimlico road. The new track will be a model one. A large clubhouse will be erected on the grounds, with all the conveniences, including a buffet. There will also be sleeping apartments in the building for the use of racing men. The track will be a half-mile. Inside there will be a quarter-mile running track and a baseball diamond. Another attraction will be three tennis courts. The membership fee will be \$5 a year and stockholders will be admitted free to all events. Work will be commenced at once. Another proposed track will be in the eastern section

tion on the shell road near Keller's pavilion. If the plans are carried out it will be a popular resort and will be reached by the Baltimore and East Baltimore Electric Railroad.

* * *

Road Race at Lincoln, Neb.

The Capitol Cycle Club, of Lincoln, Neb., held its first annual ten-mile road race to Havelock, five miles and return, Friday last. The start and finish was made at Tenth and R streets. Long before the starting time arrived the crowd commenced to gather. Rivalry runs strong between Mockett and Griffith, and great interest centered on them. Griffith had handicap of fifty seconds on Mockett but preferred to start scratch with him. The finish was as follows:

E. R. Milwine.....	38:48
C. L. Shader.....	38:17
J. P. Enlow.....	38:51
D. Small.....	38:59
Joe W. George.....	39:09
Chas. Fisk.....	39:10
G. H. Conant.....	40:23
W. E. Lewis.....	42:19
J. E. Howe.....	42:27
Ed E. Mockett.....	37:45 3-5
Mode Griffith.....	37:47 2-5

* * *

Y. M. C. A. Races.

The annual handicap road race of the bicycle section of the Bedford branch of the Brooklyn Y. M. C. A. was held on the road from Elizabeth to Springfield and return, election day. The only mishap occurred to John Johnston, who was winning the event when his front wheel caught a stone, overturning his wheel. He remounted and captured second. The results of the race were: John S. Whalen, first, in 36:50; John Johnston, second, in 42:00; George R. Thrall third, in 42:30; E. Martin, fourth, in 43:00, and Alfred Daybill, fifth, in 45:00. Whalen won both prizes.

* * *

Big Mileage Records.

ROCHESTER, Nov. 14.—With a mileage averaging nearly 1,000 miles for each individual member the Lake View Wheelmen have far excelled the records of any other club in Rochester and many in New York state. The total mileage of the club is over 125,000 miles. Frank T. Wagner won the handsome gold medal offered to the rider who traversed the most ground during the interval of May 1 to Nov. 1. His cyclometer registered 4,035. W. D. Crittenden entitled himself to another fine badge for the one having the next best record, 3,169 miles being the sum total of his run. W. J. Hanvey, D. M. Leavenworth and a dozen more each covered over 2,000 miles.

Among the members to make century runs for a gold badge for every one made were: C. A. Carpenter, ten; W. D. Crittenden, eight; F. F. Wagner, seven; E. E. Servis, six; G. C. Southard, five; E. H. Vaughan, five; F. T. Barrows, four; C. A. Elwood, F. C. Moyer, C. A. Rockwell, G. V. Southard, W. G. Hanvey, three each; V. J. Chambers, I. C. Edington, W. C. Likly, D. M. F. Leavenworth, H. B. Chapin, two each; C. L. Barton, H. D. Barton, G. A. Brooks, A. L. Beskwith, J. H. Crouch, A. F. Orittenden, C. D. Drake, H. M. Davis, F. E. Hendrickson, H. A. Joiner, C. E. Lyon, F. D. Morgan, H. F. Marks, J. P. Mets, G. J. McDowell, F. T. Servis, W. E. Williams, H. J. Zoller, J. H. Brown, one each.

* * *

Cycling Directors Win.

The Manhattan A. C. Wheelmen held their second annual road races last Tues-

day over the Englewood-Tenafly course. In the ten-mile championship race there were five starters and the finish was made in the following order: R. B. Moneypenny, 43:06; L. L. Betting 45:15; C. M. Coolidge, 48:35.

There were eight starters in the five-mile handicap, the result being as follows:

	Hdep.	Time.
L. L. Betting.....	50	23:06
R. B. Moneypenny.....	Scratch	21:24
F. H. Howland.....	1:15	23:00
J. B. Anderson.....	30	23:24
U. B. Wooley.....	2:00	26:03
C. M. Coolidge.....	45	25:10

Both the directors of cycling in the M. A. C. surprised their friends and opponents. Moneypenny showed almost championship form. A stiff breeze was against fast time. The time was excellent for the day.

* * *

Parkside Track for Sale.

At a meeting of the board of directors of the Chicago Cricket Club last week, it was decided to sell the Parkside track, grounds and club house to the person making the highest bid up to Nov. 3. There are seven acres of ground and it is worth anywhere from \$50,000 to \$75,000. The club has had a hard time to exist and all because one man wanted to run things his own way. When wheelmen showed an inclination to use the track and pay for it, the directors would not make the least effort to put the surface in even a rideable condition, and when the Chicago C. C. gave a meet the track had to be repaired and the grounds and house put in shape by the members. It is no wonder the track is for sale.

* * *

Off for Record-Breaking.

There was a missionary in Chicago this week; he was after record breaking material. He secured some riders and more promises; the former are on their way south, and the latter the missionary will keep. Two men who are now in the south are subjects of this same missionary, who hopes to put some good times to the credit of his wheel.

* * *

General Race Notes.

The Charleston, S. C., wheelmen are preparing for another race meet.

G. S. Webb, the Aurora cycle dealer, says Aurora may apply for dates in the national circuit next season.

Evansville merchants offered to share the loss incurred at this year's cycle tournament with the cyclists, but were refused. The cyclists expect to recoup losses many times over at next season's effort.

Peoria merchants say next year's tournament will be the crowning effort of their successful career. It will come one week after Chicago and will last a week, four days racing and two of record-breaking.

The Roseville Athletic Association held a one-mile scratch race over the South Orange Field Club track election day morning. J. C. Woodhull came in first, with E. L. Hartpence a close second. Time, 3:16.

The race meet managers adopted this year the scheme of forwarding prizes won C. O. D. for entry fee money. One local racing man fumed and fretted for two weeks before he could obtain his prize. This is a business-like proposition and should meet with success.

The members of the Kings County Wheelmen have reported the following mileage records up to date: H. Boerum, 2,622 miles; F. Hawley, 2,489; W. A. Thomson, 2,414; O. R. Gurnee, 1,961; C. W. Young, 1,741; W. H. Wells, 1,725; G. Kenney, 1,643; L. D. Phillips, 1,582; D. McLean, 1,482; I. S. Bowdish, 1,276; M.

H. Phillips, 1,060; F. Kenney, 950; J. Foster, 930; W. E. Benn, 926; E. J. Ryan, 914; F. E. Doup, 912; R. W. Steves, 835 and R. F. Hibson, 820.

H. E. Raymond, chairman of the racing board, has notified Carl von Lengerke that he is duly entitled to the first prize in the novice race of the Riverside A. C. of Newark. W. H. Bird, who finished first, was disqualified because he was not a novice. Carl is much pleased, as it was his first real race.

The East Orange Cycle Club races took place over the South Orange Field Club track election day. The times were poor, owing to the high wind: The events were:

One-mile scratch—J. E. Clark, 1; George Dover, 2; time, 3:16.

One-mile handicap—George Lefferts, 90 yards, 1. H. W. Smith, scratch, 2; time, 3:10.

Five-mile handicap—J. E. Clark, 400 yards, 1; Charles Lefferts, 2; time 22:28 1-4.

The fifteen-mile road race of the New York A. C. Wheelmen, held on election day over the roads around Morris Park, was won by Theodore E. Belts. Time, 53 min., 45 sec. James H. Hanson was second, and Ernest Thorp third. Belts road a Keating light roadster, which stood up well, and the rider was so delighted with it that he bought it on his return from his victory.

The Boston Athletic Association will have a hare and hound chase on bicycles on Thanksgiving day. Handsome prizes are offered, and the race is open. The chase will be run inside of a ten-mile radius and some great sport is expected. The affair last year was a grand success and a large number participated, the trail being well laid all the way to where the break for home was made.

Chicago Cyclists Elope.

The announcement Wednesday morning of the elopement and subsequent marriage of two prominent Chicago cyclists caused no end of talk among wheelmen. George G. Greenburg is captain of the Columbia Wheelmen, a member and director of the Minnette Club, and holds a good position with S. D. Childs & Co. Miss Lucy Waugh, that was, but who is now Mrs. Greenburg, is the daughter of Mr. and Mrs. John E. Waugh, 1174 Jackson Boulevard. Both the young people are centurions of note. They had ridden together a great deal and acquaintance ripened to love. Monday Miss Waugh went on a visit to her cousin; Tuesday morning she met Greenburg and they went to the Cathedral church, SS. Peter and Paul, Washington boulevard and Peoria street, where Rev. George De M. Wright joined them in marriage. Then they went on a visit to Aurora, but will be back some two weeks hence, when they will commence house-keeping at 99 Whipple avenue. It was known the young people were to be married, but the elopement was a great surprise.

The Philadelphia Cycle Show.

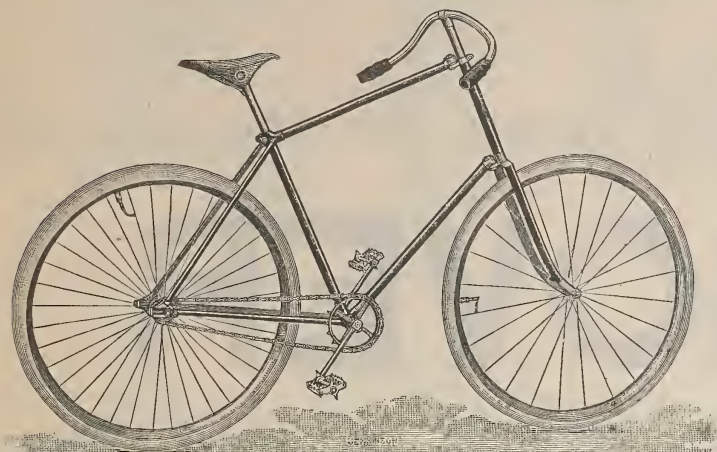
Everything is going along swimmingly in connection with the coming cycle show under the auspices of the Associated Cycling Clubs of Philadelphia. Secretary Baker reports that applications are rapidly coming in by mail and telegraph from all parts of the country, and that the prospects are also good for a complete display of everything in the way of pneumatic-tired sulkies.

One thing is sure, and that is that the show will be the most representative one yet given, and that any maker who is not included will sooner or later regret the fact.

The exhibit will be largely advertised in every conceivable way among agents all through the country, and the attendance of this class promises to be very large.

DEALERS SHOULD CONSULT THEIR OWN INTERESTS.

THE POINT AT ISSUE IS IMPORTANT.



20-Pound Rudge Racer (Red Rims).

RUDGE CYCLES FOR 1893.

WHY
DEALERS
WANT
THEM
AND
BUY
THEM:

BECAUSE they are an old-time-tried make; popular everywhere, and give satisfaction to their riders.

BECAUSE the bearings are nearest perfection and are known to be superior to all others.

BECAUSE they are light, graceful in outlines, strong and durable.

BECAUSE the percentage of breakage in RUDGE cycles is less than in other makes.

BECAUSE they are made in America from finished bearings, forgings, etc., direct from the parent factory, under the most careful supervision.

BECAUSE we sell them on favorable terms.

Ask repairers, who have occasion to overhaul some of the RUDGE ordinaries sold in this country eight or ten

years since, what condition they find the bearings in. They will tell you they are best and superior to all others.

We would be glad to correspond with parties desiring to have exclusive sale of The World Famous RUDGE Cycles. Catalogue ready. Correspondence solicited.

ROUSE, HAZARD & CO., - 89 G Street, - PEORIA, ILL.

EXCLUSIVE MANUFACTURERS AND IMPORTERS FOR THE UNITED STATES.

RECORDS AND TRADE IN ENGLAND.

American Orders Keep the Manufacturers Reasonably Busy.

COVENTRY, Eng., Nov. 5.—Spite of the lateness of the season Osmond and Schofield have been staying on at the Putney track in the hope of getting some records for the Whitworth, and in this they have been successful. Last week and the week before Schofield succeeded in beating Zimmerman's Herne Hill quarter and half-mile records, and also took the three-quarter-mile record as well. There has been a row over the time-keeping, some people averring that as on the first occasion the times were not taken by an N. C. U. timekeeper they could not be accepted. But this is all bosh; no fewer than three timekeepers—including E. Plummer, late of New York and now on the outside staff of the *Sporting Life* in London, and H. Hewitt Griffin, the handicapper—held good watches and they practically agreed. Under these circumstances it is not probable that the N. C. U. will disallow the records—at any rate, if it does so it will not be on the score that it questions the time-keeping.

Except in the trade there is not a vast deal doing, and there would be little activity were it not for a few continental and American orders and the preparations for the coming shows. Last Monday several firms whose factories have been practically closed during the last few weeks, began again, but there are still plenty of idle hands. In our experience of four years in Coventry I have never seen so many of the men out of work as there are at the present time.

RETURNED FROM THE STATES.

Of the English makers and their representatives, who lately flocked over to the states in such large numbers, several are

already back. Early this week I met William Starley, of Starley Brothers—"Bill" Starley, as he is known throughout the trade. He is exceedingly pleased with the result of his visit—in fact declares that his baggage was so large with orders that the steamship people wanted to charge him with excess for it. During his absence his firm has been by no means standing still. It is now fully prepared for making the whole of the 1893 wheels with the new tubular steel fittings which are to take the place of castings and stampings. In their works one day this week I was shown a sample set of these fittings which, including the saddle pillar, weigh less than three pounds complete. John Starley, one of the brothers, is now riding regularly every day on the road a machine made in this fashion. It has a full roadster frame and weighs only nineteen pounds. The firm is confident that by using Fleetwood tires instead of Dunlops, and by taking out a little bit of weight here and there, it can reduce it to seventeen and a half pounds. I tested it very freely and there was not the slightest indication of give about it anywhere. Like everybody else, Starley Brothers are experimenting with a front-driven safety. As I am promised an early trial of it I shall hope to give the result in a subsequent issue of the REFEREE.

J. I. Warman has been back in Coventry a week. The annual meeting of Warman & Hazlewood, limited, takes place on Monday, when it is anticipated that a dividend of 10 per cent. will be declared and a substantial balance carried forward. The past season's trading with the firm has been a very sound and steady one, this being in a great measure due to the increased and satisfactory business done by means of Mr. Warman's depot in Chicago. He has been busy during the past week in getting out some

special patterns for next year's American market.

C. V. Pugh, of the Whitworth Works Cycle Company, arrived home early last week and lost no time in setting about putting things in order for the coming seasons. The firm has made its plans for a big output next year, and knowing the thorough way in which they do everything, I have the greatest confidence in their future success. They don't make as big a song about it as some people, but all their chief men being practical riders, both on road and path, they have a quiet way of digging right down to the bottom of things, finding out what is best and what the public wants, and shaping their methods accordingly.

Mr. De Lattre, the manager for William Middlemore, the famous saddlery maker, called on me this week with specimens of his next season's saddles. These are being made in a very neat brown leather which, I fancy, will be all the rage. Wherever he shows it, Mr. De Lattre books a big order—a very substantial testimonial to its value. Middlemore's is also turning out a very handy little pneumatic pump carrier. It is easily got at and adjusted, and is already selling very largely.

The Pneumatic Tire Company has done excellent business this year, and I am told on the best authority that it has already booked an immense number of orders for next season. However this may be, I know for a fact that it is already working at its Coventry factory up till 11 o'clock at night. I hear also that several rubber firms have agreed to pay the company royalties on all the pneumatic tires they send out. The £1 shares at present stand at about 7 1-2, and it is probable that at the end of the year a dividend of 30 per cent. will be declared. Immediately after the Stanley

show Harvey Du Cros, Jr., the manager of the business at Coventry, will leave on a flying visit to America. Although quite young he is one of the best business men in the trade. He is, moreover, an intelligent and interesting companion, with plenty of life and fun.

Another change has been made in the firm of Flavell & Co., Coventry, which will henceforth be known as the Reform Cycle Company. A. E. Flavell, the founder of the business, who had the management of the workshops, has retired and taken the position of manager to Loyd, Read & Co., where his practical experience and active energy will be of considerable service.

MEN WE ALL KNOW.



No. 9—J. M. Erwin.

Official handicapper, Lincolnite, and prominent cycle correspondent.

Nov. 16 saw the opening of the new club house of the Massachusetts Bicycle Club at 13 Batavia street,

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.

"CAN'T MAKE A MISTAKE."

FINDLAY, OHIO, Aug. 27, 1892.

MARBLE CYCLE MFG. CO.:—While W. C. Munchausen, of Findlay, O., was training on his new Smalley Road Racer he collided with a freight train drawn by a balky locomotive. The Smalley had the upper rod of the frame and also the saddle post slightly bent and indented, and three spokes slightly loosened by a stroke from the piston rod, but for running purposes it was absolutely uninjured. Within twenty seconds after the accident its rider was pushing it at full speed to test the bearings and riding hands off to see how it lined up. It ran perfectly satisfactorily every way; but the freight train—well, there wasn't any freight train, for like the boy who "stood on the burning deck," "there was a burst of thunder sound: The train, O where was she? Ask of the winds that far around strewed freight cars o'er the lea." The engine wheel that struck the bicycle was buckeled in seventeen different ways and looked like a stale ginger-bread man, and the whole train looked like an Ashtabula wreck. The other wheel was tied in a double bow-knot and the entire crew was killed. If I had needed proof that Smalleys are good enough I should be convinced, and I am sure that all Smalley riders will join me in saying they are better than the BEST. "*You Can't Make a Mistake in Buying a Smalley.*"

THOS. C. MUNCHAUSEN.

In justice to Mr. Munchausen it should be said that he is one of our 7,000,000 agents, and knows what he is talking about. We shall spring more testimonials from our other 6,999,999 agents as the season progresses. Meanwhile our inducer, Col. Geo. K. Barrett, is talking business to responsible agents, and allotting territory.

MARBLE CYCLE MANUF'G CO.

Retail Depot: 271 Wabash Ave., Chicago.

Factory: Plymouth, Ind.



Business, naturally, has been dull on Wabash avenue for some days. Our artist has humorously depicted the result.

Banquet to Tyler.

Harry C. Tyler, the prominent Springfield racing man, was tendered a banquet by his clubmates last week. D. E. Miller, president of the club, presented Mr. Tyler with a watch, chain and charm in recognition of his excellent work in the interest of the club. The watch cost \$300. The outside of the case bears the monogram "H. C. T.," while the inside has this inscription: "Presented to H. C. Tyler by the Springfield Bicycle Club, 1892." One side of the charm is engraved, "One mile, 2:08 4-5." The reverse side bears the emblem of the club—wings and scroll—in relief, the scroll bearing the initials of the club, thus: "S. B. C." Mr. Tyler will shortly open a Springfield agency for the Union Cycle Company, whose wheel he rode with so much success the past season.

New York Press Cycling Club.

A meeting to reorganize the New York Press Cycling Club was held last Friday afternoon at the offices of the *Sporting Times*, 240 Broadway. At the meeting W. E. Hicks was temporary president and E. Franks temporary secretary. Those present were James E. Sullivan, W. E. Hicks, G. M. Neiden, E. R. Franks, H. S. Quinn, E. C. Carter, E. H. Baynes, W. J. Morgan, L. C. Boardman, F. R. Maderia and L. Ketcham. A committee on nomination of officers was appointed, consisting of Messrs. Carter and Morgan. This committee will report at the next meeting, which will be held at the same place, at 1 o'clock, Friday, the 18th inst. The meeting then adjourned.

Cycle Nomenclature.

Winter is coming, evidently and truly—since the old, old question of cycle nomenclature has again cropped up. It comes with the chrysanthemums, as a rule, and lasts till the snowdrops. It has

the same well-known features as of old; it says we shouldn't call the ordinary the ordinary, because it isn't ordinary now; and that the word safety is a misnomer, and "geared ordinary" is loathsome. It does not suggest any change, which is just as well, since a change would not be at all likely to be taken up. The terms in use may be illogical, but they have acquired a definite meaning, and do their duty effectually enough for all practical purposes. So long as a man knows what another man means by "safety," "ordinary" and "front driver," the titles may safely be left in peace.—*Irish Cyclist*.

The Colored Rim Fad.

There are fads nowadays among cyclists and cycle makers. Just now the colored rim seems to be all the go. When the Pope Manufacturing Company brought out the blue rim the scheme took and Columbias are known as "blue rims." It is not a bad idea, either, for one can easily tell which wheel crossed the tape first and as a rule the rider's mount is known. For next season several makers will adopt the colored rim scheme. Here are some already announced:

Columbia—Blue.
Rudge—Red.
Quinton Scorer—Bright Yellow.
Sanger—Silver.
Smalley—Varigated.
Kenwood—Yellow.
Ariels—Green.
Fowler—Black.

Woman's Province in Wheeling.

Just how far woman's province in wheeling matters may safely be permitted to extend itself is a matter for growing consideration. That the sport is destined to become more popular among the fair sex is evident, and writers are alarmed for fear that the fair riders may undertake record breaking. Nothing could so quickly kill the pas-

time as such a course. A woman's mission is to dress appropriately, with as much originality in her costume as may suggest itself without being offensively conspicuous, decorate her wheel with as much artistic taste as she is capable of, ride as gracefully as she possibly can, and depend upon her male escort to do the rest, even to taking a header deep into the abyss of devotion on her behalf.—*St. Louis Post-Dispatch*.

Notes.

He thought he could ride, but he couldn't; Friends told him to stop, and he wouldn't. He entered a race, And met with disgrace For trying those things that he shouldn't.

—*Scottish Cyclist*.

The Blue Jacket Wheelmen is the title of a Greenville; S. C., club.

Seven of the most prominent preachers of Rockford, Ill., now ride bicycles.

Hasting, Neb., has a fine quarter-mile track, the best in the state, it is said.

Paris is to have a new track, to be constructed of wood at a cost of \$10,000.

Cycling maps in Belgium are printed on rubber, so that they may be read in the rain.

According to Scheltema—Beduin cement tracks are safe from slipping if a goodly quantity of sand is mixed with cement.

Lacaille thinks the geared ordinary much superior to the safety as a road mount, though perhaps not as fast.

A plate-glass track is the latest idea in order to keep, or, rather, restore England to its cycling supremacy.—*Wheeling*.

The use of the bicycle is becoming quite general in Japan, reported to be the bicyclists' ideal touring country. The Gormully & Jeffery Manufacturing Company has already shipped a number of Ramblers to that country and has re-

cently placed the agency for the entire Island in the hands of H. MacArthur & Co. of Yokohama.

R. J. McCreedy does not think the geared ordinary will ever be in great demand. He believes there is more hope for the front driver.

Mr. McSherry, of the American Bicycle Company, has built a twenty-five-pound ladies' wheel. It is strong enough to carry a heavy man.

Pneumatic-tired omnibusses have proved successful in Glasgow, Scotland, and as many as two dozen passengers have been carried in one at once.

Schofield has been making some good records in England, his flying quarter being 29 2-5 sec.; starting quarter, 31 4-5 sec.; half, 1:02; three-quarters, 1:38 2-5.

Ed. Grath, of the Pastime A. C., St. Louis, rode twenty-two miles over frightfully poor roads without a dismount. The course was from Ballwin to St. Louis.

A stock company has been formed under the title of the Bicycle Canopy Company, with a capital of \$60,000, to manufacture an ingeniously-constructed bicycle umbrella.

President Kerrison, of the Press Cycle Club, has been elected chairman of the Inter-Cycle Club, of Boston. All the clubs around Boston are in good financial circumstances.

In England and Scotland riders of pneumatics are frequently brought to grief through having their tires punctured by the thorns on hedge clippings, thrown into the road.

On Jan. 25, at St. Paul, a convention is to be held to discuss the question of good roads, to which the Minnesota division will send ten delegates. The movement has been organized by Chief Consul A. B. Choate.

WAIT AND SEE

Sorry our cuts aren't ready.



Hope they will be next week.

THE :-: STEARNS :-: WHEELS

Have character.....



..... They've distinction.

- - COMBINE - -

Minimum weight, great speed.



Maximum strength, much comfort.....

THE LARGEST LINE IN THE MARKET.

Stearns Racer,
Special Stearns.



Royal Stearns.
Imperial Stearns.

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

"IMPERIAL" HISTORY

—SECOND CHAPTER.—

NOW IT CAME TO PASS—

That "IMPERIAL" Wheels from the beginning caught the popular fancy and became fashionable. The experience of their makers during the past season more than demonstrated this, inasmuch as during the first two months of the year they had contracted with representative dealers throughout the country for every "IMPERIAL" that they could build during the year. They made no effort to further increase their sales, preferring to take care of their early trade.

The fact that this output was well up in the thousands, demonstrates in the most practical way, the superiority of the goods.

The already immense factory had been considerably enlarged from time to time to keep pace with the demand for "IMPERIAL" Wheels, it finally becoming necessary to erect a new seven-story addition. We may safely say that the output of "IMPERIAL" Wheels will be more than doubled during the coming season.

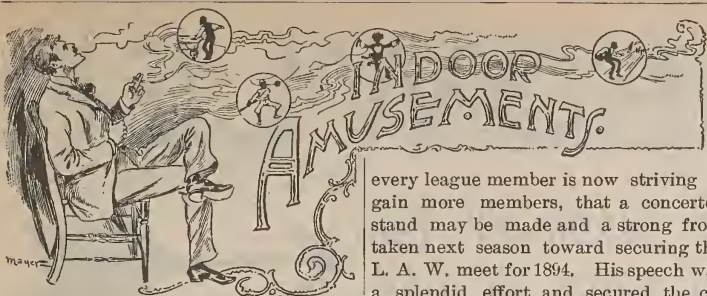
"IMPERIAL" Wheels are the recognized leaders. We note with pardonable pride, the many "IMPERIAL" ideas adopted in the 1893 models of other makers; verily these "IMPERIALS" have been most satisfactory in the past—they will excel themselves in the new line for 1893.

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. THIS IS NOT AN ADVERTISEMENT.



THE LINCOLN'S LATEST.

It Was Called a Japanese Smoker and a Rice-Eating Contest Was Held.

Gaily and artistically decorated was the Lincoln Cycling Club's pretty home, at 1 Ogden Front, last Saturday evening. The occasion was one of those novel smokers which have done so much to spread the Lincoln's fame abroad, and that are somehow always a grand success. On this occasion it was a Japanese smoker. The members and friends were not rigged out as Japs, but the club house was distinctively Japanese from the sign on the door to the souvenirs carried away. Every light in the club house shone through a Japanese shade, and much of the light was cast by great festoons of Japanese lanterns in the halls and parlors, where was spread a table laden with good things, *a la* the Jap also. The napkins and other et ceteras smacked of the little isle. In the eating respect the Lincoln's differed. The eating came first and the speaking afterward. When Toastmaster Erwin called the assembled guests to order over sixty were comfortably seated. Japan and its

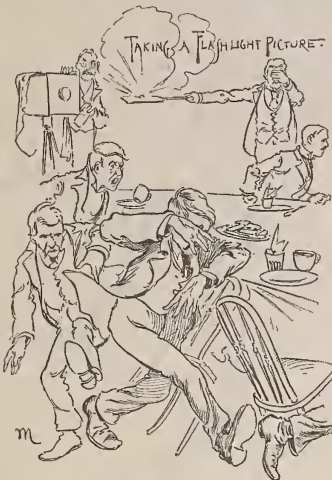


past history was learnedly discussed by the cycling scribe from Johnson's Corners, and followed by an attack on the lucious viands. Ice cream was served in wooden plates, shaded by Japanese umbrellas of miniature size. Pipes lit, one after another was called on for a speech, song or story, and nobly did they respond. Henry Mayer gave his rendition of Italian opera, and Louis Block, of Denver,



praised the Lincoln's, the smoker and Chicago generally, promising to inoculate Lincoln's ideas into cycling gatherings in his far western home, where

every league member is now striving to gain more members, that a concerted stand may be made and a strong front taken next season toward securing the L. A. W. meet for 1894. His speech was a splendid effort and secured the co-operation of every member present in aid of his mission. It was with a great deal of interest that two scores of cyclists gathered around the table, while a score more engaged in a rice-eating contest for



a prize. Chop sticks were used scientifically and D. B. Southern won handily. Each departing guest carried with him a Japanese bug as a souvenir, and voted the Lincoln's quite up to the standard established last season.

Smokers at Buffalo.

BUFFALO, Nov. 14.—On Friday of last week the Press Cycle Club held its first smoker of the season. It fairly took the place by storm, as it was a gathering of tramps and rag-tag-and-bob-tail; in fact, the whole of vagabondia was well represented, and many of the "get-ups" were very artistic. A supper finished the festivities, and as it was so great a success another will be held.

Saturday evening the Ramblers B. C. held a novel form of entertainment, and it was a most gratifying success. According to agreement made before election, the Democratic part of the club was constituted the audience and the Republican contingent became the entertainers. After the grand march, which took place in the large gymnasium, Dia Lewis and H. C. Martin held a lively debate for a few moments upon the whys and wherefores of the campaign, in which Mr. Martin got rather the worst of it. There was a programme of great length and variety. The members of the club's team were presented with very handsome medals in commemoration of their victory in the Rose road race. This team consists of W. F. Buse, E. F. Weinig, F. E. Klipfel, G. G. Buse, F. C. Fuhrman and B. Cleveland. A fine luncheon tempted the appetites of the people present, and thus ended a most successful evening's entertainment.

Smokers are now in order and all the clubs are right in line with them. The Comrades will have one on this Saturday evening, at which they promise the participants a jolly good time with music, smoke and lunch. The Wanderers follow with one for next Saturday and after that the Iroquois will have one.

The election returns were received at the club house of the Buffalo B. C., and an excellent luncheon followed.

The Women's Wheel and Athletic Club

is doing good work in the cycle line, and making many converts to wheeldom among the finer sex. All through the season this club has had runs to interesting places in our vicinity, where much that was useful from an educational standpoint was acquired. Many prominent women are included in its ranks and the society is proving its utility daily.

WILLIE DUNN.

In and About Chicago.

Thursday evening last was ladies' night at the Lake View club.

Ehlert, the old-time racing man, is pitching indoor ball for the Spalding team.

Interest is being aroused in the Plzen Cycling Club, and the indoor ball team of last season is being reorganized.

The annual smoker and turkey raffle of the Plzen Cycling Club occurs Thanksgiving eve.

Last Friday evening the *Aeolus* Cycling Club defeated the *Irving* Park by a score of four to three.

A. J. Street has formed and will manage an indoor ball team in the *Illinois* Cycling Club. The team is now open for games.

Wednesday evening last the *Chicago* Cycling Club's first party of the season occurred at Rosalie hall. All the efforts of former seasons were eclipsed. The hall was crowded.

The *Aeolus* Cycling Club indoor ball team has been tied for the past two seasons for first place in the Northwest League, losing the '90 championship to the *Arions* and the '91 championship to the *Shandon Bells* by narrow margins in both instances.

At the *Ravenswood* Cycling Club, Wednesday evening, a progressive euchre party was given. A score of tables were occupied. This was one of the winter series of progressive club parties, for which handsome trophies have been offered for the best average of the season.

Thursday evening of this week the *Lincoln* club's regular team played a team composed of members of the same club who had never handled an indoor ball or bat. A. J. Marrett captained the latter team and had *Herrick* and *Guinea* as a battery and such men as *Servoss*, *Goss*, *Bigelow*, *Morris*, *Hauselman*, *Pagan* and others in the points. By request, the score is withheld.

The *Wicker Park* Cycling Club of 46 *Potomac* avenue, members of the Northwest Indoor League, has the following indoor team: *Leopold Karpen*, manager; *Charles Hamen*, captain; *Harry Olsen*, *Henry Johnson*, *F. Klemp*, *August Knockmaus*, *Oscar Swanson*, *M. Quigley*, *William Karpen*, *John Owens*, *Steven Barry*, *O. Nottleman* and *William Breyer*. The team has been formed just recently, but contains many excellent players.

About the Country.

Dr. V. H. Hobson of Louisville, Ky., will be married to Miss Reed on Dec. 21.

The *Columbus* (Ohio) C. C. is arranging a series of smokers and card parties for the winter.

Tuesday night the *Peoria* B. C. gave a dancing party at the club house, and on the 15th a card party will be held.

Several members of the *Dayton* (Ohio) B. C. have organized a vocophone band. There will be sixteen pieces in the organization.

Tuesday night the *Des Moines* (Iowa) C. C. opened its club rooms and dance hall in the Trustee block, West Sixth and Locust streets. The reception lasted from 8 to 10 o'clock, and then dancing began,

the *Iowa State Band* furnishing the music. Some 500 invitations had been issued and as a result there was a large attendance.

The *Lockwood* C. C. of Jacksonville, Ill., has issued handsome invitations for its Thanksgiving dance, to be held at the Fifth Regiment Armory. Dancing will begin at 8:30, music by *Gehrig's* full orchestra.

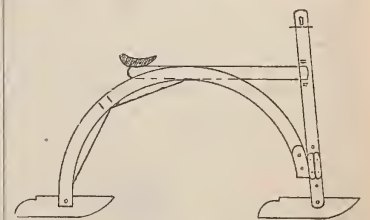
On Thursday evening of last week the members of the *Magnolia* Cycling Club of Houston, Tex., and a number of their gentlemen friends met at their new quarters and participated in a stag euchre party and formally opened the rooms. The aim is to make of the new club the argest of its kind in Texas, both as a social and cycling club, and the members seem determined by united effort to attain success.

Building Special Wheels.

A. H. Radell, 494 East North avenue, Chicago, is preparing to manufacture, in a small way for the present. He turned out a twenty-six-pound ladies wheel this week. This machine has twenty-six-inch wheels, forty-three-inch wheel base, and a novel frame. It is a square-built frame, two bars diverging from the base of the long steering head, one joining the frame just above the sprocket wheel, the other just below. The handle bars are handsomely designed. The front fork has considerable rake and the sprocket wheel being well forward of the rear wheel, the long wheel base is equalized. The frame is all tubing and no forgings are used, the joining being by the flash process. This is probably the lightest ladies' wheel in this country. The tubing in manufacture, is liable to indentation in this process, but Radell's wheel is perfect in this respect. His gentlemen's wheel weighs but twenty-four pounds and is made by a similar process, all tubing and flash joints. The wheel-base is forty-eight inches, being equalized by the distance between the crank hangers and rear wheel. The frame is very deep, the seat post being entirely done away with and the seat attached to the top bar of the frame, which extends a few inches back. Mr. Radell manufactures only to order and has orders for several machines for next season.

Coasting a la Bicycle.

The bicycle sled here sketched is a novelty which will commend itself to lovers of the exhilarating sport of coasting. The machine consists of a front and rear runner in the same plane,



the backbone between the two being hinged so as to allow the rider to guide and balance the sled. Connected with the handle is a brake lever, which controls a pair of dogs that can be thrust into the snow or ice, thus retarding the movement of the machine.—*St. Louis Republic*.

The pneumatic tire problem has not been solved, and never will be until the bicycle riders thoroughly understand the use for which such tires were designed, and learn to put a just limit upon the capability and durability of a sensitive air cushion, which is subjected to constant and severe pounding over uneven surfaces, and smooth surfaces, too, as a matter of fact,

Our 1893 Model, THE FOWLER

BUILT OF THE BEST GRADE OF THE
BEST MATERIAL, AND BUILT TO RIDE.



We invite the
Whole World to
visit our Factory
and see how we
are building

THE FOWLER

and what we are
building it out of.



WEIGHT, 32 LBS.

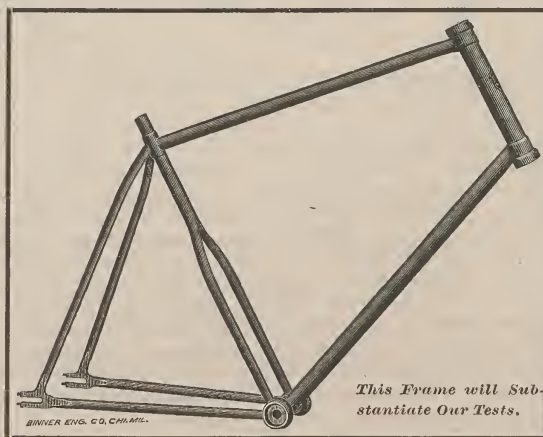
LIST PRICE, \$150.

Tool Steel Bearings, Drop Forgings.
Best Cold-Drawn Tubings.
Best Pneumatic Tires.
Best Saddles, your choice.
Best Spokes and Rims.
Best of everything that plenty of money could buy.

We Respectfully Call YOUR ATTENTION to OUR FRAME,
Which is, Without a Doubt, the Strongest Diamond Frame on Earth.



The Tubing is Brazed to Forgings, and at the Crank Bracket by two Tubes instead of one, "as in other makes," which we have found after thorough tests to show less lateral movement than any frame of twice its weight.



This Frame will Substantiate Our Tests.

WHAT WE CLAIM AND CAN PROVE.

The most Rigid Crank Bracket.
The most Rigid Frame.
Sprockets Always in Line, consequently chain will not bind or run hard.
Bearings will always run easy and free.
And most of all, we claim less lost power.

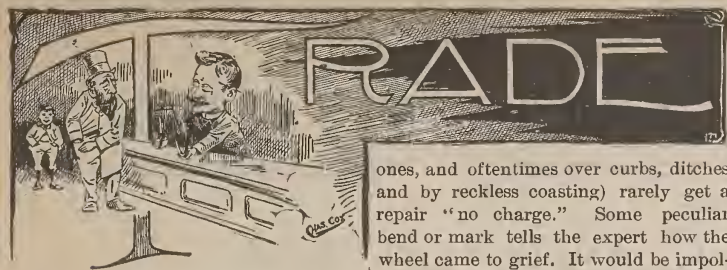
LIVE AND LET LIVE, OUR MOTTO.

Live Agents Wanted in all unoccupied territory. Write for Terms and Discounts.

HILL CYCLE MANUFACTURING CO.,

142, 144, 146 and 148 West Washington Street,

CHICAGO, ILL.



LIGHT WHEELS—SPRING FRAMES.

A Correspondent Thinks the Light Wheel Idea Totally Wrong.

CHATTANOOGA, Tenn., Nov. 8—*Editor Referee*.—While reading that valuable paper, contributed by such high authority as J. K. Starley, I wondered how many of your readers would carefully consider it, how many would heed the valuable advice contained in the article. I wish to endorse Mr. Starley's views on the whole and particularly on two points, weight and spring frames. *Re* the former the gentleman says: " * * There is, however, a medium to all things, and I am strongly of the opinion that, although for a light, expert rider, who is within easy reach of a repair shop, a machine can be made that will carry him over ordinary roads safely to weigh not more than thirty pounds; that a similar machine, weighing thirty-five pounds, would be found a better weight in the end, and for ordinary touring purposes, and for riders over middle weight, a machine weighing forty pounds would not be too heavy." It is a well-known fact to every close observer and to every manufacturer that '92 machines were too light, or too something, as there never has, in the history of the trade, been so much trouble, so much dissatisfaction as during this year—trouble with light wheels, and consequent expense and grumbling on the part of their riders; dissatisfaction from those who bought heavy wheels, not because of break-down, but because they were "too heavy."

CRYING FOR LIGHT WHEELS.

And yet, in the face of all these facts, most agents, knowing the trouble that is staring them in the face for '93, are crying for lighter wheels, lighter than thirty pounds, lighter than twenty-five pounds, and even less than twenty pounds. I have seen men using twenty and twenty-two pound racers on the road here in the south! What will be the result? Simply a demoralization of the trade. Manufacturers cannot make twenty-five or thirty pounds of steel hold riders on the average roads, and those who buy them will condemn the maker, try another and another, until all have been found wanting. In many cases the wheels have been purchased on installments, \$30 to \$50 down, and before the next payment is due the rider has trouble, turns in his wheel, a second-hand wreck, and tries again, with like result. Agents are forced to pay for them or quit the business in debt to the manufacturer, who has lost his agent, his trade and his reputation in that locality.

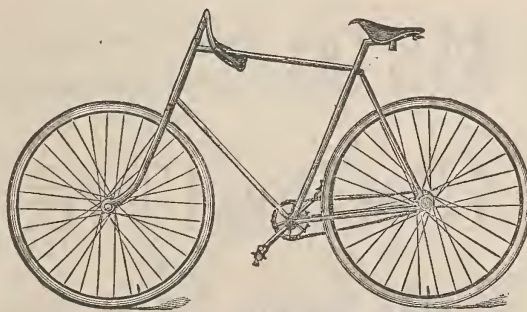
ADVOCATES HEAVIER MACHINES.

For the good of all concerned, let us ride heavier wheels, except for racing, or cease advising our friends to get light ones. If you want a racer, there are plenty of them, but confine their use to the track, or bear the loss without a murmur. All wheels, from eighteen to sixty pounds in weight, and in price from \$35 to \$175, are *guaranteed*. Guaranteed against what? Defective material and workmanship, of course, and the maker claims the right to be his own judge. Those whose wheels "break down on a smooth road" (after having been subjected to severe tests on rough

ones, and oftentimes over curbs, ditches and by reckless coasting) rarely get a repair "no charge." Some peculiar bend or mark tells the expert how the wheel came to grief. It would be impolitic and unwise to contradict the owner after he had committed himself; yet a man of experience knows, in nine cases out of ten, that he's a liar.

SPRING FRAMES.

Mr. Starley says: " * * I think when the additional advantage of a spring is obtained in such a manner that we will be still more isolated from the vibration set up by the uneven surfaces of the roads, such a machine will be regarded as the best. * * " The writer, after a thorough test of spring frames for four years, has been trying to ride a light rigid frame of the same make, and admitted by all to be second to none, and he is firmly convinced that for any use except the track, or roads equal to tracks, the spring frame is superior, and he can ride more miles, with less fatigue and greater speed, than on a rigid. That, too, with ten pounds more weight in the machine. Those who believe the acme of comfort is reached in a pneumatic are as much mistaken as the man who thought a solid



THE MONARCH LIGHT ROADSTER—"COPPERPLATE."

steel rim on the velocipede equal to rubber tires, or solid tires with rigid frames equal to same with springs, and so on up to pneumatics.

Many seem to think, because one "western maker" has added a variety of light rigid frames to his line of spring frames, that spring frames are doomed. In this they are mistaken; that particular maker has built up a trade excelled by few concerns in the world, and a reputation second to none, extending to every cycling country on the globe. What did he do it on? Spring frames of sufficient weight to keep away from repair shops. He has doubled his capacity and increased his business by making a light wheel suited to club and racing men, and at the same time he is preparing to build more spring frames than ever. There is a market for them and he knows it. It's a safe market, too. The writer commends the above to "Mitchell" of South Dakota, in reply to his recent article in *Sporting Life*. DONOVAN.

TRADE IN KANSAS.

Regular Prices Seldom Obtained—Cheap Grades Most in Demand.

All aboard! Not a pleasant sound to an old traveler, that. It means deprivation of his usual comforts; a cutting off for a time of the little things to which he is accustomed, the many small conveniences and knick knacks that have become necessary to his comfort, and to

the proper enjoyment of this none too comfortable or enjoyable existence. It means the complete surrender of his life, property and personal liberty, for the time being, into the hands of a more or less (generally more) chuckle-headed and irresponsible railroad employees. But alack and alas, the grocer and the disciple of St. Crispin must be paid and therefore the traveler goes forth. In St. Louis the cycle business, as usual is very dull. There is a certain amount of business in second-hand and cheap machines. The Meacham Arms Company is selling the bulk of the last named. The Knight Cycle Company reports a poor season's business and will continue to handle the Stover line. Laing and Jordan think that they are satisfied each with the trade he has had in '92, and Snitjer still puts his faith in the Columbia and Warwick. Percy Stone is in the insurance business and doing well. He says that he will race next season. The Simons Hardware Company is branching out and will handle a large territory next season. At Kansas City trade is also dull. The honors for '92 seem to be pretty well divided between Wamac and Schmelzer & Sons, Wamac with the Liberty, the Imperial, and a cheap line, and the other firm with the Columbia, the Remington and the Western Wheel Works' goods. The Midland Cycle Company reports a fair business, and Ellis, the old timer, says he has nothing to complain of.

no one would buy. The traveler finds that in the small towns of the state the systematic policy of cutting prices on high grade bicycles has obtained almost universally. He has yet to see a single cycle for which the owner has paid full price, and particularly is this policy followed in Kansas City, and the result, as usual, is very bad. There is a strong demand in the larger cities for very light bicycles, and the general knowledge which is shown regarding the construction and equipment of a first-class machine among riders is astonishing. It is many years since the traveler was a knight of the grip, and in his day the drummer was a missionary; now, however, he may often learn from his customer. This is as it should be and the trade can congratulate itself on the fact.

LA COTE MAL TAILE.

THE McCUNE CYCLE COMPANY.

Its Factory in Perfect Running Order and Samples Out.

A REFEREE representative journeyed to Everett, one of Boston's suburbs. Away down the railway track can be seen a large brick building and the sign, "The McCune Cycle Company." Alongside the factory is a large fence, and it was quite noticeable that Col. Pope's fence artist, Drew, had been there, for it was not difficult to notice the six-foot letters which told of the Columbias. Drew, however, says the Columbia was there first. The factory is very complete in all details, and the wheel now being made as well. Unfortunately J. B. and W. E. McCune, manager and secretary, respectively, were away, the former being on the road with a sample wheel. A general tour of the factory and an inspection of the wheel in its various stages of construction leads one to believe that the great shop, good material, pretty lines and radical improvements in the wheel, will make the McCune production a great success. The company was organized June 3, 1892, under the laws of the state of Maine, with a capital of \$100,000 and the following board of officers: Charles Read, president; William H. Keating, vice-president; William E. McCune, secretary and treasurer; and J. B. McCune, formerly of the Union Cycle Manufacturing Company, general manager.

VERY LIGHT WHEELS.

The wheel made by the McCune company is probably as light as any on the market, its weight, all on, being only twenty-eight pounds, and stripped, twenty-six and a half pounds. This light weight is secured by a liberal use of aluminum, of which the mud guards, brake and small attachments are made. Large tubing is used in the frame, three-quarter-inch being the smallest and one and a quarter-inch the largest. In the crank-axle bearings seven sixteenth-inch balls are used; in the rear hub, three-eighths; front hub, five-sixteenths. The bearings are dust proof and no oil is necessary in those of the rear hub or crank-axle. The bearing consists of counter-sunk shells. After the balls are set in the shells a steel washer is forced inside of the forging and up against the shell. Then a cloth washer an eighth of an inch thick is placed on the axle, so as to have it come against the washer; another steel washer is crowded into the shoulders of the cone, so that when the bearing is adjusted the cloth washer is pinched between the two steel washers. The whole is overlapped by the cup or forging that receives the shell, making it an impossibility for dust or mud to get in at the top or end of the bearing. When the axle is taken out the washer that sets against the shell remains in place and thereby keeps the balls from

A GOOD CYCLING TOWN.

Wichita, the traveler found, a veritable paradise for wheelmen. The city is a finely built, well equipped municipality, with wide, well shaded streets as smooth as a floor and as a level as a skating rink. Many of them are paved with asphalt and the natural soil gives to unpaved thoroughfares a surface like a race track. Several of the better makers are represented in the city, but the bulk of the machines sold are of the cheap or medium grade variety. The traveler met several very pleasant gentlemen riders in the city; found there were nearly 500 cycles there and that the prospects for '93 were good. In Kingman the traveler met the representative of the Gormully & Jeffery Manufacturing Company from Hutchinson, who had several machines on exhibition and who expressed himself as well satisfied that there was a future for bicycles in Kansas, Jerry Simpson to the contrary notwithstanding.

THE ELECTION AFFECTS TRADE.

The traveler wishes to state, however, that all along there is a feeling of uneasiness among merchants and dealers in all lines of goods. The recent change in the political policy of the country is met with a deal of distrust; dealers are afraid to buy, and if it were possible for the incoming administration to change the complexion of affairs at a moment's notice, it would be an utter impossibility for any drummer to sell a bill of goods—

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.

coming out. Both wheel bearings are arranged in a similar way.

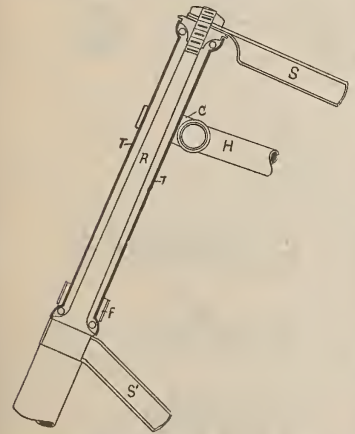
OTHER GOOD FEATURES.
Each axle can be removed without a ball coming out. Both sprocket wheels are detachable. The crank key is made so as to need no driving, and if a hammer should be used it is impossible to strip the thread. The frame will be enameled in maroon and the bright parts nicked, but special finishing will be made to order. All on, the wheel will retail for \$160; stripped, except brake and coasters, \$150; completely stripped, \$140. The company expects to make 2,000 wheels and will run with a force of 100 men.

RECENT ENGLISH INVENTIONS.
New and Useful Designs in Frames, Tires and Wheels.

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

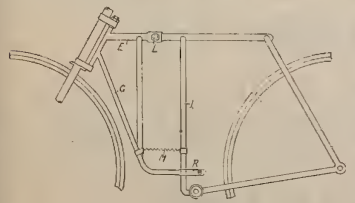
[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from Sept. 28, give notice in the prescribed form of such opposition.]

No. 16,655. W. H. Marriott and M. W. Swainston's "Improvement in the construction of safety bicycles and other front-steering velocipedes." Sept. 26, 1891.—This invention relates to the steering-head and has for its object the reduction of wear and weight and increased steadiness of running. In a safety bicycle or front-steering tricycle constructed according to this invention, the handle-bar (H) is attached to an open-ended tube (T), along which it can be adjusted if required by the lug C. This tube (T) is fixed at its lower end to the fork crown (F). Through the tube passes another tube or rod (R), which is a little longer than the tube (T), projecting both at the top and bottom thereof. This inner tube or



rod (R) forms the front part of the frame and its ends are fixed to the upper and lower backbones (S'). The outer tube (T) with the handle bar and front fork thereon are free to turn about the inner tube or rod (R) when steering, suitable ball or other bearings being provided at the top and bottom of the outer tube. The upper bearing is by preference provided with the adjusting cone. As a modification the fork sides may be produced or two other tubes may rise from the fork crown and be connected by a bridge carrying the top bearing in the same position as the single tube T carries it. In this case the handle-bar may be provided with two stems telescoping in the two tubes carrying the bridge.

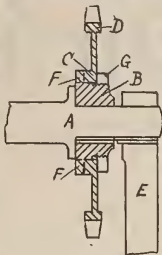
No. 19,707. J. Brittle's "Improvements in spring frames for cycles." Nov. 13, 1891.—The object of this invention is to provide a simple spring



connection between the front and rear portions of the frame in such a manner as to preserve the distances between the saddle, crank axle and rear wheel axle. The rear portion of the frame carries the saddle pillar and the bottom bracket; the front portion consists, in addition to the usual fork and head, of a portion (E G) projecting

backwards and extending downwards behind the steering wheel, such backward portion being preferably formed of a triangular shape of which the other member is horizontal. The rear framing is connected to the forward framing by means of a stop joint (L) and a tension spring or springs (M) at the bottom. The lower end of the member (G) of the forward framing is carried backwards horizontally and forms a slotted end (R) between the sides of which the lower portion of which the lower portion of the vertical member D of the rear frame passes, this arrangement tending to maintain the lower portions of the frame in the same plane while allowing of the vibrations of the framings in relation to one another. As a modification the forward and rear framings may be pivoted together at their lower end and a compression spring or springs placed between their upper ends.

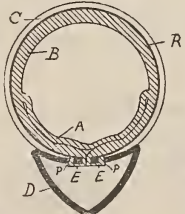
No. 20,051. R. W. Smith's "Improvements in or relating to velocipedes." Nov. 18, 1891.—The object of this invention is to provide a simple method of attaching and detaching chain wheels to and from crank axles. On the crank axle (A) is brazed or keyed a boss (B) which is turned to fit the boss (C) of a chain wheel (D). The hole in the boss (C) of the chain wheel is bored sufficiently large to pass over the crank (E) without removing it, the said crank, from the axle (A). The



chain wheel has two lugs (F) upon its boss which fit into two suitably machined spaces upon the boss (B) on the crank axle (A). A nut (G) is screwed upon the boss (B) and clamps the wheel and boss together.

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from Oct. 5, 1892, give notice in the prescribed form of such opposition.]

No. 10,768. J. F. Palmer's "Improvements in or relating to pneumatic wheel tires." June 7, 1892.—This invention relates to pneumatic tires of the kind which is capable of closing automatically any punctures which may be made therein. The object of the invention is to provide in the tire, which is composed mainly of rubber and contains air under pressure, a tread of increased thickness and held under compression, contraction or tension, whereby any punctures that may occur in it shall be automatically closed and the exhaust of air prevented. Incidentally the character thus given to the tire permits it to be inflated by merely introducing a sharp-pointed nozzle connected with the air pump. The compression or tension of the tread is generally accomplished by reversing its curvature transversely from a concave to the intended convex or nearly convex condition, the outer surface being during this change of curvature held in close adhesion to a strip of substantially non-stretching fabric. The compression of the rubber therefore is not brought about primarily by the exercise of internal pneumatic pressure. The invention may be carried out in either of two ways: 1. The inner tube may be made in a primarily open form with the lateral edges in the form of flaps which are to be sealed together on the hub side of the tire to produce the tube; or, 2. the strip of rubber having the flaps may have on a central part a flap of pliable rubber, which forms a closed air tube, the flaps being beaded at their edges to enter a slot in the rim as illustrated. Referring to the illustration it will be seen that the air tube is made of a rubber web (A) moulded along its edges on a rubber strip (B), which is sufficiently wide to produce, when formed into a tube, a tire of the desired diameter and which should be about double the width of the web A. The outer surface of the strip (B) is backed with inelastic material, preferably canvas (R). The tread portion of the rubber (B) is either naturally straight or of an inverted shape in cross section so that when brought into the shape illustrated it is compressed and therefore to some extent self-healing. The tube is enclosed in a covering (C) which may be lined with an inelastic material. The tire is fastened in place preferably in the following manner: Beads (E E) are formed along the edges of the envelope (B) adapted to be inserted and confined in a slot (P) in the rim (D). As shown the beads (E E) are in the form of edges formed by folding the rubber and canvas strip inward along its edges and vulcanizing them to harden and consolidate them. It is found desirable to thicken the rubber (B) towards its opposite edges as they thereby more compactly fill the slot. When so thickened first one bead is inserted into the slot so far as to bring the thinner portion to the edge of the slot in order that the other bead may be slipped past it into the slot. The tire is then righted on the rim, thereby bringing both rims coincident against the under side of the edge portions of the slot which



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.

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. G. A. Y., City Transfer Works, Washington st., and Gough st., Birmingham, England.** Dec. 14-92

KALAMAZOO Parcel -- Carrier!



Price \$2.50. Light, Strong and Ornamental Nickel-plated frame with strong black linen net attached. FOLDS UP COMPACTLY WHEN NOT IN USE. Carries either in front or at the rear of the handle bar.

Agents Wanted. **KALAMAZOO CYCLE CO.** Kalamazoo, Mich.

LATEST CYCLING PAPERS from all parts of the world received regularly, and FOR SALE. Send for list. **FLETCHER & Co.,** 43 E. Van Buren St., Chicago.

stop them against withdrawal. The cover (C) is then cemented on, or, preferably, clamped along its edges between the rim (D) and envelope (B). The downward pressure to the web (A) when the tire is inflated tends the more securely to retain the beads against withdrawal from the slot and effect the clamping of the edges of the cover (C). Other inflating media than air may be employed.

No. 19,301. G. Bebbington's "Improved system of driving gear for the propulsion of velocipedes." Nov. 7, 1891.—This invention relates to a gear for speeding up front driving machines but may be modified so as to apply to rear drivers. On one or both ends of the hub there is fixed a

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

ANTI-STIFF

TO STRENGTHEN THE MUSCLES.

TO STRENGTHEN THE MUSCLES.

It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles or sinews. Quick in its action, cleanly and pleasant in use. Rub it into the muscles every night for a fortnight and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations and Liniments, both in substance and effect. Some Athletes are so fond of it that they rub it all over them.

Price, 20c. and 35c. per box. Trainer's Size, \$1.00. **E. FOUGERA & CO.,** Agents for United States, 30 N. William Street, N. Y.

The Little Schoolmaster in the Art of Advertising: **PRINTERS' INK,** A Weekly Journal for Advertisers, Will be sent to any address from date of order to Jan. 1st, 1894, for **ONE DOLLAR.**

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

ADDRESS (inclosing One Dollar) **PRINTERS' INK,** 10 Spruce Street, - New York.

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

BUTLER & WARD, Manufacturers of **BICYCLE SADDLE SEATS.**

All Sizes and Shapes. Send samples for estimates. 226-228 Halsey St., Newark, N. J. 22-4

STRONGEST CYCLES ^{OF} THEIR WEIGHT IN THE WORLD.

KING OF SCORCHERS! QUEEN OF SCORCHERS!

*Pioneers
of
Light-
-Weight.*



*- Result of -
Twenty-
Four
Years'
Experience*



KING OF SCORCHERS, RACER, 26 POUNDS.
KING OF SCORCHERS, SEMI-RACER, 26 POUNDS.
KING OF SCORCHERS, LIGHT ROADSTER, 33 POUNDS.



*Made to
Ride,
Not Merely
To Look At.*



*Lightest
Ladies'
Cycle
Made.*

QUEEN OF SCORCHERS, 33 POUNDS.

CONTRACT NOW.

COULD NOT FURNISH ENOUGH LAST SEASON.

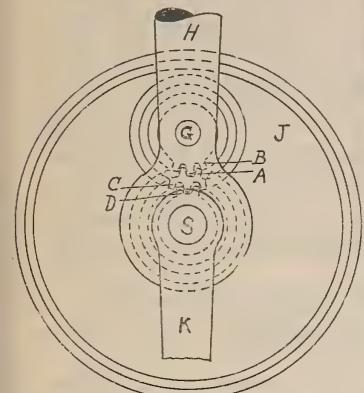
Hulburt Bros. & Co.,
26 W. 23d St.,
NEW YORK.

The McIntosh-Huntington Co.,
CLEVELAND.

Kingman & Co.,
Peoria, St. Louis, Kansas
City, Omaha, Des Moines.

Made by Centaur Cycle Co., Coventry, Eng.

pinion (D) provided with fourteen teeth and on the crank axle (S) there is keyed a wheel (A) having twenty-one teeth, and on a spindle (G) there is keyed a wheel (C), also having twenty-one teeth, gearing with D, and a pinion (B) having fourteen teeth gearing with A. C and B revolve together. The axle (S) is carried in suitable ball bearings at the ends of the fork (H). The numbers of teeth given above may be varied and the ratio of speed varied in proportion. If two sets of gear are required of a different ratio of speed from each other a pinion is provided on each end of the hub, one having more teeth than the other, and the other wheels composing the remainder of the second set of gear are suitably proportioned. When the gear is required to be altered while the



machine is in motion the spindle (G) on each fork is mounted eccentrically, and by turning the spindles about half a revolution it will throw the gear in or out as required, but if the gear is only required to be altered when the machine is at rest the driving wheel can be reversed in the bearing and the wheel (C) altered to suit the different sized wheel on the hub brought into gear. The drawings show the end of the hub (I) on the gear side enlarged and recessed sufficiently for the gear to be covered in by it (C is the crank.)

The Union "P. D. Q."

The '93 Union derives its name, "P. D. Q.," from the words pedaling done quickly. Many names for bicycles are common; the Union people wanted something original. They got it. In the '92 wheel the Humber pattern frame is used; both wheels are twenty-eight inches in diameter and are fitted with the Airtite tire. All bearings, including the crank axle bearing, are positively dust proof; the long steering head, ten inches, which has proved such an excellent feature on the 2:10, is again introduced, and the wheel base is lengthened to forty-three inches. The cranks are round and made with two adjustments. The handle bar has an artistic drop and backward curve. The machine is finished in excellent style and weighs, stripped, thirty-two pounds, which the Union company thinks is light enough for a full roadster which may be ridden by anyone, irrespective of weight. The regular gear will be sixty, but it can be lower or higher, if desired.

The Monarch "Copper-Plate."

The illustration of the Monarch Cycle Company's "Copper-Plate," shown in this issue of the REFEREE, is a splendid likeness of the design of the wheel. It will range in weight from thirty to thirty-two pounds, making it desirable for racing or general use. The Monarch company has made a careful study of what is needed for the American market, and the "Copper-Plate" is the result.

Mr. Sanders' Many Lines.

With Thomas Sanders this time comes Mrs. Sanders, who is an accomplished wheelwoman, and who has taken frequent long tours with her husband in England. Mrs. Sanders has been visiting Mrs. Perkins, wife of the well-known manager of the Liberty factory, Rockaway, where Sanders, Jr., a bright youth, is learning the trade. On this trip Mr. Sanders will show the Crypto geared ordinary and front driving safeties. He will also show samples of Lamplugh's

saddles, take orders for Perry & Co. and sell the British Seamless Steel Tube Company's tubing. Then Bown's safeties, and the many specialties of the well-known Birmingham manufacturer will keep Mr. Sanders out of mischief on this trip. He will come for the west shortly. His present address is Imperial Hotel, New York.

Will Return in January.

C. Vernon Pugh, general manager of the Whitworth Works Cycle Company, Birmingham, will again visit America in January, on business connected with the World's Fair and placing Whitworths generally throughout the country. His company has made arrangements for turning out a very large number of wheels next year and has already sold an enormous number in Great Britain, the continent and Canada. The capacity has been increased to more than four times what it was in 1892.

The 1893 Sunol.

The Sunol Cycle Manufacturing Company, Sixteenth and Canal streets, Chicago, is just now very busy. A half-dozen models have been manufactured and given a thorough test. The Sunol, of

making a leather chain case to weigh only eight ounces. The stays are made of aluminum and the wheel may be taken out without removing the cover. It is designed for any wheel, but will find favor with users of light machines.

The directors of Warman & Hazlewood, at their meeting in Coventry, found the firm's business in a most satisfactory state. The trading profits for the year amounted to over \$60,000, against which the directors' fees, etc., were charged, so that a net profit of \$10,000 was the result. Mr. Warman's report on the American business was quite satisfactory to the directors.

Recent Patents Granted.

The following is a list of recent bicycle patents granted, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

485,605, inflatable tire for vehicle wheels; Kirk Brown, Philadelphia, Pa.; filed Nov. 10, 1891; serial No. 411,438.
485,633, cushion tire and rim therefor; Robert M. Keating, Springfield, Mass.; filed Aug. 24, 1891; serial No. 403,575.
485,678, treadle-crank for bicycles; Walter V. Ash, Newark, N. J.; filed July 29, 1892; serial No. 441,558.
485,807, trousers protector; Israel N. Aaronson, New York; filed Feb. 18, 1892; serial No. 421,913.

four pounds. The new ladies' machine, built on straight lines, weighs only thirty pounds.

Trade Notes From New York.

Charles Walker, treasurer of the Elliott Cycle Company, Newton, and his brother, William C., of the Pope Manufacturing Company's office staff, left New York by steamer last week for Savannah, Ga., on a pleasure trip.

Frank White, Bidwell's tire man, returned to New York from a western trip last week, having booked a good number of orders. He reports prospects for '93 as being very bright. Frank rubbed noses with many western friends on his trip, and will go west again in a few weeks.

President Llewellyn Johnson, of the Premier Cycle Company, New York, sailed Wednesday last, with the Stanley show as his principal objective point. He will look out for next season's wheels and novelties in sundries while abroad. Treasurer Douglass will be in charge during Mr. Johnson's absence.

W. Montague Perrett, representing the Bretz & Curtis Manufacturing Company, Philadelphia, was in New York last week with the Scorchers bicycle and



which samples will be shown shortly, will be a model wheel, in design, workmanship and material. Traveling men will be sent out within a few days. Mr. Bishop of the McIntosh-Huntington Company, which controls the output of the Sunol company, was in the city last week during the disagreeable weather, and though admiring Chicago energy and "get there," declared Cleveland his choice, first, last and always. Mr. Bishop leaves a most pleasant impression upon any one with whom he converses. He is a shrewd business man and perfect gentleman, as may also be said of F. P. Smith, the manager of the factory.

Trade Notes from Abroad.

Judging from the reports in the English cycling papers, the Seddon's tire is receiving quite a boom abroad.

The Tom Thumb lamp, weighing but twelve and a half ounces, has been brought out by John Parker, successor to Samuel Snell & Co. Notwithstanding its size it gives a fine light.

William Middlemore is making many improvements in his saddles. A socket made from steel stampings reduces the width of the springs in front and makes the tension more easily accessible.

A Northampton agent named Grove is

485,839, velocipede; Robert F. Darling, Syracuse, N. Y., assignor to E. C. Stearns & Co., same place; filed March 17, 1892; serial No. 425,237.

485,844, ice-velocipede; William Guethler and Frank Gallhaus, Philadelphia, Pa., said Guethler assignor to Wilhelm Neilson, same place; filed Feb. 23, 1892; serial No. 422,547.

485,865, post for cycle saddles; Charles E. Hadley, Chicopee, Mass., assignor to the Overman Wheel Company, same place; filed May 31, 1892.

485,898, tire for bicycle wheels; Thomas H. Sweeting, Philadelphia; filed June 15, 1892; serial No. 436,796.

486,053, velocipede; Cyrus W. Salladee, Cleveland, O., assignor to William N. Woodruff, Hartford, Conn.; filed Oct. 10, 1891; serial No. 408,597.
486,056, cycle vehicle; Cyrus W. Salladee, Cleveland, O., assignor to William N. Woodruff, Hartford, Conn.; filed March 14, 1892; serial No. 524,804.

Trade-marks, 21,967; pneumatic tires for bicycles; Boston Woven Hose and Rubber Company, Boston, Mass.; filed Oct. 8, 1892; essential feature the word "Everite."

The Four Quintons.

The Bretz & Curtis Manufacturing Company's advertisement in this issue shows an illustration of the new Quinton Scorchers. The full roadster weighs, with all on except the mud-guards, thirty-five pounds. The light roadster weighs thirty pounds, being of the same design as the roadster, but having no brake or mudguards. The racer has 28 inch front and 26-inch rear wheels, bright yellow rims and weighs twenty-

Scorchers saddle. He succeeded in placing his saddle with the Bidwell Cycle Company and sold a lot to the Raleigh Cycle Company. Perrett also did some business with his Scorchers wheel.

W. H. Kirkpatrick, known as "Sundry Kirk," through his long and useful stay in the employ of Howard A. Smith & Co., Newark, N. J., will in the future be known as "Lyndhurst Kirk," as he has accepted a lucrative position as bicycle department manager with McKee & Harrington. Kirk goes on the road this week through New England.

A. Strauss, the New York Belting and Packing Company's tire manager, is now in the west. Having only returned to New York a few days ago from a western trip, he again started for the land of the setting sun. The new protection strip tire made by this company looks well, and is a self-healer. Strauss will have three different tires to show for next season, and has booked many orders.

Stephen Golder returned to New York last Friday and reported a profitable trip with New Howes in Canada. While there he went deer-stalking with some friends and says he killed his first deer, a magnificent buck, the scalp of which

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.

Agent for LLOYD'S PERFECT CRANK.

"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.

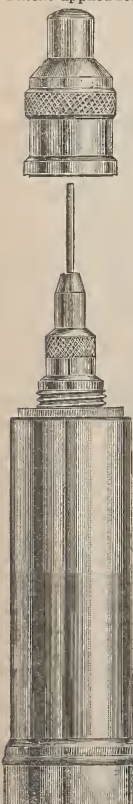
They are just as good, just as practical, and just as sensible as our celebrated **Baby Seat**. We will show them to you very soon. **WAIT.**

THE RICH & SAGER CO.,

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

THE METAL TURNING CO.'S MAGIC BICYCLE OILER.

Patent applied for.

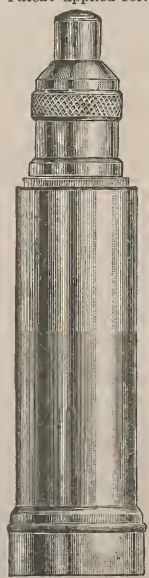


We are now ready to supply these goods to the general trade, and claim for them the following points of superiority over any others on the market.

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

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

Full size cut.
Patent applied for.



Manufactured Exclusively for

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

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.

"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.

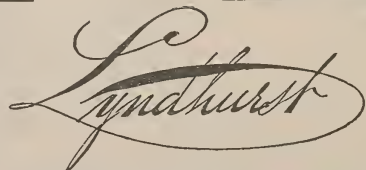


"PERFECT" Pneumatic Pump Holder
Similar to oiler holder, but slightly larger. Pump is always convenient and vexatious delays avoided; handsomely nickel-plated. For sale everywhere. Price, 25c. each.
CUSHMAN & DENISON
172 9th Ave., - New York.

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.

Bargains! ♦ For Sale! Geo. H. Benedict & Co.,

175-177 So. Clark St., CHICAGO.
Hello!—1700

ELECTROTYPING,
PHOTO, Zinc, Etching, Map and Wood Engraving.
BICYCLE CUTS A SPECIALTY.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, label, and copyrights. Send description with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free.
W. E. AUGHINBAUGH,
McGill Bldg 908, 24 "G" Street Washington, D. C.

Columbia '92 Racer, 26 pounds, gearing 68, has not been ridden ten miles, without a scratch, \$175, for.....\$150 00
Columbia Light Roadster, cushion tires, \$135, for..... 80 00
Swift, Model C, '92, cushion tire, \$120, for.. 90 00
Victor, Model C, '92, cushion tire, has not been ridden 50 miles, \$135 for..... 100 00
Ladies' Juno, '92, cushion tires, almost new, \$75 for..... 45 00
Lovell Diamond, '92, cushion tire, with bell, whistle, stand and lock, \$100 for.. 65 00
Rob Roy, '92, 28-inch wheels, cushion tires, \$75 for..... 40 00
Any of the above wheels will be sent C. O. D. on receipt of \$10, with privilege of examination.

F. R. ZEIT, Medford, Wis.

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

he brought back. Mrs. Golder accompanied her husband on the Canadian trip, and sailed for England alone Wednesday, Mr. Golder tarrying this side on business bent.

Chicago Trade Jottings.

"Elliptical" De Vore of Freeport was in Chicago last week.

John Read, of Boston, was at the Auditorium Hotel this week.

H. A. Lozier of Cleveland was in Chicago "lookin' 'round," last week.

Henry Andrae was in the city last week. He is making contracts for next year.

Joseph Ryan, of Hibbard, Spencer, Bartlett & Co., is on the road with samples.

A. J. Nicolet is having his trick-riding 48-inch Eagle fitted with Morgau & Wright racing tires.

Willard Parker, president of the Niagara Machine Company of Buffalo, was in Chicago last week.

Herbert Hadden left Chicago Monday for Toronto. After Thursday his address will be Everett House, New York.

A prominent bicycle man has been asked by a representative of the Warwick Cycle Company to open a retail store in Chicago.

Charles C. Mead, late with the Humber Cycle Company, has associated himself with the Monarch Cycle Company as traveling salesman.

George S. Webb of Aurora has done a thriving business this season, the entire volume amounting to \$20,000. The largest business of any of the small dealers in the state.

The Gormully & Jeffery Manufacturing Company is showing an outing bag 7x10 inches, fixed so as to strap to the frame. It is convenient, large and out of the way entirely.

The Western Cycle Company, Chicago, E. L. Furgeson, proprietor, has taken the agency for the Triumph through Mr. Bettman, managing director of the Triumph Cycle Company.

F. H. Chapman, of the Chapman Hardware Company, Toledo, was in the city last week. He closed with the Taylor Cycle Company to handle Psychos and Tourists for northwestern Ohio and northeastern Indiana.

Charles H. Stephens has lately moved his store to the Douglas Park viaduct and is engaged in the manufacture of bicycles, several of which he has turned out at a weight of twenty-three pounds.

Davis & Thomson, formerly doing a cycle business at 4208 Cottage Grove avenue, have dissolved partnership. F. J. Thompson continues the business.

Davis was formerly a foreman with Brown Brothers, and later with Andrae.

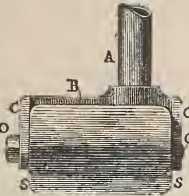
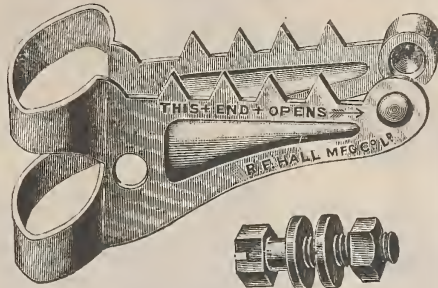
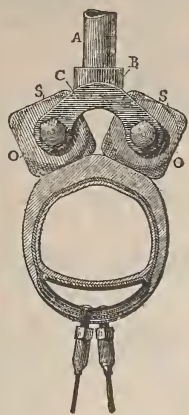
The Marsh-Davis Cycle Company is preparing for a large trade next year. The business manager, Mr. Crafts, has just returned from a trip southwest, and received every encouragement. The new shops, 62 South Canal street, afford them ample facilities.

The Coventry Machinists' Company may well be proud of its magnificent store front. The plate glass in the window is as large as any ever made, being 148x133 inches and 5-8 of an inch thick. The large door glass is 65x40. The entire front is handsomely bronzed, and the show window is the most handsome on the street.

E. J. Ryan, formerly with the St. Nicholas Manufacturing Company, is now on the road for Hibbard, Spencer, Bartlett & Co. This firm has on exhibition samples of the '93 St. Nicholas wheels. If the workmanship is equal to the fine appearance, and the reputation of the St. Nicholas company admits of nothing else, this line of wheels will certainly sell like hot cakes. The fac-

Some 1893 Novelties.

The R. F. Hall Manufacturing Company, of Birmingham, is introducing some novelties for 1893 which will be exhibited at the Stanley show. A light racing chain, lighter, probably, than the Humber pattern, is being made, and Hall's corrugated and depressed roller chain will be among many improvements. Probably no chain on the market has had a greater success than this one, for the company has re-



ceived testimonial letters, facsimile copies of which have been sent the REFEREE, from every manufacturer of note in Great Britain. A new foot-rest, which may be put on the fork-side without removing the wheel, a cut of which is shown, is another novelty. A sample pair sent us was attached in a moment and without the least difficulty. They are made in five sizes. The company is making a brake for pneumatic-tired wheels that seems to be an excellent thing. Each square may be turned around four times, so that it would take a lifetime to wear them out. The brake is light, cannot tear the tire, and grips as well in wet as dry weather. A pressure gauge, adapted for use with pneumatic tires, is also made by the company. A detachable and dust-proof bottom bracket, gears for the geared ordinary and front driver, a new inflator and a large assortment of parts will also be exhibited at the Stanley show—stand 219.

tory never before turned out so attractive a line.

C. V. Dasey & Brother, 3109 Prairie avenue, have completed a safety after a model distinctly their own. The frame is a novel form of a diamond, the weight about thirty-two pounds, the machine being steel throughout, with forgings and the best bearings obtainable. The young men will probably manufacture this winter.

C. L. Dikeman, secretary, and F. A. Weaver, traveling representative of the Eagle Bicycle Manufacturing Company, were in Chicago Monday and Tuesday. An agent for this popular wheel was appointed in this city. All through the country Eagles will be sold next season, many leading agents having taken this line to push.

The Coventry Machinists' Company may be able to exhibit American-made Swifts at the Philadelphia cycle show. The first product will be assembled in this country, as a factory for the complete manufacture of cycles cannot be organized in so short a time. The change of administration will make no change of plans necessary.

The firm of Thorsen & Cassidy has been incorporated with a capital stock of \$100,000, fully paid in. Although young in business, Thorsen & Cassidy have succeeded in building up an enormous sporting goods trade throughout the western states, and with additional capital the trade will be doubled. In the cycle department only one contract has as yet been made, and that is with the Western Wheel Works.

Miscellaneous Trade Notes.

The Truesdail Machine & Arms Company, St. Louis, has commenced to import Triumphs.

The Buckeye Cycle Company of Cincinnati, has placed a large order with the March-Davis Cycle Company.

The Union Drawn Steel Company, Beaver Falls, Pa., has sold out its chain manufactory to E. A. Kinney & Co., Cincinnati.

It has now been settled that the American-made Rudge will be manufactured in Peoria, the plant formerly used as a watch factory having been secured.

C. L. Green has purchased the interests of A. H. Thomas and C. H. Heams in the Hub Cycle Company of Richmond, Ind.

The Countess Fabbriotti, said to be the most beautiful woman in Florence, Italy, is frequently seen riding with her husband. Both use Raleighs.

Mr. McKee, of McKee & Harrington, has left New York for a western trip. He is to close some large deals with western dealers for the Lyndhurst.

E. Alsdorf & Co., Newark, N. J., will handle Telephone cycles in New Jersey next year. This firm has a large retail store in Newark and it does a big jobbing business.

S. L. Beals, formerly secretary of the Premier Cycle Company, has severed his connection with that concern and is now with Kingman & Co., Peoria, showing their line through the south.

Frank G. Silvers, the Derby Cycle Company's traveler, is now doing North and South Dakota, southern Minnesota, western Illinois, northern Missouri, northeastern Kansas and Iowa in the interest of the Derby.

President Smith of the Indiana Bicycle Manufacturing Company, Indianapolis, has just returned home from an eastern trip. He says the recent fire at the factory will in no way interfere with its arrangements for next year.

Detch & Sons' cycle emporium at Richmond, Ind., took fire on Wednesday of last week and before the flames were under control goods valued at from \$1,500 to \$2,000 had been damaged. The loss was fully covered by insurance.

The March-Davis Cycle Company has placed the agency for the March safeties for Ohio, Pennsylvania, New York, Washington, D. C., and all territory south of the Ohio with the Buckeye Cycle Company, of Cincinnati, which has ordered 250 wheels.

The Stover Manufacturing Company is going to manufacture this season a few wheels to list at \$175. The frames will be made of Damascus gun barrels. The weight will be twenty-eight pounds. P. J. Berlo, the Boston crack, has made wheels from Damascus gun barrels this season and sold them for \$250. The Stover wheels will not be enameled, the

frames being highly polished and kept from rusting by the application of a little oil.

It is rumored that the Eagle Bicycle Manufacturing Company, of Torrington, Conn., will soon be in the same position as regards elliptical sprocket wheels as the Pope Manufacturing Company.

The Detroit Cycle Company has been incorporated with a capital stock of \$10,000, paid in. The officers are John A. Matherson, president; Edwin B. Robinson, secretary and John T. Holmes, treasurer.

Morgan & Wright pneumatic tires are very popular among horsemen throughout the country. Nancy Hanks is now at Nashville, where Budd Doble is preparing to send the queen of the turf for record hitched to a Sterling sulky fitted with M. & W. racing tires.

Percy Harris, late of the Humber-Rover Cycle Company, Chicago, is now manager of the Phoenix Cycle Company, Philadelphia. Mr. Harris is well pleased with his new position and the Quaker City. The house has not as yet decided what wheels it will handle next season.

George M. Hendee, representing Hubert Bros. & Co., of New York, was in Peoria the early part of last week and came to Chicago Wednesday evening, remaining there until Sunday evening. Mr. Hendee seeks to place the entire western agency for the Majestic cycles with some prominent firm.

John T. Bailey & Co., Philadelphia, will job bicycles on a large scale next year. This concern has secured the eastern agency for several well-known makes, and will certainly do its share of the business. William J. Greer has charge of the bicycle department and says the outlook is very good.

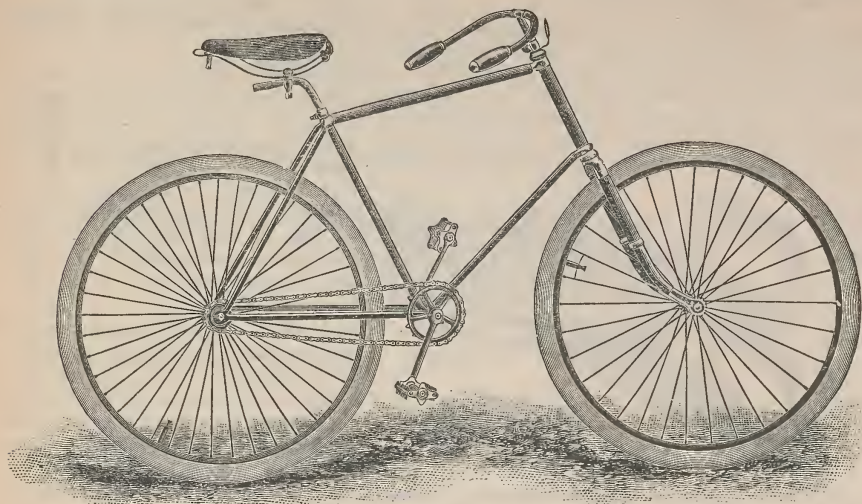
The genial Birmingham trades representative, Thomas Sanders, was in New York last week with his several specialties. Tubing and Bown's Aeolus bicycle are the chief things in a trade way Mr. Sanders will sell on this trip. He reports orders for the famous Credenda tubing and inquiries for the Bown bicycle as good.

George C. Cribbs, Milwaukee's wholesale implement and carriage dealer, on Saturday gave Mr. Hadden of Bayliss, Thomas & Co., manufacturers of the Excelsior, an order for 500 wheels, the first shipment to reach this country Jan. 1. Mr. Cribbs will cover Wisconsin, North Dakota, South Dakota, Nebraska and Kansas.

The Campbell Manufacturing Company, of New York, manufactures the highest-priced bicycle on the market. The list is \$180, and those who have seen the samples say the wheel is worth the money. Nor does the firm find great difficulty in disposing of so high priced a wheel. Only two hundred machines will be turned out this season.

The McIntosh-Huntington Company, of Cleveland, Ohio, has secured the United States agency for the Crypto geared ordinary and front driving safety. This company has, by natural business tact, built up one of the most prominent cycle business departments in the United States. Its agencies for 1893 include the King of the Road lamp, Lucas' cycle-alities for the northwest and the south, and Southard cranks for the entire United States.

The Union Plating & Manufacturing Company will hereafter be known as the Sterling Cycle Works. The Sterling Cycle Company has been organized to handle Sterlings in all territory west of the east line of Indiana, the Charles F. Stokes Manufacturing Company handling all east of that line. C. G. Field, for many years with A. G. Spalding & Bros.,

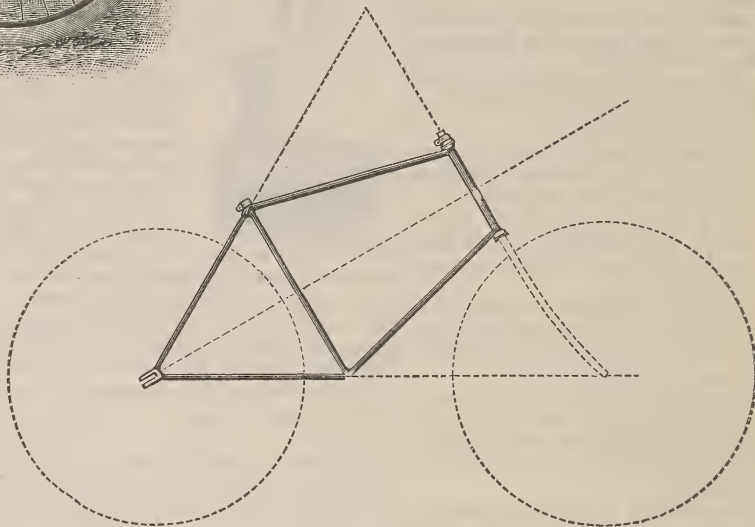


HIGH-GRADE PNEUMATIC. WEIGHT, 36 LBS.

THE TRIANGLE.

The only wheel on strictly **SCIENTIFIC LINES** by which the strains are equalized and Great Strength secured, combined with

Beauty, Symmetry and Simplicity.



Specifications.

Deep Frame, Perfect Truss, Drop Forgings, Wheel Base 45 Inches; Ten-inch Head; Cranks 8 Inches from ground; Bearings carefully tempered and ground.

LIST, \$150.

THE PEERLESS MFG. COMPANY, - CLEVELAND, O.

WATCH THIS SPACE

FOR

OUR ADVERTISEMENT NEXT WEEK.

THE ECLIPSE BICYCLE CO.,

BEAVER FALLS, PA.

has been secured. He closed a large contract this week with A. C. Abbott Sons & Co. of Marshalltown, Iowa, for the state of Iowa.

Luthy & Co., of Peoria, have admitted into the firm a bright business man, D. W. Voorhees, a nephew of Senator Voorhees of Indiana. This gentleman was formerly manager of the Kentucky Union Railway Company; vice-president of the Voorhees Starch and Refinery Company of Danville, and president of the Illinois Trotting Circuit.

On Wednesday of last week, Rouse, Hazard & Co. closed a deal with F. F.

Ide, of Peoria, to manufacture the Rudge, Sylph and Overland safeties. Charles E. Duryea, designer of the Sylph, is now located permanently in Peoria, devoting his spare moments to a flying machine. Friends think he has undoubtedly caught the knack and will be the first man to fly.

Last week Justice of the Peace Hitchens, of Cleveland, went out for a bicycle ride to Lakewood. The authorities of that burg do not allow sidewalk-riding. The judge rode on the walk, a constable nabbed him and the local magistrate taxed him \$5 and costs.

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.

THE REFEREE.

EXCELSIOR

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.
Chicago and Western Agent.

J. MALPAS, *58 Sherriff Street,* Cleveland.
Agent for Ohio.

Rims, Corks, Carriers, Horns, Lamps, etc.

Bicycle Sundries of Every Description. Encyclopedia of Cyclers' wants ready to go to press.

Send Stamp for a copy. Headquarters for supplies.

HOWARD A. SMITH & CO., - - - NEWARK, N. J.



HOLD ON!

WAIT UNTIL YOU SEE

THE ECLIPSE

MADE BY ECLIPSE-BICYCLE-CO.
INDIANAPOLIS IND.

FACTORY BEAVER FALLS PA.