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TO ADVERTISERS:

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

"A BLOW AT GOOD ROADS."

We have the most sincere contempt for an enemy of the cause known as good roads; we praise the man or men who have worked for that cause and those who will in the future labor for the betterment of the highways of the country. An enemy of good roads is an enemy of good government and a country's prosperity. Under the heading, "A Blow at Good Roads," the *Union and Advertiser* of Rochester, in relation to Colonel Pope's scheme to have a permanent good roads exhibit in Washington, and a bureau in connection, says:

Great as is our interest in the improvement of our highways, and willing as we are to advocate all legitimate ways of promoting this meritorious cause, we feel obliged to answer this question with a most emphatic negative. If good roads can be had in no other way than through the establishment of another government department, then we are decidedly opposed to having them at all. Intolerable as is the evil of bad roads, they are infinitely more tolerable than a large increase of federal officials, of political patronage to be fought for and of the chances for jobbery and corruption. The duties now entrusted to the federal government are none too well done; in fact they are wretchedly done. We do not, therefore, propose to add in any way in adding to these duties. On the contrary, we shall do all in our power to restrict them and secure a more efficient performance of them.

This being our position on this important subject, we have thrown Mr. Pope's blanks into the waste paper basket. We advise him as well as others interested to do the same thing with the petitions in their possession.

We should like to know what creates prosperity if good roads do not, and we should also like to know how these good roads may be had if the government—state or national—does not take up the work in some manner. Far more capable judges of the benefits to be derived from and the necessity of good roads than the *Union and Advertiser* have said that as is the condition of the roads of the land, so is the prosperity of the country. This fact is so well known that it seems almost absurd to even refer to it. Excepting the paper referred to there is not a journal in the land that is not heartily in favor of good roads; certainly none would decry them. The Rochester paper might take a lesson from the Chicago *Tribune*, which, in a lengthy editorial on the bureau scheme, said:

All this is in the line of highly desirable progress. The one great need of the agricultural regions in the United States is good wagon roads, this being in many sections connected intimately with the necessity for better drainage of the land. Within the last quarter of a century the country has been gridironed with steam lines, while the improvement of wagon roads was systematically

neglected, as if the latter were rendered inutile by the former. Never was there a greater mistake. * * * The low prices of which the farmer often complains and which he is in the habit of attributing to other causes are in large part due to his inability to market his produce otherwise than during the great rush, in which all are anxious to sell, this being because the roads which connect his farm with the railroad depot are at other times impassable for loaded wagons. * * * The notorious unwillingness of the young men to stay on the farm if they can help it is largely due to the fact of bad country roads. * * * The demand for better roads ought to be coupled with a request for such legislation as would make it to the interest of owners of wheeled vehicles to use the broad tire, nothing less than four and one-half inches being allowed for loaded wagons without a special tax.

Every word of the above is true, of that there is no doubt. The farmer needs good roads most of all, but every merchant must necessarily be benefited by them, and we doubt if there exists one business man who would not do all in his power to aid in promoting a good roads bureau. In such a matter politics cuts no figure—Democrats and Republicans alike are interested. The recent election will have no bearing on the case, unless it be in favor of the bureau, for many of the congressmen-elect have given their pledges to favor good roads.

Colonel Pope was, some thought, a Republican and a protectionist because he had big interests which were greatly favored by a high tariff, but such is not the case. He is a Democrat and was, we are informed, an ardent Cleveland supporter. We do not think the colonel designed to have that bureau created simply to provide office and a chance for boodling for someone; we believe him sincere in his endeavors to establish a branch of the government that will be of almost unforeseen good.

DESIGNS FOR 1893.

The new styles of the recognized standards are not yet upon the market, though most of the dealers and a privileged few outsiders have seen some of the models. It is not safe to prophesy just what they will all be like at this writing. We have every reason to believe that the high grade wheels for the season of '93 will be the finest and best that educated mechanism, cultivated desires, superior workmanship and well-equipped apparatus can devise. It must be understood that this means very much, and includes the different parts of the wheel. For instance, improved saddles are very much desired, especially for the ladies' wheels, and the experiences of the past, combined with the inventive genius of several very clever doctors who are and have been looking for perfection in this one particular, will bring about a radical change, and hereafter the wants of this special class may be suitably supplied. The method of adjusting the gearing, the best construction for the head, and the whys and wherefores of the much abused handle-bar, will need attention, for it is perfectly plain that the dropped handle-bar is not for all. The buyers are their own educators on this one point, notwithstanding all that has been fired at them by writers from A to Z. And so one might continue with points for improvement, including the minor parts of the machine.

COMING TO IT FINALLY.

There have been some startling occurrences lately—to the lay public, at least. The good people of Minneapolis were shocked to see the pastor of the Church of the New Jerusalem, Rev. J. S. David, mounted on a bicycle and making his way towards his house of worship. As a result the Flour City people have something to talk about. On the evening of the same Sunday a Kalamazoo preacher startled his flock by having a bicycle on either side of his pulpit, with lamps

brightly burning. The deacons didn't know whether the minister had turned the church into an auction room or a cycle show. But his discourse, which is published in another column, explained all. At Erie, Pa., a lantern parade was to have been held a few days since, but was abandoned on account of bad weather. But had the parade taken place even the city solicitor was to have participated with gaily decorated wheel, while the town marshal intended to give an exhibition of fancy riding. So it will be seen that it is not only "the boys" who participate in parades and ride on a Sunday. Times and customs are changing, surely.

JOHNSON'S ALLEGED INTERVIEW.

On Thursday and Friday of last week a number of papers printed press dispatches from New York, dated Nov. 17, in which Johnson is said to have reiterated his charges against the Chicago racing men and their track tactics. Although the alleged interview does not say so, it is made to appear that Johnson was in New York prior to his departure for the south. But Johnson was never in Gotham in the first place, and he never made charges against the Chicago men as claimed. An hour or two before he left for Nashville, Johnson was at the REFEREE office in Chicago and he then and there strongly denied that he had ever made such charges as he is said to have done. Johnson had no complaint whatever to make against the Chicago men, so that the alleged interviews are all bogus, emanating from those who were unfortunate enough to be fairly beaten in the races at Washington Park.

THE utility of the bicycle was thoroughly demonstrated at Minneapolis on election day, when several good riders were kept busy for several hours gathering the returns and delivering them to the city hall. The city clerk thinks a half-dozen horses could not cover the ground that one bicycle rider did, and hereafter when he wants a messenger it must be one on a wheel.

NOTWITHSTANDING the fact that the Sanger-Zimmerman match is as dead as the proverbial door nail, the space writers in the daily and weekly papers manage to keep the subject before the eyes of their readers. There is not one chance in a hundred of these two men coming together in a match race. It would be a blessing to let the matter rest.

NOTES AND COMMENTS

Years ago the traveler spent several not too pleasant months in Pueblo. He landed, in what was then a stragling frontier town, a moneyless, tenderfoot kid, without a friend within a thousand miles. He had learned what it meant to go hungry and bedless and later what work as a menial in a second-rate hotel and as a slave in a Colorado smelter costs to pride and brawn. Twelve years have made a mighty improvement in the Mesa city and it has grown to a point where it puts on all sorts of metropolitan airs. Its streets are wide and well paved, its buildings handsome and substantial, and it has more than 300 cyclists. The principal dealer is a French gentleman, named Jonod, who has the politeness and volubility of his race, and likewise a very fine store, well stocked with various cycles and a well built bank account. The traveler met several wheelmen, found them clever chaps and very enthusiastic.

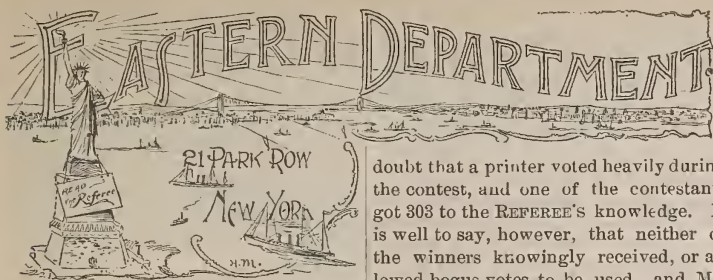
An enjoyable ride of 116 miles along the foot of the everlasting hills, clad half way down their sides in snow, brought the traveler into Denver, the gate of the

great west, and the most wonderful city, excepting perhaps Chicago, in the country. The traveler remembers when it was a different place—when in the place of stately buildings, beautiful parks, level and well-paved streets, cable cars and splendid hotels, there were adobe huts, wooden shacks, one long street filled with blinding dust, a ramshackle canovassary,—half saloon, half gambling house, and wholly abominable—called a hotel, a place where the wingless ones who are so prone to "get there" were rumored to have had a habit of consulting the register in order to find the rooms of particularly desirable travelers, and where the meat was so tough that it was written "a fork could not be stuck into the gravy." Cowboys and worse made life a burden to people of a timid nature by riding up and down the streets late at night shooting at sign boards and not seldom at one another. Now the city is as safe and peaceful as any in this broad land, and as beautiful. The traveler went the rounds of the trade, visiting the genial G. E. Hannan, who handles the Stover and Cleveland cycles; the Sperry Cycle Company, which is representing the Columbia and Kenwood; Banks & Anderson, Charles F. Stokes, Jr., and last, but by no manner of means least, he called on Candy. Everyone knows Candy, and no one knows ought but good of him. He exhibited with pardonable pride, his collection of bows, arrows, spears, deer horns, etc.; treated the traveler to a cigar, which was so bad that the taste still remains; told him a lot of tales, more or less wonderful; tried to sell him a Victor; failing, tried to sell him a strong and wonderful machine, which he said was a Chainless Telegram, failed again, and settled down to a good old-fashioned visit, which the traveler thoroughly enjoyed.

The traveler has a weakness for literary people, perhaps because he would like to be literary himself, if he could; and therefore he called on the *Sports Afield*. Mr. King, the manager, is in the east, but an old friend, a clever writer, and a splendid rider, Mr. McGuire, was in, and we had a very pleasant talk. An invitation to inspect the Ramblers was accepted and together we strolled down to their club rooms, where the traveler met most of the famous western riders, after which a visit was made to the Social Wheel Club, a rival organization, and an enjoyable evening was passed in their charming quarters. The Ramblers are about to erect a \$25,000 club house and all the Denver wheelmen are anxious to have the '94 meet held in Denver. It seems to the traveler that this is a splendid idea. There is not an eastern city that can offer half the inducement.

In Denver the traveler found a copy of the REFEREE, in which his old friend, "Senator" Morgan, aided and abetted by L. C. Boardman, "pays respect to the 'Italian.'" Oh, senator, senator, where has your book larnin' gone to, and you a Welshman, too. A lineal descendant for all I know (certainly in cunning) of the famous round-table knight who served as kitchen knave for great King Arthur and whose kitchen name I have appropriated. Norman French, my boy, not Roman. And so I am a "has been," am I, and the parade was all that was lovely, was it? You have forgotten your letter regarding it, written the next morning, senator. I don't understand Mr. Boardman's allusion to "high grade wheels and inner tubes" and hence will hold my peace. Just the same, as a "has been" and a crank I shall bang away at the follies of the trade, the "push" and various other things and let the wise judge.

LA COTE MAL TAILE.
(or the Short Jacket.)



Among the callers at our New York office last week were: Amos Shirley, James Josephi, Imperial traveler; S. Golder, New Howe agent; Henry D. Stone, cycle agent, Worcester; Trenchard and Vose, two of the piano populists; L. Crondel, Howard A. Smith & Co.; W. B. Troy, *Sporting Life*; F. F. Ives, Ormonde company; J. H. Sager, Rich & Sager, Rochester; President Miller, Springfield Bicycle Club; Guy P. Wilson; Frank Egan, cycling editor *Sporting Life*; L. A. (Airtite) Howell, Airtite Tire Company; W. A. Schockey, western traveler Pope Manufacturing Company; Sydney Bowman, New York cycle agent; L. B. Whympier, Schoverling, Daly & Gales, New York.

Piano Echoes.

The piano contest in New York has at last been settled satisfactorily, at least to Holmes, of New Jersey, for he gets the piano. Vose, of Brooklyn condensed milk fame, received the Century Columbia, while Trenchard gets a suit of all wool and yard wide underwear, and a pair of shoes to recompense him for the tramping he did for votes. The *Recorder* finally discovered that the bogus votes all came from the same factory and handsomely apologized to the four leaders, Holmes, Voss, Trenchard and Worden. Vose and Trenchard paid the REFEREE a visit. They enjoyed the cartoon and did not threaten a libel suit or anything of that kind. But if there was any doubt existing regarding Vose's acquaintance with cycling or cyclists, it can be now dispelled, for he had never heard of the REFEREE (so Boardman said) until people asked him how the milk market stood. Then he hurried to see a copy.

The *Recorder*, in thanking the REFEREE for the cartoon and compliment, said that it was well done, but had hurt the feelings of some of its readers considerably. Seven letters of protest like the following have been received:

Dear Sir:—Your caricature of our *Recorder* contest is a good one but I should think before you speak as you do you would learn the true facts. I notice in one of your articles you give other parties a roasting because they have been a little off in their writings, but you have a good chance to right yourselves and at the same time give the contestants of the late contest their due. It has been proven that neither of the contestants had "fake" ballots and all were genuine, therefore you have done a great injustice by proclaiming that their friends all had unfair schemes of their own. Mr. Albert was the only one proven to have bogus ballots, and in all justice to the other gentlemen I am quite certain you will set them right before their friends. Respectfully,

JONAS WENDLING.

Yes, Jonas, but the day after the contest closed the *Recorder* said: "Many bogus votes were discovered. Not all of them were counterfeits, but among each one of the contestants' votes were found coupons that were printed outside the *Recorder* office." The REFEREE was also informed that even the expert could not discover the difference between a good and bad vote, so clever was the work, so if bogus votes found their way into the righteous competitors' box only they could not be expected to know anything about it. It has not, therefore been proven that the winners did not have "fake" ballots. An expert could not prove it although it is known beyond a

doubt that a printer voted heavily during the contest, and one of the contestants got 303 to the REFEREE's knowledge. It is well to say, however, that neither of the winners knowingly received, or allowed bogus votes to be used, and Mr. Holmes, of Newark, is entitled to the piano, which will, he says, be duly christened later on. In the meanwhile the milk industry is booming, and the church and railroad industries are on a good footing.

Will Work For Good Roads.

Herewith we present a faithful likeness of Congressman John H. Graham of Brooklyn. Col. Graham is a Democrat and made a remarkable fight in the late election, and won a seat for the Democrats in a stronghold of the opposite party. The election of Col. Graham means a great thing for good roads in the next national assemblage, as he is a



warm advocate of the subject. In cycling and the trade Col. Graham is well known as the selling agent of the New Departure bells. Under the caption "Reasons why he should be elected," a hundred friends sent out the following just before election:

John H. Graham has been a life-long citizen of Brooklyn, and has always resided near or in the fifth congressional district. He is fifty-seven years of age and a self-made man. Having received a common school education in old public school No. 4, under the late Samuel C. Barnes, he then served his full apprenticeship as a carpenter and builder. Later he entered the employ of the wholesale hardware house of Sargent & Company. He then started in the hardware business for himself, at the corner of Kent and Myrtle avenues. At this time he was serving the citizens of Brooklyn as a volunteer fireman.

At the outbreak of the war he organized Company A of the Fifth Regiment Heavy Artillery, and served as its captain, the regiment being under the command of his father, Col. Samuel Graham. Capt. Graham served with his regiment throughout the war, and was breveted lieutenant colonel for gallant and meritorious conduct at Harper's Ferry and in the Shenandoah Valley.

At the close of the war his business sagacity, together with his knowledge of gun equipment, led to his engagement with B. B. Hotchkiss, the world-renowned inventor of the present Hotchkiss guns.

On Jan. 1, 1870, he engaged in the hardware business for himself in New York City, and by his activity and close application gradually built up the business, so that to-day he is one of the largest representatives of American manufacturers of hardware in the country. When it was supposed that the World's Columbian Exposition would be held in New York, Mr. Graham was unanimously chosen by the Hardware Board of Trade, and was appointed by Mayor Grant to represent the hardware interests.

Besides his regular business, he is connected with several banking, mercantile and charitable

institutions; he is a director of the National Shoe and Leather Bank of New York City, a trustee of the East Brooklyn Savings Bank, and one of the advisory committee of the Twenty-first ward of the Association for the Improvement of the Condition of the Poor.

Being so largely identified with American industries, he is naturally in favor of tariff reform, and believes that the inequalities of the tariff laws should be so corrected and adjusted as to afford all needed and proper protection to American industries, and so extend our markets that the already over-production of many of our factories may be disposed of, and thus give steady employment to those engaged in manufacture, both employer and employee. He is in favor of a sound currency, liberal pension laws, and such other legislation as will tend to the comfort and prosperity of all our people.

His long residence and activity in the district have given him a thorough knowledge of its needs; his practical business experience and connection with financial institutions and his public spirit make him eminently fitted to represent the fifth congressional district in congress.

Col. Graham looked happy when the REFEREE representative called on him at his place of business, Chambers street, and stated that good roads would have his hearty support in the next national assembly.

The Corpse Will Be Sass.

To illustrate the uncertainty of the trend of events, Chauncey M. Depew told a story at the recent New York banquet at which President-elect Cleveland was one of the distinguished guests. Chauncey said he had hoped to be present in the capacity of eulogist over the remains of a friend (looking towards Grover), but he found that he was the corpse himself. He also said:

A classmate of mine who was a preacher, found himself located in a spiritualistic neighborhood, and the leader of the spiritualist band died, and his next friend came to see the clergyman and said "We have something of the old Puritan spirit left, and we think that our leader ought to be buried by a Christian ceremonial. Will you attend it?"

My clergyman friend in Christian charity went around. He gave out a hymn, read a scriptural passage and made such remarks as he conscientiously could. Whereupon the wife of the dead spiritualist arose and said that she had a communication from her husband. It is the clergyman's address to pieces, ripped up the scriptural passage he had quoted and denounced the hymn.

The survivors of the spiritualist band said, "we beg your pardon. We had no idea that our leader would come back and act in this manner; we hope that you will forgive it." My friend the minister said, "I forgive it because this is the first time in the many ministrations I have had of this kind when I have ever been 'sassed' by the corpse." (Roars of laughter.)

The above will do to illustrate the position the racing board will be placed in if it encourages makers' amateurism or promateurism, which is the same thing. The corpse will "sass" it when the inevitable burial of the corpse shall come. Frank Ives, one of the old promateur Ducker boys, said recently to a REFEREE man: "There is absolutely no foundation for promateurism or makers' amateurs, and a man must either be an amateur or professional, pure and simple. There must be a solid foundation to build on, and there is no foundation for a middle class which is neither one thing nor the other.

He Got The News.

John Schoefer, known as plain "Jack" by his friends, who was a well known figure in the agency line in Brooklyn last year, is now doing nicely as Bidwell's southern traveler. Schoefer, in the days of '85-'86, was Brooklyn correspondent of Ducker's *Wheelmen's Gazette*, and for a sixteen-year-old Jack was a hummer. The Brooklyn news was read with both anger and delight by the cyclists of the City of Churches, and the unknown correspondent hit right and left. Letters of protest floated in to Ducker, who in turn referred them to "his Brooklyn man" Editor Ducker had never seen his live correspondent and thought him to be a man. The stories he told of Brooklyn cyclists generally bordered on truth, but

when a caricature of three well known Brooklyn riders (showing them partially hid behind a tree with their ordinaries turned upside down and with cyclometers and wheels whirling around, propelled by the riders' strong arms) and labelled, "the way some Brooklyn riders make century runs," patience gave out and a libel suit was threatened, but "Jack had proof and so wrote the editor. The crowning hour of his reportorial career came, though, when Ducker appointed him a member of the A. C. U. (American Cyclist Union) racing board, Ducker recognizing his worth from his correspondence. Schoefer (a mere lad) was much disturbed and he went to Springfield to decline the position owing to his youth. When he met Ducker he said: "I want to talk to you about the A. C. U. racing board office."

"Oh, I have appointed my Brooklyn man to that position," returned Ducker.

"I am your Brooklyn correspondent," meekly said the boy Schoefer.

Ducker for once was upset, but was able to say: "You are my Brooklyn man, eh? well, you will do for one of my A. C. U. racing board; you are old in the ways of cycling, if not in years."

Col. Pope for Cash Prizes.

Col. Albert A. Pope was in New York last Thursday and was compelled to hold a sort of levee at 12 Warren street all day. From the time of his arrival to his departure a constant stream of people, bent on all sorts of schemes, floated into Elliott Mason's private office. The cycling press was fairly well represented at the levee, and the colonel sent all away with crumbs of comfort in some shape or other. Frank Egan of *Sporting Life* was on hand and did his call in whispers, but not low enough to prevent the REFEREE from catching the drift of things later on. Boardman of the *Recorder* talked to the colonel about that proposed road from New York to Chicago, but did not receive much encouragement. Col. Pope foresaw difficulties in the scheme of tackling over a thousand miles of good road at one fell swoop, and talked inter-state law difficulties so well that Boardman's courage wilted to a remarkable degree. The colonel would have the scheme like Jacob's ladder, and to reach the heaven of cycling hope he would tackle the different states separately, rung by rung, and climb steadily and firmly until the top was reached. The colonel is a soldier and leader of soldiers, and knows the value of strategy and calculation in order to turn the enemy's lines and start a battle in the most advantageous way.

The REFEREE man received a cordial welcome when his turn came, and protested that thirty seconds was the time he would engage the colonel's attention. "Sit right down here, I want to tell you something," was the response, and that thirty seconds lengthened to fifteen minutes. "What do I know about the cash prize league? Well, just enough that I will predict that it will go and be a success. No, I will not be financially interested; that is, I am not at present," said the colonel guardedly. "Do I believe in cash prizes? Yes, with all my heart. Why not? Why, some of my closest friends, Mr. Forbes (owner of Nancy Hanks) and several yachting friends all compete for cash prizes, and I have been competing for cash prizes in a business way and in a racing way for many years, and it looks as if I have been successful, does it not? An association to govern the racing will be a success, and I fancy the base ball people will be the principal financial backers of the scheme. I also believe," added the colonel, "that such an association will purify the amateur ranks of the present

professionalism. The principal base ball grounds, with cement tracks, will be used, and there will be little expense outside the building of the tracks, as the grounds and stands are all right for the purpose. The idea will not only benefit cycling, but will also be a good thing for the base ball people, who cannot but acknowledge the decline of base ball and the rise of cycling. The cash prize movement now has the endorsement of some of the progressive people in the country, and if properly governed the scheme cannot but create a boom for the sport. Yes, good roads is my chief work just now, and if you could only see the hundreds of endorsements of the press, many of them editorials from the greatest papers of the union, which come to me daily, it would surprise you. My good roads force of employees is kept busy with the campaign of good roads education I have mapped out, and of all my successes this last movement, national in character, for good roads, pleases me most, and," concluded the colonel, "in all my prosperity and successes I am always accessible to my friends, not forgetting that I was once a poor boy, owing my success to an appreciative public, which made me what I am today. No one has yet charged me with head enlargement. I feel proud of my success, and in my success congratulate American cyclists on the brilliant future prospects of sport, trade and good roads."

Before his departure the REFEREE man asked Col. Pope about the reported political preferences that had been tendered him by Massachusetts. "Yes, it's true that I have been approached regarding the governorship by both parties, but as long as my brilliant young friend, William E. Russell, will contest the position I will not allow my name to go before the people, for he is one of my closest friends and a warm friend of good roads. We will have 1,200 miles of new or improved roads in Massachusetts next year. As regards the office of senator from the state, I have been urged to bid for that, but there is plenty of time to think about it. As for the mayoralty of Boston, I would not accept the position or listen to any proposition. I don't want to be associated with a lot of cormorants. No political office can give me the honor that my effort for good roads has, and both political parties are my friends. Good bye."

The colonel said all the above in fifteen minutes, as he in turn stood in oratorical attitude in the center of the office, leaned on the office desk, and lay full length on a sofa. Colonel Pope is right when he says no political honor can equal that which good roads will and is bringing him daily. Of all his triumphs in life his good roads movement overshadows them all. It will be as lasting as Bunker Hill. Stephen B. Elkins this summer said, speaking of Colonel Pope: "Of all men whom I ever met, the meeting of the man who is responsible for this good roads agitation gave me the greatest pleasure. He is doing wonders for his country and civilization, and building for himself a monument in the hearts and minds of the nation that will not fade away."

The M. A. C. in Trouble.

The REFEREE last summer called attention to the professional aspect of the Manhattan Athletic Club, through its small army of racers, and the attempt to match professional pugilists by the club's captain. Only last week we were informed that this club paid considerably more than a small proportion of the entire fees of its amateurs the past season, and this fact is known to the racing board, the official handicappers and others whose business it should be to call

attention to the violation of amateur racing rules. The metropolitan dailies the past week printed columns of stuff about the M. A. C. and its fine home being in possession of the sheriff, and openly charged that as much as \$25,000 was due creditors, yet no one has thought fit to deny those charges, which are anything but complimentary to the organization. Names of creditors were given and the matter was the talk of athletic New York. A good joke is going around about Carl Hess, one of the club's imported racing men. The Teuton heard that the treasury was low, so with great foresight put in a bill for \$120, expenses incurred in training and eating, of course. "We will look over your account and give you a check," said the cashier. "No, no check—the money," said Carl, who had heard that checks of the M. A. C. had to wait sometimes. The next day he was handed a statement which rattled Carl more than any race he ever rode. It was a bill for "feed, etc., \$127; balance due club, \$7." Carl swore in both English and German, principally in

more; then D. E. Miller, president of the Springfield Bicycle Club, and last came Recorder Boardman. What a gathering of cycling brains! Egan looked chipper, and, indeed, Quaker City air seems to agree with the Gothamite, notwithstanding he lives right alongside a graveyard. Egan says when he is in a hurry in Philadelphia he takes pedestrian exercise, but if he has plenty of time he takes the lightning Philadelphia horse-car. "Aranza" thinks that cash prize league is a sure go; also that tour of inspection car. He says that there will be some lofty tumbling among the prophets some of these days, and that pneumatic scheme No. 4 is a hummer. Egan did not say that he came over to see Col. Pope. I do. Frank slipped slyly away when lunch was talked of—he took lunch with the colonel. Now, you prophets, prophesy again!

President Miller, who looks like John Wanamaker before election, came to town to attend a wedding. Wilson is now a theatrical manager, being assistant manager of Francis Wilson's com-



THE ROAD QUESTION AGAIN.

Chicago Citizen to Farmer: "You have my heartfelt sympathy."—Inter Ocean.

the latter, as he said, "I pay you next season." The *Evening Sun* said to day:

Yesterday Walton Storm, treasurer of the Manhattan Athletic Club, went to the sheriff's office and paid \$1,800 with costs which was the amount of a judgment obtained against the organization by Wales F. Severance, who represents Bourke Cockran for J. Broadhead Woolsey, of Newark, to whom Frank Glover & Sons assigned their claim. The Mannhattans have been gaining considerable unenviable notoriety over several judgments which have been obtained against them lately, and this one in particular. Mr. Carr, who is president of the club, is said to have called Mr. Severance an offensive name, and the result is that there is not a little indignation in the Madison avenue club house over the way in which the affair has been settled.

The officers of the club emphatically deny that it is insolvent, but it is plain that things are not going on as prosperously as the members would like. There is a rumor around town that a number of members are considering the advisability of taking steps to secure a reorganization.

A Notable Quartette.

There was at one time in the REFEREE eastern office last Friday, four men who would be hard to match in cycling. First came Frank Egan, editor of *Sporting Life*; then Guy P. Wilson, of Balti-

mony, although he could have had a decent reportorial berth on the *Sun*. Guy P. wanted to meet Frank Egan, so the opportunity came on Friday. Willis B. Troy also dropped in later, and the air was full of Sanger, Zimmerman, car, cash prize league, and what not.

Illinois C. C. Notes.

The Illinois Cycling Club now has 285 members. Only five associates remain. Death and resignation has reduced the number of the latter and none are admitted now.

Nominations for officers of the club are by ballots deposited in the secretary's hands between Nov. 16 and Dec. 6, this year. True L. Sloan for president and C. R. Street for vice-president will receive unanimous support it is thought. W. A. Davis has declined to run for any office.

The club has offered a series of prizes for the highest runs in bowling, billiards and pool during the period from Nov. 1 to Dec. 2, such runs to occur in competition,

A SERMON ON "BICYCLES."

Rev. C. W. Hiatt's Interesting Talk to His Congregation.

At the Congregational church last evening a sermon was delivered on "Bicycles" by Rev. Caspar Wispar Hiatt. On the right of the platform was a ladies' wheel and to the left a gentleman's, and the headlights on both were brightly burning, says the Kalmazoo (Mich.) *Telegraph*.

After the usual devotional exercises the pastor said: "I make no apology for these wheels on the platform, the most perfect, the most useful machine in existence. The eye with which we see is a cycle, the mouth with which we speak is a cycle, the sun and the moon are cycles. There are cycles of society, politics, religion, the band of gold which unite two hearts, is a cycle. The very nature of man is a cycle." Mr. Hiatt thus spoke of the advantage of the wheel over every other means of exercise, and in point spoke as follows: "Theshop hand, clerk, stenographer, with the color all gone from the cheeks, mount the cycle and glide over the roads for an hour, taking the most perfect exercise ever invented, and return with the bloom of roses in their cheeks, the blood bounding through the veins and the mind fresh and invigorated, which causes the rider to exclaim in the height of his exhilaration, 'The world is mine!' The improvement in the mode of traveling was then spoken of at some length, and Mr. Hiatt said: "When the high wheel came into use and the owner of one wished to take a trip, he must lay in a supply of court plaster, Pond's extract and bandages. He starts on his journey and must keep his eyes continually on the ground, and a small stone or a hole will occasionally bring him from his high perch thoroughly demoralized. With the safety the rider can look about, see the beauties of nature and have no fear of such accidents. A narrow tire will do for boulevards, but for common roads a broad tire is necessary. Some men are broad-minded, others narrow. God intends you to travel the common road, therefore the tire of your character and your life must be broad. There is a growing tendency among the American people to be broad." After some anecdotes and illustrations of great men, and a tribute to the noble Grant, Mr. Hiatt continued: "He that coasts must climb. Coasting is the poetry of bicycling. Coasting in life some men are able to put on the brake and stop their progress to perdition, while others plunge headlong, and when the speed gets to a certain height, the brake refuses to work and the coaster is lost. 'He who coasts must climb' in life's journey as well as on a journey with the wheel, and when once the bottom of the incline is reached, one must push or drag the wheel up the other side until a level or another downward incline is reached." The bent pedal was spoken of in connection with the wheel and of life. "A bent pedal of a wheel can be repaired by a blacksmith. A bent pedal of life must be repaired by God, and God's workshop is always open ready to repair the bent pedals of life."

Mr. Hiatt closed by saying: "Keep a bright light burning on your bicycles of life and this will assist you in the dark roads of trouble. There is a bright light from the divine countenance of God which will guide and light you if you will but follow it."

The Central Cycle Manufacturing Company, Indianapolis, is very much gratified over this season's work. Out of 2,000 Ben Hur's made 1,800 have been sold. The models for '92 are out and are a credit to the concern.

TELEPHONE
CYCLES.

*Because you are an oyster it
does not follow that you can be
swallowed raw.*

TELEPHONE
CYCLES.

BECAUSE is a very good excuse—sometimes.

BECAUSE you were fooled last year, don't be fooled again next season.

New makes are being placed on the market and their makers claim they are as good, and even better, than wheels that have been on the market for years—again we say, Don't Be Fooled.

Place your order for bicycles with a house that has a reputation for Honest Dealing and is handling a bicycle that is NOT AN EXPERIMENT.

The TELEPHONE has been on the market eight years, and has been tried and found to be O. K.

We want good, reliable agents to handle our wheels, and would be pleased to correspond with agents that mean business. We have some valuable territory that is not yet tied up. Let us hear from you. Catalogue ready.

Kirkwood, Miller & Company,

PEORIA, ILL.

TELEPHONE
CYCLES.

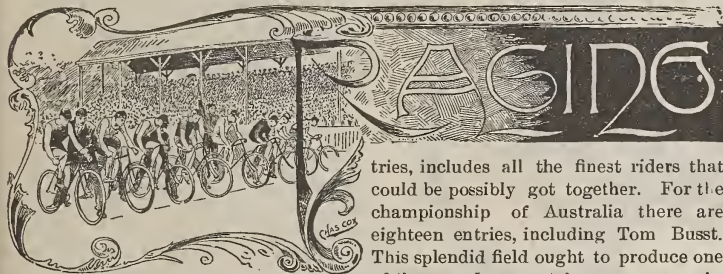
P. S.—Look out for people who cover up rough work with flashy colors.

K., M. & CO.

P. S.—No. 2.—This is not a hit at Red Heads.

K., M. & CO.

TELEPHONE
CYCLES.



Australian Racing.

Racing is now in full blast in Australia and the great event of the year, the Austral, has just been held. Among the entries for the Austral are Jack and Harry Rolfe, the two old Birmingham professionals, who have been manufacturers in Melbourne for several years. Tom W. and J. W. H. Busst, the noted Australian champions are not entered for the big cash in the Austral, but are both in the championship event. The Melbourne Standard of Oct. 4, says: Last Saturday evening entries closed for the Melbourne Club's seventh annual spring meeting, and the result was in every way satisfactory. The Austral wheel race totalled fifty, ten less than the previous year. This reduction is mainly due to the event being run upon hard tire ordinary machines, and the exhibition track being closed against training. Had the great race been open to the more modern mount, the entries, without a doubt, would have been fully 50 per cent larger. This season there are many new entrants who partly make up for several old riders who have dropped out, the most noticeable among the latter being Tom Busst, who is perhaps the greatest rider Australia has ever had. The chief event for the second day, the one mile and a half safety race, which has attracted no fewer than seventy-four en-

tries, includes all the finest riders that could be possibly got together. For the championship of Australia there are eighteen entries, including Tom Busst. This splendid field ought to produce one of the grandest scratch races ever witnessed on the M. C. C. ground. All the minor events are exceptionally well filled, bringing up a grand total of nearly 450—an entry which the club may well be pleased with.

* * *

Asbury Park's Programme.

ASBURY PARK, Nov. 19.—The Asbury Park Wheelmen have completed every arrangement for their annual Thanksgiving day races. Seven events are on the programme, including a one-third mile novice race, two-mile handicap for A. P. W. members, two-mile Monmouth County championship, mile scratch, open, two-mile handicap, open, and 3:20 class race.

* * *

Sanger vs. Zimmerman.

The *Sporting Life* contained a lengthy letter from Willis "Buncombe" Troy, the premier inducer, in which he endeavors to give the public all the inside facts concerning the proposed race between Sanger and Zimmerman. As there seems to be some misunderstanding regarding the details connected with the proposed match, the following letter is published for the purpose of setting things right:

MILWAUKEE, Wis., Nov. 21, 1892.—WALTER WARDROP, care of Chicago Tribune—Dear Sir:—Enclosed we hand our Mr. Bolte's certified check for \$500, as our portion of a \$1,000 prize to go to the winner in a match race between W. C. Sanger and A. A. Zimmerman, the races to be one

mile, two miles and five miles, the winner of two out of the three events, all of which are to occur on the same day, to take the prize; the race to be run preferably within six weeks from this date in any suitable locality, as we are not particular as to the time and place.

In the matter of a \$10,000 wager, we will say that this is an entirely different proposition on the part of some of Mr. Zimmerman's friends, and not being sporting or betting men ourselves in any sense, we will simply be obliged to show these parties that there is plenty of Sanger money in Milwaukee, and we beg to give assurance that the Zimmerman contingent will be promptly accommodated. Yours truly,

P. H. SERCOMBE,
F. H. BOLTE.

* * *

Contains Good Talent.

The Lake View Cycling Club, 1749 Wrightwood avenue, Chicago, now has, after three years' existence, nearly a hundred members and aims to be the leading club of the north side. This lively young organization has held more road races the past season than any three local clubs combined, in this way developing much talent. A majority of the races have been five miles in length, in all of which Gus Steele has won the time medal in less than fifteen minutes. Other likely young flyers of the L. V. C. C. are Joe Stillwell, Anton Helmich, H. O. Fox and Will Callan, who will comprise next year's team and be placed in the hands of a trainer this winter. The road races were of weekly occurrence and starting from Graceland and Evanston avenues, invariably drew a crowd of 300 or 400 people. The club has a racing board, the chairman of which is the captain, which does the handicapping by a system of its own, advancing the men from class to class after each race. The club brought forth J. B. Woolas last spring, who captured the Pullman, and H. O. Fox, who ran into third place. Many other members gained good positions at the finish. The REFEREE's life-size pictures of winners of the Pullman races since the inception of the great event, offered to the

club whose representative won the contest, adorns the front room mantel of the club house, which is a model of comfort.

* * *

Three Promising Men.

Julien Bliss, known as the American Ede, is like his namesake, a little fellow, yet he gets there, also like his namesake. Julien has won thirteen first, twenty-three second and nine third prizes this season, footing up in value to a total of \$4,500. The prizes withheld at Baltimore and elsewhere, by order of the racing board, are not included.

Roy Keater was one of the products of this season. For him it was a most successful one, eleven firsts, seven second and fourteen third prizes falling to his lot. The total value of his winnings was \$2,700.

C. W. Davis has won prizes to a total value of \$1,200 this season, and was not on the circuits eastern or western, although he attended a few of the meets of the latter. Had he been able to spare time from the piano business, his winnings would have been quadrupled. He won seven firsts, two seconds and seven thirds. He says the height of his cycling ambition was reached when he was put on scratch with Zimmerman in the half-mile handicap at Washington Park. His tying Zimmerman's world's record of 27 sec. for the flying start quarter warranted this.

* * *

Johnson and Ballard Score at Atlanta.

ATLANTA, Ga., Nov. 19.—Two bicycle events were run here to-day in connection with the Atlanta carnival, and J. S. Johnson and E. W. Ballard furnished some exciting finishes to 500 enthusiastic spectators. Ballard, from the thirty-yard mark, won the mile handicap, and Johnson beat him by a foot in the half-mile open. On account of a

very heavy track the time was slow, but the men worked hard. Jack Prince won two half-mile heats against a trotting horse. Although his time was slow the veteran professional deserves credit.

* * *

A Successful Racing Man.

Charles M. Murphy, familiarly called Charlie to distinguish him from Billy, his well-known brother, has been more than ordinarily successful the past season. Murphy is a member of the N. Y. A. C. and the K. C. W. and is a game and graceful rider. His principal races the past season were: Washington, D. C., L. A. W. meet, two seconds; Baltimore, first and third; Philadelphia, second; Birmingham, Conn., first and third; Boston, two fourths; K. C. W. fifteen-mile road race, won race and time prize, breaking ten and fifteen mile road record; Springfield, first, second and a third; Philadelphia, first and a second; York, Pa., first and two seconds; Baltimore, two firsts; Reading, first, second, third and fourth; Philadelphia, first; Spring Valley, N. Y., first and second; N. Y. A. C. games, second; Waverly, third.

* * *

General Race Notes.

The Spokane C. C. is making arrangements to build a track.

The Savannah (Ga.) wheelmen have organized a track association.

The wheelmen at Westchester, Pa., are to have a track all winter, as the circle at the Tattersall has been engaged. Probably a meet will be given in January.

It has been decided by the Metropolitan Association of Cycling Clubs to abandon the idea of having an indoor meet at Madison Square Garden this winter.

The Rockford (Ill.) cycling fraternity thinks it has in Dever, Budlong, Arnitage and Catlin a team of racing men which will hold its own against "the Chicago and other western cracks."

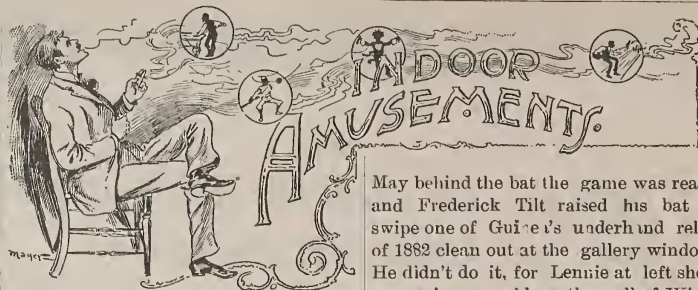
At the indoor games of the Manhattan Athletic Club to be held at the Madison Square Garden Saturday evening, there will be three bicycle events. These consist of half-mile novice, one-mile handicap and two-mile handicap.

The Centaurs of Baltimore, after two postponements, managed to run off their road race on Friday last. Frank Curry won the race, time prize and championship medal, with Ed Eisenbrandt second. The race was run on the Shell road.

G. A. Hanson has just broken the St. Paul-Stillwater record, doing the distance in 49 min. 30 sec. He left St. Paul at 8:30 and reached the Elliott House, Stillwater, at 8:52 1-2. A gold medal had been offered by the hotel man to the first person to cover the distance under fifty minutes.

MILWAUKEE, Nov. 21.—The Milwaukee Wheelmen's indoor race meet at the Exposition building Thanksgiving afternoon and evening, and Friday and Saturday evenings, will be largely attended. A number of prominent Chicago riders have kindly consented to participate, which will make the races very interesting.

The Acme Wheelmen, of Oakland, Cal., held a 25-mile road race Monday (13th) around the San Leandro triangle. There were seventeen starters, Bell, Pickard, Falkner on the scratch. Harris was given eight minutes' handicap; Cooly and McDonald were given eleven minutes. Grant Bell won the race, also the coast record for time, beating Foster's record by 50 sec. Bell's time was 1 hr. 20 min. 43 sec. Harris won second and Pickard third.



'T WAS INTERESTING, INDEED.

Cyclists Play Indoor Ball With Effective Results.

Last Thursday evening two ball teams from the membership of the Lincoln Cycling Club fought nine desperate innings in Klare's Hall. They may be termed the Tilts and the Guineas for the sake of team nomenclature and distinction, and it is probable that the entire Terpsichorean Bacchanalian history of that famous floor, including the pretty parties of the "Merry Seven," the "Daisy Club" parties, the fifty-cent receptions and fancy-dress (?) carnivals never claimed anything half as enjoyable as

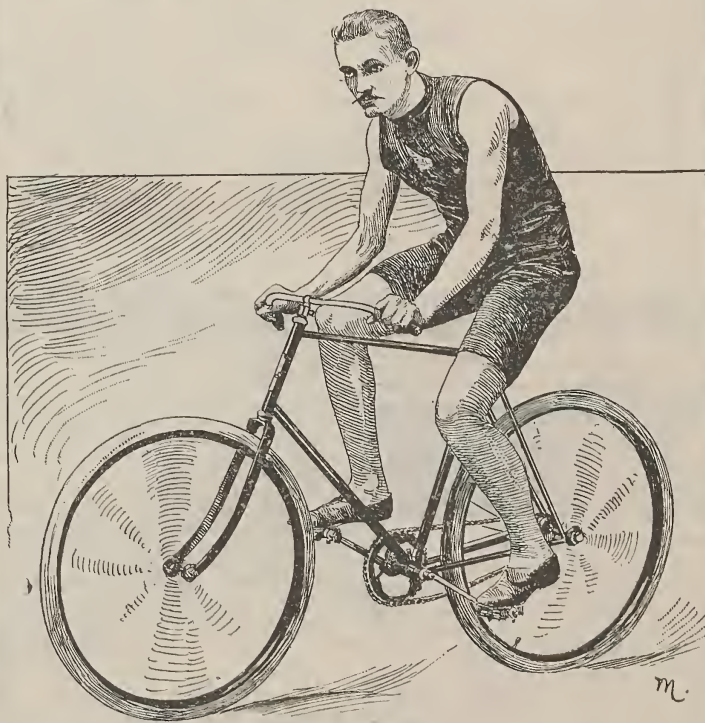
May behind the bat the game was ready and Frederick Tilt raised his bat to swipe one of Guineas's underhand relics of 1882 clean out at the gallery window. He didn't do it, for Lennie at left short was as impregnable as the wall of Windsor Castle, and he put his face against the ball and bunted it to first.

Then Slusser, the catapult pitcher from the Swift company, waited for an easy one and batted the ball into Peoria territory and it didn't get out again till Slusser was at first.

He stole second while Niesz was waiting for four balls and slid upon third while Servoss was away looking at the batting list.

Niesz got his base on balls and Slusser scored when Guinea pitched the ball at the ceiling.

Niesz was then on third waiting for a two-bagger or a squabble to get him in,



CHARLES M. MURPHY,
Kings County Wheelmen and New York Athletic Club.

the ball game Thursday night. Fred Patee was imported from Peoria, with the red rim around his face; Lennie was engaged at fabulous figures, and Herrick was signed as a mascot to complete the burning trio that would play in Guinea's collection of quaking giants.

Guinea himself was nervous, for Patee was signed to play right short, with "Pa" Servoss on third, and neither one of them had ever seen a game before.

Darlmunder Morris stood out in center field like an old iron pump in dry weather, and he too had only "heern" about the game. When the flies were not bothering him he sat on the faded plush divan at the far end of the hall, where the queen of the evening or the lady in pink generally rests between waltzes. He was absolutely cool and at ease.

Radell—Antonio, he of wheel-building fame, held down the sand bag at second, and was said to have an eye like a stuffed eagle.

After Bigelow had been planted on first, Altman in left field and George

but he was compelled to get his run on a wild pitch.

Gunther went out before he could get to Bigelow's station at first and Brown was just as easy.

Then Guinea's rare birds came to the plate and make four runs.

Morris got his base on four strikes which seemed to the umpire like balls, started for second before the pitcher had swung his arm, was put out at third and again near home plate, but the umpire didn't care to be too harsh and the run counted.

Radell had in the meantime executed a long drive to right short and when the smoke cleared away was on third. He came in when Lennie fouled out and added one more run to the score.

Altman got out so palpably and so inexcusably between the plate and first that the umpire called him in.

Then Servoss came to the bat. His swing was not vicious, but mighty, and, although he did not hit the ball at third strike, he scared catcher Tilt into dropping it and that landed Servoss on first.

The second baseman did not catch him

more than three feet from the base, his capture of third was as flagrant a steal as was ever known and he scored while the catcher was dusting off the plate.

Bigelow and the umpire had meanwhile got around to third. He scored while the catcher was paying his fine to Herrick.

Then Guinea struck out. It was almost an impossible thing to do when the umpire didn't want him to, but he did strike out.

The Tilts got fourteen runs, with a net credit of four by the umpire in the third, two more in the eighth; but the Guinea men got two in the sixth and three more in the ninth, winning the game.

Patee made the winning run. He was on third when the responsibility he bore was made known to him.

A run was needed. He spat upon his shoes, assumed an attitude like that of a man who starts in a hundred yard dash. Servoss, Lennie, Morris and Radell got behind him, ready to push like a V rush at Yale. Then they waited until May had struck out and the situation was desperate, when Lennie gave the signal — "Broomelaw—Balmoral—4-11-44"—and they pushed Patee over the plate.

Tilt was there with the ball but forgot who the runner was and touched the umpire by mistake.

Herrick then touched all the players for the amount of their fines for kicking, and the game was ended.

Following is the score:

Guineas	4 0 0 0 3 0 0 3—9
Tilts	2 0 4 0 0 0 2 0—8

* * *

Whist League at Buffalo.

There is some prospect of a whist league being formed in Buffalo. This suggests the following: Let one of the older clubs, which is centrally located, the Ramblers for instance, issue invitations to a certain number from each of the other clubs for a progressive euchre party, have a light luncheon, coffee, sandwiches and cake, and offer two prizes, a grand and a booby, and see if a very pleasant evening would not be the result. The Ramblers' club suggests itself because it is easily reached, has pleasantly arranged rooms, is well officered and in a financial condition to make a start of this kind, besides being one of the oldest clubs. Let the other clubs follow suit and have these meetings once or twice a month, everyone would have a jolly good time, all would become acquainted and the expense would be very light.

* * *

Opened Its New Club House.

The Massachusetts Bicycle Club opened its new house, 6 Batavia street, and a jolly evening was spent in inspecting the furnishings. There is no club in Boston that compares with this one for beauty of furnishings, location and conveniences. The new home has been selected and furnished since Columbus day, and the fact that it was ready for occupancy on the opening night speaks volumes for the energy of the furnishing committee, B. A. Atkinson, A. D. Peck and Mrs. G. A. Larcher. This club is one of the oldest in the country, having been organized in 1879. A silver water set, presented the club in 1882 by the Citizens Bicycle Club, adorns the table. Only eleven members organized the club, and now there are several hundred names adorning the membership roll.

* * *

The Hartford Feast.

Down Hartford way they never do things by half, and the banquet of the Hartford Wheel Club last week was no exception. The affair was given at the Allen House, and at 9:30 a hundred prominent wheelmen gathered at the tables. The club's president, L. A.

RELIABLE AND POPULAR WHEELS---MONEY MAKERS, TOO.

We Are Ready to Talk 1893 Business. ARE YOU?



OUR SLATE IS—



MADE UP FOR 1893.

ROUSE, HAZARD & CO., 89 G St., PEORIA, ILL. OLDEST AND LARGEST JOBBERS IN AMERICA. —ALSO MANUFACTURERS AND IMPORTERS.—

SYLPH CYCLES!

ROUSE-DURYEA CYCLE CO.—GENTLEMEN: The Diamond Spring Frame "SYLPH" purchased this season (through Godfrey's New York agency) I can not praise too highly, taking a view from a mechanic's standpoint. I am certain it is the most perfect construction that can be made with two wheels, the crowning feature of which is the Three Part Frame, the parts so pivoted and hinged at the pedal shaft, and the springs so placed as to make the springs and hinges work in unison, thus furnishing the most luxurious, easy riding, and in my opinion, the most durable machine made, for the reason that what "lets up easy" on the rider must necessarily have a similar effect on the machine. It certainly is a great pleasure to ride the Sylph, even on the roughest roads or cobble pavements, of which we have an abundance here. It has been thoroughly tested on some of the steepest grades in the city, and for hill climbing is simply immense. Nearly 100 different persons have tried my machine and it has proven a revelation to every one. The expression of satisfaction on their faces when dismounting speaks louder than any words. Several of them (owners of the stiff frame "Ice Wagons") have signified their intention of buying the Sylph for their '93 mount. I am convinced before hand that the Sylph will be decidedly "in it" next season.

ALBANY, N. Y., Nov. 4, 1893.

Very truly,
CHAS. H. VAN WIE.

P. S.—Mr. Ed. W. Phillips, manager for Leslie & Co., fully indorses what I have said, and says in addition that he can make a run of from 50 to 100 miles on the Sylph with less fatigue than he can ride ten miles on other—so-called—strictly high-grade machines without springs.

Agents wanted for 1893. For catalogue and further particulars, address

ROUSE-DURYEA CYCLE CO.,

89 G Street, PEORIA, ILL.

Tracy, Mayor Hyde, George H. Day of the Pope company, Gen. H. C. Dwight, A. Kennedy-Child, Col. Burdett, P. D. Oakey and other speakers sat at the end of the dining hall. The pages of the menu were cut in the shape of the club's emblem, a flying heart; the covers were in polished white and tied with purple ribbons, these two being the colors of the club. On the front was the seal and on the back the club's monogram. The following toasts were responded to, President Tracy acting as toastmaster: "Our Country," Henry C. Dwight; "City of Hartford," Mayor Hyde; "The Wheel as an Educator," A. Kennedy Child; "Our Country's Defense," Lieut. Harold H. Eames, U. S. N.; "What the Division Needs," Col. Charles L. Burdett; "The Clergy as Wheelmen," Rev. George R. Warner; "Our Guests," P. Davis Oakey; "The Ladies," W. C. Marion, Jr.; "Song of the Wa-Who-Wahters," E. C. Wilson.

Social Doings at Grand Rapids.

GRAND RAPIDS, Nov. 21.—On Wednesday of this week the Grand Rapids Bicycle Club will hold its first smoker of the season. It promises to be the best one ever given by the club. Last Friday evening the club gave a pedro and dancing party at the club rooms. About fifty members attended and an enjoyable time was experienced by all present.

P. S. Hunt has resigned as treasurer of the G. R. B. C. on account of pressing business.

The athletic entertainments given by the Grand Rapids Bicycle Club have proved very successful in every way. President Taylor has appointed Ed Peck, Leo Andres, Miss Cora Stebbins, Mrs. W. B. Folger and Miss Carrier to act on the entertainment committee for the ensuing year. F. N. Hyman, Al I. Saliers and William Pertorious have been appointed as the house committee.

The entertainment committee says it will have a fine programme made for the season, consisting of smokers, dancing parties, pedro, etc.

Chicago and Vicinity.

This Saturday evening the Lake View Cycling Club's cinch tournament continues.

The Wicker Park Cycling Club is located in a well-apportioned house at 46 Potomac avenue.

Much amusement was afforded at the Ravenswood Cycling Club last Monday evening when a turkey raffle occurred. The lady members proved good gamblers and frequently carried away the prize.

Wednesday evening the Chicago Cycling Club's annual turkey raffle occurred. The usual number of turkeys and other prizes went at good figures, a good entertainment was provided and luncheon spread.

"Nearing Barnet I saw the trail of a miniature traction engine on the road, and scented at once a corrugated tire" This is the way "Eftibe," [F. T. Bidlake] in *Bicycling News*, puts it. Miniature traction engine is good.

Slipping evidently worries our friends across the water, for about this time they usually put a "non-slipper" over their tires. Chicago men ride the year through, but we do not hear of any great amount of slipping on "greasy" roads.

A most successful programme of amusements, card parties, dances, etc., is being promulgated by the Ravenswood Cycling Club. Not unfrequently no less than thirty-two couples participate in the progressive card games. Two more evenings' playing remains to be played. John Watt now leads, with twenty-one points to his credit. The prizes are ele-

gant and costly and are awarded for excellence in the series.

The Cook County Wheelmen gave a wine banquet to the members Thanksgiving eve. P. D. Fenn was toastmaster. The speakers of the evening were F. B. Hart, "Military Cycling," P. Moore, H. B. Davis, C. G. Sinsebaugh and W. L. Whitson.

Saturday evening, Dec. 3, the Englewood Cycling Club gives what will probably be the greatest cycle raffle ever held in this city. The leading prize is a James safety, the second a gold watch worth \$50, and thirty-six other prizes, ranging in value from \$2 to \$25, a grand total of \$490.

Thursday evening next the Lincoln Cycling Club gives a full-dress reception at the Lincoln Park Refectory. The Lincoln's stag entertainments are noted the world over for their originality and great success. They desire to carry this reputation as regards these social entertainments.

At the Plzen Cycling Club house Wednesday evening a hundred turkeys, more or less, were raffled. An entertainment was provided. The Plzen club, though little heard of, is gradually increasing in membership, now numbering over seventy residents of the southwest section of the city.

This Saturday evening the Englewood Cycling Club gives a house-warming, the opening of their new home on Sixty-fifth street near Wentworth avenue, a description of which appeared in the REFEREE several weeks ago. The club membership is now 225 and is expected will be 300 before Jan. 1. The new home cost \$10,000 to remodel from what was once one of Englewood's mansions. Over \$2,000 has been expended in furniture. The fine, large gymnasium, 50x55 feet and 18-foot ceilings, is now completed.

An instructor will be employed, and there will be classes all winter.

* * *

About the Country.

The annual pool and billiard tournament of the Brooklyn Ramblers began Wednesday night.

The second annual ball of the Helena (Mont.) Wheelmen was announced for Thanksgiving evening.

The Alameda B. and A. C. held a dancing party on Monday of this week at the pavilion at Bicycle Park.

The Peoria B. C. has on its programme a hard times smoker for Thanksgiving eve and a card party for Nov. 29.

The Lakeside W. C. of Cleveland, opened the season last week with a ball, and now a pedro tournament is on.

The annual dinner of the Manhattan A. A. wheelmen, postponed from Nov. 12, was announced for Wednesday evening of this week.

The Ramblers W. C. of New Haven, Conn., has moved into its new house at 55 Orange street, and will soon hold a house warming.

Friday night last the Manhattan B. C. held the first of a series of subscription receptions at its club house, Fifty-ninth street and Broadway.

The Philadelphia clubs have scheduled fairs for the coming month, the Park Avenue Wheelmen the week of Dec. 5-10, the South End Wheelmen 10-17, and the Quaker City Wheelmen 12-17.

The club committee of the Rockingham B. C. of Portsmouth, N. H., is making early and extensive arrangements for the twelfth annual supper at the Rockingham House. A history of the club has been prepared to be illustrated by the aid of the stereopticon from transparency slabs developed by the lantern slide committee of the club, picturing the princi-

Drop us a line and get acquainted. If you don't know all about the Thread Tire, write us and we'll tell you.

H. A. LOZIER & CO.,
CLEVELAND, OHIO.

pal events of the life of the club from its organization to the last races and lantern parade.

The Capital City C. C. of Springfield, Ill., has named Joseph Murphy, J. P. Fogarty and Edward Hartman as an entertainment committee and an elaborate winter's programme is being prepared.

The South End Wheelmen of Philadelphia held a drawing for a high grade safety on Saturday evening, the winner being a traveling salesman from Cincinnati, who purchased a ticket while in the city.

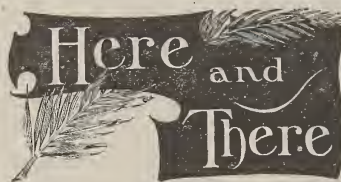
Parker H. Sercombe, of the Sercombe-Bolte Manufacturing Company, gave a banquet Monday night at the Pabst Hotel, Milwaukee, in honor of Cyrus Williams and Elmer Grey, the European cycling tourists who have just returned home.

The Peoria B. C.'s first party of this season was held Wednesday evening of last week. The club house was handsomely decorated and a large number of members and friends attended the first of a series of fashionable and enjoyable parties.

The Bedford Wheelmen have moved into their new quarters at 84 Clymer street, Brooklyn. Future events are a stag party on Dec. 16 and an entertainment and reception early in January. The club will hold regular monthly stag parties and a pool, whist and euchre tournament during the winter season.

This is Frightful!

It has been found that bicyclists who ride to excess, are afflicted with a catarrhal laryngitis. Mouth breathing and the rapidity and pressure with which large quantities of air are forced into the larynx are said to be the cause.—*East Palestine (O.) Echo.*



Claud King, representing *Sports Afield*, Denver's monthly publication, was in Chicago last week.

Fire last week nearly destroyed the club house of the Kings County Wheelmen in Brooklyn.

At Mobile, Ala., the Shell Road Scorcher is the title of a new club. L. B. Auner is the chief scorcher.

John Hertz was sentenced to two years' imprisonment last week by a California judge for stealing a bicycle.

Great preparations are being made for the good roads convention to be held at St. Paul Jan. 25 and 26. It is expected that Mr. Potter will attend.

Thanks, REFEREE. Your clever caricature of our piano contest isn't bad. But you hurt the feelings of some of our readers.—*New York Recorder.*

The first number of the *New Orleans Sporting and Dramatic News* has made its appearance. It consists of eight pages about the size of those of the REFEREE. Two columns are devoted to cycling.

Six young men now have cards reading: "George Jones, cyclist." It will now be in order for the man owning a horse and buggy to have cards reading: "William Smith, buggyist."—*Detroit Journal.*

In some way unnoticed, in repairing the wainscoting in the reading room of the National Hotel, at Peoria, a board, evidently a part of a sample case, bearing the words, "Perfection Cycles," etc., has been slipped in and never painted.

There it remains a free ad. for the manufacturer.

Even the staid old *Bi. World* will issue a holiday number, which will appear the first of the year, combining both the Christmas and cycle show numbers. *Cycle Items* of Winona, Minn., will also have a special number. *Cycling* of Philadelphia will issue a large cycle show edition.

The Sioux City (Ia.) C. C. filed a suit last week against E. L. Webster to compel the payment of \$22. This amount, it was claimed, was subscribed as a portion of the guarantee fund for the division meet, held in August. Webster claims H. S. Rounds put his name on the list without authority.

Friday the newly organized New York Press C. C. elected the following officers: James E. Sullivan, president; E. A. Franks, secretary; F. R. Madeira, treasurer; L. C. Boardman, captain. The constitution and by-laws have already been adopted, and in a few days temporary club rooms will be secured.

Paul Angois, of the Raleigh Cycle Company, accompanied by his wife and daughter and Arthur Atty, sailed for England last week. Mr. Angois worked hard in fitting up the company's factory, and in the work he forgot that the American climate did not suit him. Mr. Atty will not return to his former position in the home factory, as reported. He will enter the employ of another firm.

Rouse, Hazard & Co. are very proud of the fact that five of the veteran L. A. W. men in the state of Illinois, half the total number in the state, are employed in their store. H. G. Rouse, No. 6, is the employer and A. L. Atkins, No. 133; C. F. Vail, No. 241; Fred Patee, No. 242 and C. E. Duryea, a partner are the others. All proudly bear the veterans badge. Chicago has the other five veterans.

Another Congressman in Line.

The congressmen and legislators generally are little by little declaring themselves in favor of legislation which will aid in the improvement of the highways. Several have expressed their views on the matter, and under our eastern department heading will be found a column on the subject. Congressman Post of Galesburg, Ill., writes Fred Patee as follows to thank the wheelmen for aiding in his re-election:

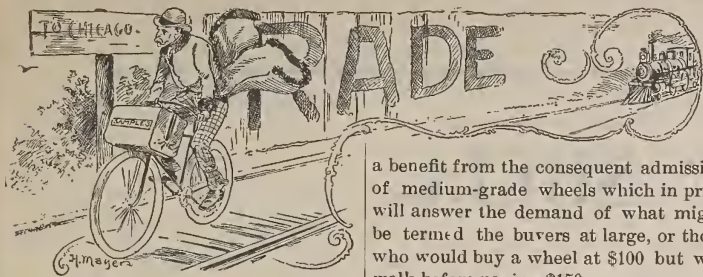
I have learned from several sources that the wheelmen stood by me, and I intend to stand by them. My aim shall be to secure from Congress, as far as possible, national sanction of the good roads movement. The national government can do this without infringing the domain of the states. The United States government is making surveys for the purpose of completing a topographical map of the country. In this map can just as well be embodied the giving of information in regard to the location and construction of roads. I have introduced a bill for this purpose, and if it be passed it will be the initial step in the right direction.

Your organization should constantly aim to interest the farmers in the movement. They are more affected by it than you are. Together, you will force the government to adopt a general policy of road improvement which will save the country millions of dollars worth of productive energy every year and for all time. Again thanking you, I am, very sincerely yours,
P. S. Post.

Opens Business in Toledo.

The REFEREE has received the following, which explains itself:

TOLEDO Ohio, Nov. 21.—We take pleasure in informing you that Samuel Snell of Birmingham, Eng., has decided to locate permanently in Toledo, having engaged with the writer and his associates. A strong stock company has been formed for the purpose of manufacturing bicycle accessories and fittings, and Mr. Snell will commence active operations at once. It is his intention to return to import a sufficient quantity of lamps and sundries to supply his trade in this country until the new works in Toledo are in running order, which will be in early spring. Mr. Snell will continue his agency for Thomas Warwick & Sons, Ltd.; also for the Hudson & Co.'s tubing and Brooks' saddles. Very truly yours,
W. F. DEWEY, Treasurer.



BICYCLES AND THE TARIFF.

Agents Differ Somewhat in Their Views on the Question.

[From the Morning News Record.]

The magnitude of the bicycle business and the important feature of the number of bicycles, manufactured parts and accessories which are imported by American dealers direct the attention to the question of the influence of the tariff and the probable effect that a reduction from the present rate of 45 per cent would have.

The states have been invaded by foreign-made wheels ever since the demand was in its incipient stage and the English makers have always enjoyed a very fair share of American patronage. Antedating Americans in cycle making, they have furnished many salient points and do yet furnish the model on which many American makers pattern their products.

Demand for light-weight machines, so pronounced in the last year or two, has worked to the advantage of English producers, for they have ventured more toward the experimental condition of lightness and the concurrent strength so much coveted than have the manufacturers of this country. The lines, the wheel base, the length of head and other features of the modern safety have been largely copied, and with no concealment of such imitation, either, by American makers who desire to meet the reigning demand.

In all American cities of note the Englishmen have well-established agencies through which they retail their factory output, and as factors in competition they are recognized. As the late election presages a reduction of the duty on bicycles, the opinion of some of the importers and home manufacturers upon the result of such legislation is of some interest in the face of the unquestioned guaranty of more bicycle business in future than ever before.

Several of the Chicago dealers have been questioned as to the future of the bicycle business and their answers disclose opinions somewhat at variance upon the effect on prices and profits, but uniformly the same as to the thrift and progress of the trade.

Mr. Hughes, the manager for the Quadrant company, avers that the trick or science in making a bicycle has been reduced to a minimum and that differences that appreciably exist are those of quality; for the intricacy of modeling the several parts has been universally acquired. "The same conditions apply in the manufacture of a hat or a pair of shoes," said Mr. Hughes, "and the more exacting and fastidious the customer the more intricate the duty of the maker to minister to the wants of his customer.

"The inference is, then, that competition between American and English cycle makers has been mainly upon the line of quality of their wares and the race has been for supremacy in make or style and not in the direction of price. Demand has, and will for a long time, take care of the price.

"In the event of a reduction of the duty I believe that the people will derive

a benefit from the consequent admission of medium-grade wheels which in price will answer the demand of what might be termed the buyers at large, or those who would buy a wheel at \$100 but will walk before paying \$150.

"Generally speaking, the imported wheels have been handled at a loss, owing to the attempt to handle American business from offices in England, and of course the duty has been a factor, for it has necessitated economical methods in selling.

"The apparent attempt by means of high duty to almost exclude the foreign product of a trade requiring the most skillful manipulation of labor and material has not resulted to the benefit of Americans, because it has kept out everything but high priced goods.

"If Americans would pay, say, the Wolverhampton price for medium grades they could import the bicycle, pay the 45 per cent duty and landing expense and still have a better grade of the so-called medium grade than can be purchased in this country.

"For illustration, a child's wheel of American make, and very inferior, too, will cost very nearly as much as an average second-grade wheel in England for adults.

"Many American makers, in order to keep ahead of the great demand for medium-priced goods, have almost attained the impossible feat of turning out a 'factory-made' wheel; and I say impossible because the product obtained by a wholesale casting of parts and throwing them together cannot be termed a bicycle."

Mr. Marrett, of the Coventry Machinists' Company, does not anticipate any radical change in prices or quality of importations, but rather suggests, in the event of a low tariff, that greater importations and consequent greater competition means eventually lower prices, and that the dealers will sell more goods and accept smaller margins.

"The machinery," he said, "which here is much improved over that of any other country in cycle making, will allow a reduction in price; and improved machinery has been incited by high wages and big demand."

Mr. Reville, of the Pope company, says that the demand for high-grade wheels has been so great that the question of tariff and the effect of a 45 per cent tariff has not been taken much into consideration. Prices, he says, will not tumble until the demand slackens somewhat.

Horace Bell speaks for Humber interests and says that he is not afraid to meet competition in any form, and that if the emergency ever becomes one of free trade they will transport their base of operations and will meet American trade by means of an American built English wheel.

A. A. Taylor, of the Taylor Cycle Company would be willing to conform to a 30 per cent tariff on bicycles, but thinks American makers would suffer considerably under an unrestricted influx of English wheels.

The factory cost of a high-grade English-made wheel, including a fair percentage for selling expense, may be placed at about £8 14 shillings. The arbitrary figure of £10 fixed by United

States appraisers is the amount on which the duty is assessed and the added amount to cover duty, carriage and charges is about 52 per cent of the factory cost, which brings it to £13 14 shillings, or about \$66 75.

By way of comparison the factory cost of an American-made wheel is estimated at \$60. It is argued, therefore, that the existing protection to American wheels is not far amiss and would be an influence to be prized in American cycle making; but there are those who do not fully accept the American figures, even though wages may partially uphold them.

The activity in cycle-making circles is already marked in anticipation of the coming year, and some few makers have even gone so far as to display their models for 1893.

Several English concerns which have been contemplating building factories in this country are said to be halting for the time to carefully gauge the future in the matter of tariff enactments.

THE TRADE IN PEORIA.

Four Firms Doing an Immense Share of the Country's Business.

Peoria has four great bicycle firms, or rather firms interested in the bicycle business, carrying it on in connection with farm implements and such goods. Rouse, Hazard & Co. owing to their seniority, probably did as much business as any two, or all of the other firms, the past season. Their second floor is devoted almost exclusively to bicycles, the department being in charge of Bert Myers, son-in-law now of Mr. Hazard. Charlie Vail, a veteran of the L. A. W., attends to the clerical work. Charlie is No. 241 in the veteran list, and does not bear the distinction alone, as four others are employed in this house, A. L. Atkins, 133; H. G. Rouse, 6; Fred Patee, 242, and C. E. Duryea, 260. This is half the total number of veterans in Illinois, the other five being in Chicago. Rouse, Hazard & Co.'s business the past season has more than equaled their expenditures. Their immense stock of ordinaries has dwindled down until now there are barely 400 left. Nine were sold one day last week, and at good prices. Their line the past season included Columbias, Victors, Ramblers, Sylphs and Western Wheel Works. The volume of their season's business could not be learned, as at the time of a visit they were hard at work on the inventory.

For next season they have the above lines and the Rudge, which will be manufactured by them at Peoria, where a factory is now being fitted out. The drop forgings and principal parts will be imported, the frame, wheels, etc., being made here. A sample of the Rudge road wheel weighed just twenty-nine and a quarter pounds. The racer, with a ball socket head, weighed twenty pounds, and would be the pride of any crack. Rhodes and Johnson are now riding these racers, and are at present at Nashville, with their weather eyes on the record tables.

Rudge wheels will be pushed this season from the Pacific to the Atlantic. In the volume of Western Wheel Works goods handled this firm heads the list. In regard to opening a Chicago house, they deny the rumor most emphatically, but say that the Rudge will be a prominent factor on the Chicago market next season. Red rims on the racers will distinguish them on the track. Fred Patee of this firm is rumored to have quadrupled the sales of any other cycle salesman the present season. Always genial and obliging, his friends are legion throughout the entire United States.

Mr. Rouse thinks the outlook for another season is very bright.

LUTHY & CO.

Luthy & Co. look forward to a very profitable season, and have decided to conduct their department with that idea ever in mind. Mr. Luthy, a most fluent talker and a careful business man, was seen. The firm has thus far contracted for one line, the Sanspareil, manufactured by William Andrews, Birmingham, Eng. For this they have secured the central and western states, and will shortly send their men on the road. The firm placed an enormous order but found that the manufacturer had difficulty in supplying home consumption. The gentlemen's wheel weighs thirty five pounds, all on; the ladies' with hollow rims, is slightly heavier. These wheels are magnificently finished in every way, and the workmanship is unsurpassed. Mr. Luthy said that in rendering a statement to manufacturers last season not one cent had to be charged up for repairs. A gentlemen's wheel was tipped up and the rear wheel set spinning. For seventeen and one-half minutes wheel and crank revolved, and for five minutes the wheel balanced backward and forward. Both front and rear wheels are twenty-eight inches. Other lines of wheels, high and medium grades, are in prospect, but none is ready for announcement. That popular traveling man, Eugene P. Blake, is employed with the firm.

KIRKWOOD, MILLER & CO.

This firm is at present at a standstill as regards bicycles or preparation for next year. Its line includes the Telephone and Kite, and probably these will remain the leaders another season. Frank Henning, manager of the bicycle department, has "done gone done it," having been married several days ago. Mr. Miller says Mr. Henning's wedding trip is to the east, and he is combining business with pleasure, selling wheels. Over 400 wheels have thus far been disposed of by this energetic and capable salesman. Henning was formerly employed by Ralph Temple at his Wabash avenue store. Mr. Miller called on him once to purchase medium grades. He did not buy, but carried away a splendid impression of the salesman who waited on him. Later he secured his services. The past season has fulfilled their fondest expectations, and next season's outlook is very bright. Kirkwood, Miller & Co. have a splendidly-lighted salesroom on the main floor, the repair shop being in the rear. A glance in the repair department gave ample evidence of an immense business in this line, three men being employed.

KINGMAN & CO.

In the great warehouse of Kingman & Co. Mr. Simonds was seen. The Peoria house is the main store, three others being equally as large. Over fifty traveling men are employed, not in the bicycle interest alone, but handling therewith other goods. Kingman & Co. handle a large share of the output of A. Featherstone—Road Kings, Road Queens, Duke, Duches, Prince, Princess, and all children's sizes. For the Centaur they have the western agency and expect to sell 2,000 wheels. For their eastern trade they are present building a factory at Hagerstown, Md., for the manufacture of the Kingman Scorchers, a light, strong and graceful safety. The past season was their first, but their business was twice as large as expected. This season the firm counts on selling a round 10,000 wheels.

Taken all in all, Peoria's outlook for the cycle business next season is very bright. With four firms carrying on an immense jobbing business all over the United States, one factory manufactur-

IN A NUT SHELL.

The history of the Stearns Cycles is a history of time—experiment—
USE.

After more than a year spent in perfecting them, we placed them on the local market.

Didn't try to sell them away from home. Wanted them first to "prove themselves" under our own eyes.

They did—grandly.

We now offer the cycling world a wheel which has been tried—tested—
found **right.**

Four weights—from 20 lb. Racer to full Roadster.

We want good agents. **They** want

THE STEARNS BICYCLE.

E. C. STEARNS & COMPANY, - SYRACUSE, N. Y.

"IMPERIAL" HISTORY

—THIRD CHAPTER.—

S O THEY RODE—

"IMPERIALS" in the East, the West, the North and South, and such was their pleasure, as to cause them to "crack up" the magnificent "IMPERIAL" to their friends. * * LET THEM TELL IT. We abide by their decision. The rapid growing army of "IMPERIAL" riders are our best friends, undoubtedly our most successful advertisers. "IMPERIALS" are built for the roads of to-day.

On the race tracks they usually get there!

On the hills they are unequalled!

They are staunch, yes; fast and handsome!

They are strong, light and elegant!

They are fully warranted in all directions!

Talk to the owner of an "IMPERIAL" and his hearty words of praise for it will direct your steps to the nearest "IMPERIAL" agency. 'Twas ever thus.

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.

ing three popular wheels, and as great a lot of hustlers all around as ever graced the cycle business of any city, this little city's cycle business should swell to an immense volume this season, as it has in the past.

The Peerless Triangle.

The Peerless Manufacturing Company, of Cleveland, which makes the Peerless, is now thoroughly equipped in all departments, and expects to begin putting up wheels by the first of next month. The first wheel made, the lines of which are shown herewith, has been given a very thorough test, having been ridden by a number of Cleveland men. It weighs thirty-five pounds and all who have tried it say it is a perfect success. The company claims that the special design of the frame gives great strength by dividing the weight equally between the different members. Being unlike anything manufactured, it is the principal taking point. A light track wheel will soon be built on the same lines.

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.:

486,106, vehicle wheel; Konrad Haussner, Ingolstadt, Germany; filed July 29, 1891; serial No. 401,033.

486,146, wheel for velocipedes; Frederick Westwood and William H. Butler, Birmingham, England; filed Feb. 9, 1892; serial No. 420,830; patented in England Feb. 11, 1890.

486,191, wheel tire; Robert Edlin, Leicester, England; filed June 23, 1892; serial No. 437,805.

486,197, saddle for cycle vehicles; Cyrus W. Saladee, Cleveland, Ohio, assignor to the Whitten-Godding Cycle Company, Providence, R. I.; original application filed Oct. 19, 1891; serial No. 449,306; divided and this application filed June 18, 1892; serial No. 437,200; patented in Canada June 23, 1892.

486,230, elastic vehicle tire; Richard P. Martinez, Brooklyn, N. Y.; filed March 18, 1892; serial No. 425,456.

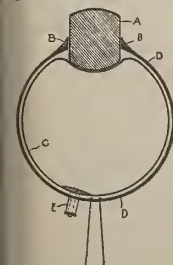
486,294, saddle spring for velocipedes; George A. Perkins, Cambridge, Mass.; filed Jan. 13, 1892; serial No. 417,999.

The Lyndhurst in Chicago.

The Henry Sears Company will handle the Lyndhurst for Chicago and vicinity next season. Mr. McKee, of McKee & Harrington, the makers, was in Chicago Monday and placed the agency. The Lyndhurst is made in only one grade—the highest—and two weights. The roadster weighs 28 pounds, all on, but can be stripped to weigh 25 pounds. The racer weighs but 19 pounds. Mr. McKee says his firm will probably make between 3,000 and 4,000 wheels this season. The Lyndhurst is made without forgings, the head and brackets being of tubing. In this way lightness is secured, while the manner of lapping makes the frame as strong as it is possible to build one. The ladies' wheel is a double straight frame and weighs but 35 pounds.

Another Pneumatic Idea.

A Chicago man who has been working out an idea for a pneumatic tire thinks he has discovered something that will prove valuable. It is certain that the tire is non-puncturable, for the tread (A) is solid. The rim (D) is to be of tubing, two inches in diameter, with a longitudinal slot about three-quarters of an inch on the bottom side. A solid tire (A) straight on the sides, and slightly rounded on the top and bottom, rests against the air tube (C) and plays up and down through the slot in the rim, guided by the walls (B) about a quarter of an inch in height.



The inventor's sample was heavy, the rim being made of iron, but when made of tubing the wheels will be as light as those fitted with any pneumatic.

Where Imperials Are Made.

The new factory of the Ames & Frost Company, on Goose Island, is rapidly nearing completion, the roof having been covered this week. Machinery has already been set, although doors and windows are still unplaced. By Jan. 1 the factory will be in operation with 250 men on bicycles alone, while in the old and new factory buildings, which adjoin each other, nearly 500 men will be at work. Over the dingy, lowly shanties of Goose Island these immense factories loom up surprisingly high, but this is where Imperials are made, and despite the surroundings, the wheel is among the best in the world.

The Ideal Pneumatic.

H. S. Fuller of Passaic, N. J., representing the Phelps & Dingley Manufacturing Company, manufacturers of the Ideal pneumatic, was in Chicago last week. The Ideal pneumatic is fastened to the rim by a wire which is fastened to a plug at one side, crosses the rim and continues around it once, then crosses and continues down and around on the opposite side, passing the first plug, and

ing, while the top screw has a longer stem and is less liable to get lost. Any part of the valve can be replaced and the rider can carry parts constantly with him. The severest test given the tires under air pressure shows the merit of Morgan & Wright tires, whose racing weight, one-ply canvas, stood 125 pounds and road tire, two ply, stood 150 pounds. The new addition to the factory is now well under way. The offices will be located in this, together with the store rooms and part of the manufacturing plant.

An Important Tire Deal.

Phelps & Dingle, Passaic, N. J., makers of the Ideal pneumatic tire, closed an important deal with Col. Pope while the latter was in New York last week. The Pope Manufacturing Company, under license, will make the Ideal tire and give any rider the choice of the well known Columbia or the Ideal, which is an inner tube tire, and was fully described in the REFEREE some time ago. Mr. Phelps, who made the deal, is pleased that so eminent a firm will use his tires, which, as he said, "is a guarantee that our tire is good, for the Pope Manufacturing Company uses only first-class articles and material in its machines." Mr. Phelps says his firm has booked orders for 14,000 tires already, which surprises him won-

asked: "Do you keep the Beauty child's seat for bicycles?"

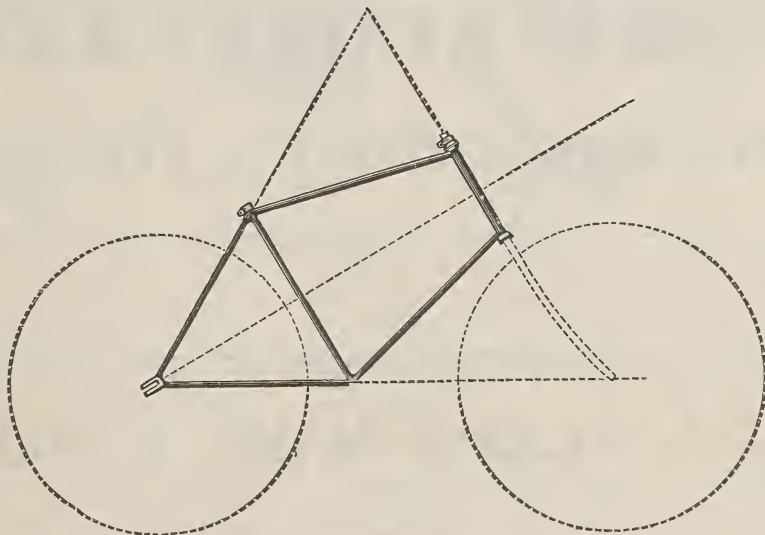
"No, we have none on hand, but I'm just giving the manufacturer an order. Henceforth we'll keep them," said Mr. Daly, and Mr. Sager booked his order.

Turning to the REFEREE representative he said: "That's the result of advertising a good thing." The Anglo-American company has ordered some of the Rich & Sager goods, to supply all who want them at wholesale.

Featherstone vs. Ormonde Company.

In the suit of A. Featherstone against the Ormonde Cycle Company, E. J. Willis and George S. McDonald, for the alleged infringement of reissued letters patent, No. 11,153, granted to John B. Dunlop March 24, 1891, the motion for an injunction against the defendants was granted. The court's decision was as follows:

"The defences are invalidity of patent and non-infringement. The question of validity has already been decided in favor of the patent in Featherstone vs. the Bidwell Cycle Company. The defendants further deny infringement upon the following ground: The original inventor obtained patents for his invention in Great Britain and subsequently in the United States. He assigned to complainant all his interest in the Ameri-



THE PEERLESS TRIANGLE.

by means of a screw-driver or lever of any sort being drawn tight, and hooked to second plug, which, turning, locks it. The tire fastens on the plan of a rucker string. It lists at from \$80 to \$26 a set.

Morgan & Wright's New Tube and Valve.

Morgan & Wright show to the Chicago trade, this week, an excellent inner tube. Mr. Morgan has been engaged in experiments for some time and has discovered the secret. The tube stretches to four times its length, and regains its natural position at once. It is seamless and of a firm texture, very pleasant to the touch. The ends are neatly moulded and cannot be forced open. They have also greatly improved their valve. In principle it is the same as last year. All objectionable features have been eliminated. The little plug is in the center of the valve, so that the pump does not touch it. The pump has been improved and made of finer material, the base being larger than the top. The lps at the bottom have been supplanted by a brass cap with an air hole in the center, which, being screwed in, acts as a base for the spring, which in turn is strong enough to hold the rubber plug tightly against the shoulder and prevent the air escap-

derfully, as it generally takes time to introduce a new article, even if it has extraordinary merit. The Warwick company has ordered 5,000 Ideal tires.

More Bicycle Makers.

L. S. Baumgardner has for a time been organizing a company at Toledo for the manufacture of bicycles and iron wheels. Now Mr. Baker, of the firm of Baker & Flory, East Toledo, has interested himself in the enterprise and the company has been formed. The works will be located in East Toledo.

The Bradley Bicycle Company has purchased the mower works at Niver-ville, N. Y., taken possession of the same, and will begin turning out wheels shortly.

Sager Doing Good Business.

Among the trade visitors in New York was J. H. Sager of Rich & Sager, Rochester, the well-known saddle, luggage carrier and child's seat manufacturers. Mr. Sager did considerable business in New York, but says buyers will only give part of their orders now, preferring to wait for the Philadelphia show to see what is new on the market. An agent came into Schoverling, Daly & Gales while Mr. Sager talked to Mr. Daly, and

can patent. Afterwards the owner of the British patent licensed the defendants to apply to a bicycle in Great Britain the tires covered by said patent. This bicycle was then imported into the United States and sold by defendants. The defendants claim that such importation and sale does not constitute infringement. But the purchaser does not acquire any rights greater than those possessed by the owner of the patent. The owner of the British patent could not authorize either his vendee to sell the articles in the United States so as to conflict with the rights of the owners of the American patent."

Louis Shoening Going Abroad.

On the advice of his physician Louis Shoening of the Western Wheel Works left Chicago on Wednesday of this week for New York, whence he sails on Saturday for Europe. Sickness has been a frequent visitor at his house this year. He has lost one of his children, the other has been in poor health, and Mr. Shoening has himself been a severe sufferer at times. He was at the factory Monday for the first time in three weeks. His doctor believes that his lungs are somewhat affected, and advises a complete change. He will land at some Mediter-

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.*"

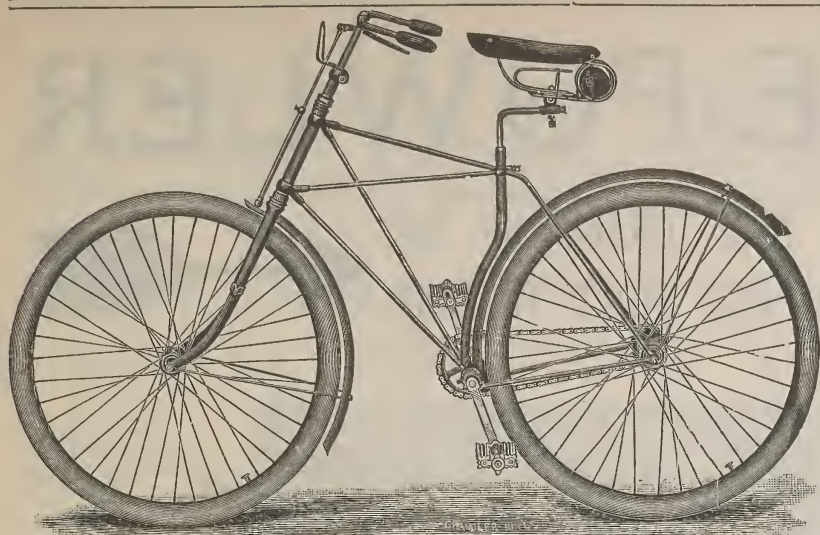
THOS. C. MUNCHAUSEN.

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.



The PLANET

IS SECOND TO NONE.

IS KNOWN AS THE POPULAR WHEEL.

Did You Hear What Was Said ?

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

RANKS HIGH GRADE EQUAL TO ANY.

AGENTS WANTED.

CATALOGUES FREE

STANDARD MFG. CO.,
INDIANAPOLIS, IND.

CYCLE TRANSFERS.

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

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.*

BUTLER & WARD,

Manufacturers of

BICYCLE SADDLE SEATS.

All Sizes and Shapes. Send samples for estimates.

226-228 Halsey St., Newark, N. J. 22-4

reanean port and there consult a physician before locating for the winter. The length of his stay will depend entirely on his progress, but will probably extend over at least a year. It is understood that no addition will be made to the staff at present, arrangements for next year being very complete and the output about disposed of. Mr. Coleman, of New York, will be a frequent visitor to Chicago, however. Mr. Shoeninger, than whom no man in the trade is more popular, will have the best wishes of many friends during his wanderings abroad.

Another Buffalo Wheel.

The Queen City Cycle Company has enlarged its plant very materially, and has fitted up its place with a new system of steam heating and power, also adding a new automatic engine.

It has spared no money in its outlay and everything is first class all around. A corps of competent workmen has been engaged, and a new wheel will be the outcome. It will be built regardless of expense, many ideas that have never appeared in any wheel will be introduced.

Chicago Trade Jottings.

Otto Merpall has resigned as manager of the Marble Cycle Company's retail branch.

George K. Barrett sold fifty Smalley safeties to a firm at St. Augustine, Fla., last week.

B. V. H. Schultze, the energetic cycle dealer and rider of Zanesville, O., was in Chicago last week.

Mr. Hughes, manager of the Quadrant Cycle Company, is back at the old stand from a long business trip to Philadelphia.

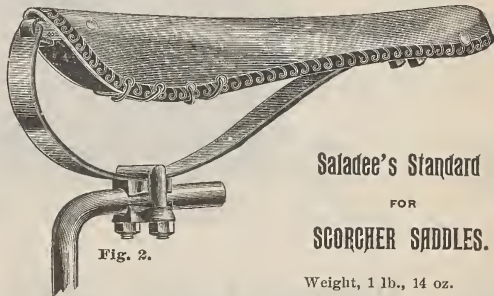
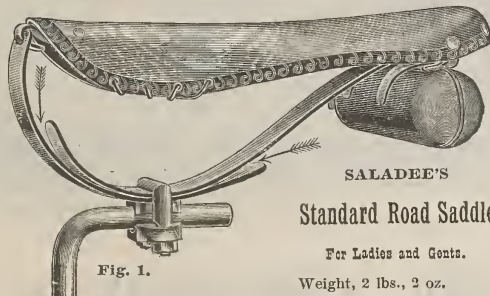
The Sterling Cycle Works and Ames & Frost bavespoke machines for rolling the thread and facilities for supplying manufacturers.

Thomas Sanders, the much traveled Englishman, representative of William Bown, the Credenda Steel Tube and other concerns, was again in Chicago,



SALADEE'S PATENTED INTERNATIONAL STANDARDS

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



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

Correspondence Solicited for next season's trade.

The Whitten-Godding Cycle Co.

PROVIDENCE, R. I.

Sole Manufacturers for the U. S.

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

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

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

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 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.

Rub it into themselves 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.

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.

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.

Geo. H. Benedict & Co.,

175-177 So. Clark St., CHICAGO.

Hello!—1700

ELECTROTYPING,

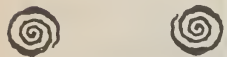
PHOTO, Zinc, Etching, Map and Wood Engraving.

BICYCLE CUTS A SPECIALTY.

Our 1893 Model, THE FOWLER



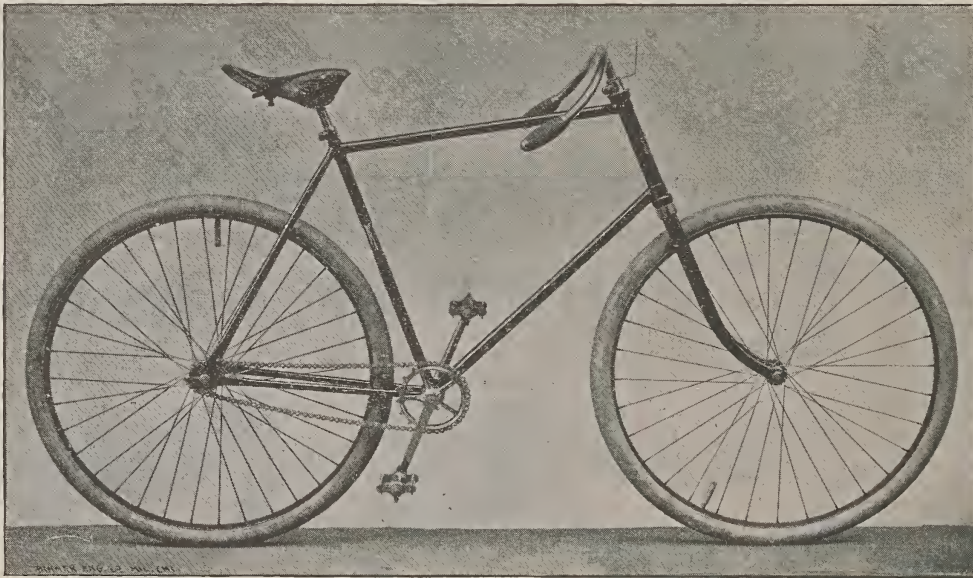
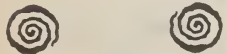
BUILT OF THE BEST GRADE OF THE
BEST MATERIAL, AND BUILT TO RIDE.



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.

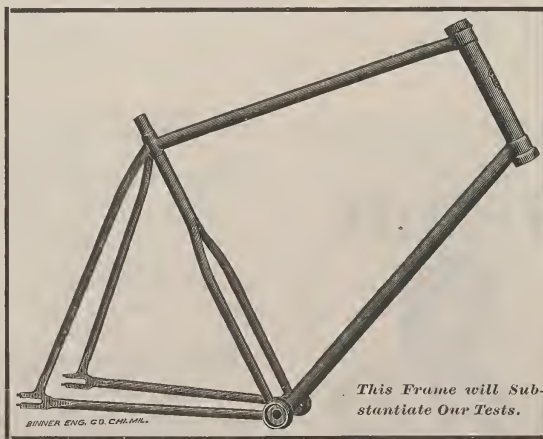
LIST PRICE, \$150.

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.



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.

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.)

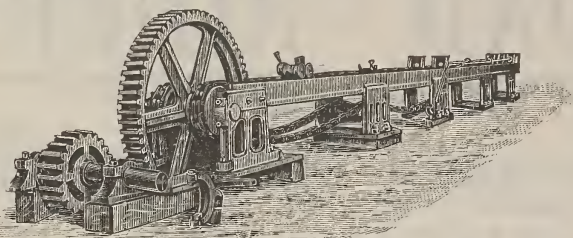
SPECIALTIES!

Machinery and Complete Plants of Most Modern Practice for Making

SEAMLESS COLD-DRAWN STEEL TUBES

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

Sugar Cane Mills.



Triple & Multiple Effects

Improved Drawbench for Seamless Steel Tubes.

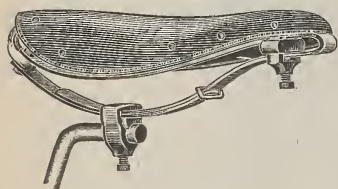
MAKERS OF GALVANIZING PLANT, CORRUGATING MACHINERY, ROLLING MILLS, WIRE-DRAWING MACHINERY, VACUUM PANS, CENTRIFUGALS, ENGINES, BOILERS, ETC.

SAMUEL FISHER & CO., NILE FOUNDRY,

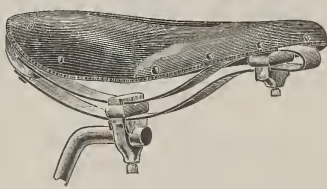
Established 50 Years.

eow

BIRMINGHAM, ENG.



SCORCHER.



LOW SPRING SADDLE.

WE HAVE

GOT

THERE!

Two Lengths, 10 and 11 in.
Two Weights, 1 1-2 & 1 3-4 lbs.

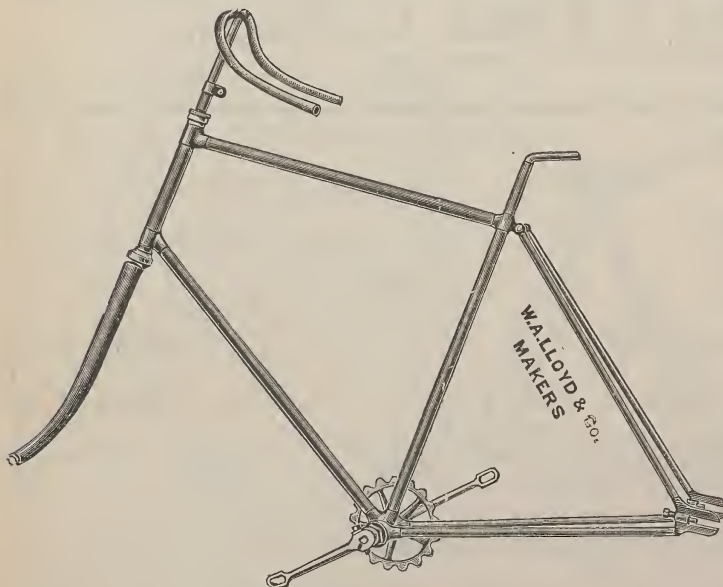
Ladies' 13-4 pounds.
Gentlemen's, 2 pounds.
Weight, Quality, Strength,
Guaranteed.

THAT'S WHAT THEY ALL TELL US ABOUT OUR
'93 SADDLES.

Yes, we will be right in the swim. Saddle purchasers, you had better JOIN US if you want to "Git Thar," too. Write us for samples and prices.

RICH & SAGER COMPANY, - ROCHESTER, N. Y.

LLOYD'S FRAMES.



—LIGHT FRAME—

ACTUAL WEIGHT 11 3-4 Lbs.

FITTED WITH OUR

PATENT CRANKS.

Correspondence invited from Jobbers.

W. A. LLOYD & CO.,

CLYDE WORKS, BIRMINGHAM, ENG.

eow

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.

Lyndhurst

Factory,

Lyndhurst,

N. J.

Agents Wanted.

McKee & HARRINGTON, 173 and 175 GRAND ST. New York.

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.

his seventh trip across the water this season.

The Morgan & Wright tire on the Ariel safety in the window at 277 Wabash avenue has covered 13,000 miles and is perfect yet.

The Gormully & Jeffery Manufacturing Company sends forth the Rambler racers for next season with bright and shining copper-plated rims.

The Ames & Frost Company is doing an immense business in rims, many thousands of dollars' worth having been sold during the past week.

Otto Merpall, formerly manager of the Marble Cycle Company's retail store, has entered the employ of the Charles H. Sieg Cycle Company.

H. G. Rouse and Fred Patee were together at the Wellington Hotel last Saturday, presumably bent on missionary work in the interest of the Rudge.

The Monarch Cycle Company is very busy just now on its '93 wheels. The company is determined to be in the front rank, and the '93 models are a credit.

Mr. Clementi, formerly of Sieg & Clementi, has secured the agency for a number of excellent wheels for next season and will soon open a store in Chicago.

Charles F. Stokes returned Saturday from California. He found business quiet there, but sold large bills of goods in Los Angeles, Portland and San Francisco.

E. D. Kenyon, of the Kenyon Cycle Company, Des Moines, Ia., was in the city last week, contracting with the Hanson & Van Winkle Company for a nickel-plating plant.

The Brown Brothers Manufacturing Company, which makes the Greyhound, will make very little change for the '93 wheel. This year's trade has been very satisfactory, the company reports.

At the Charles H. Sieg Cycle Company all hands are being pressed into service putting up tire repair outfits, as Mr. Sieg intends to give a complete outfit with every wheel sold next season.

Mr. Hadley, manager for the Diamond Machine Company, Providence, R. I., is in the city. He says his trade with the bicycle manufacturers has been very large. The company has a branch warehouse in Chicago.

W. C. Brewer, manager of the Toledo Bicycle Company of Toledo, recently of this city, was at the Wellington Hotel last week with a sample line of machines, including a very handsome racing wheel weighing twenty-three pounds.

Some Chicago cycle agent is going to reap a harvest from the Plzen Cycling Club ranks next spring. At the present time there are fifteen men joined together in a club to purchase that number of some make of wheels to be selected later.

The Woodruff & Hanchett Company has closed with the Eagle Bicycle Manufacturing Company, and will handle Eagles in northwest territory. This, with the Pullman, gives the firm an excellent line. Mr. Larned is now on the road.

George M. Hendee sold the Ames & Frost Company 6,000 wrenches while in this city, an indication of the number of Imperials this firm intends to manufacture next season. Hendee took many large orders for Majestic wrenches in Chicago. He represents Hurlbut Bros. & Co. of New York, jobbers of the Majestic.

Howard B. Smith, of the Buffalo Wheel Works, is in the city. Niagaras for '93 will have Humber frames and Humber style brackets and forgings, all around. The roadster weighs thirty-seven pounds and has 44-inch wheel base; the road racer twenty-eight pounds, and racer, twenty-four pounds, have 33-inch

wheel base. The company will manufacture 2,000 machines this season.

R. D. Garden has returned from his trip to Hot Springs. He is much improved in health. Mr. Reveille, who has been occupying Mr. Garden's chair during his absence, returned to Boston to accept a prominent clerical position with the Pope company.

The Fulton Machine Works will turn out a thousand Thistle safeties next season. This company was very successful this season both in the road and racing machines. The latter weighed but eighteen pounds, and as a test was considerably used on the road with pleasing results.

The Marble Cycle Company is about to enlarge the capacity of the retail store by the addition of a balcony over the rear portion of the salesroom. George K. Barrett, representative, inducer and manager in general, will be provided with a suitable office as befits his lofty position.

The F. F. Ide Manufacturing Company of Peoria has placed an order with the Hanson & Van Winkle Company for a complete nickel-plating plant. The Ide company will manufacture the Rudge and Sylph for Rouse, Hazard & Co. and the Rouse-Duryea Cycle Company, respectively.

A sample of the '93 Derby was seen this past week. In appearance it is little changed from that of last season. The frame is double throughout. Instead of encircling the head, as was done this season, it is attached by drop forgings. The weight is about thirty-four pounds. Both wheels are 28-inch.

George M. Hendee, representing Hurlbut, Brothers & Co., New York, left Chicago last week for an extensive western trip. He goes to Milwaukee, St. Paul, Omaha, Kansas City, Denver, San Francisco, Portland, and thence via St. Paul and Minneapolis to Chicago. Mr. Hendee expects to be gone six weeks.

Among the trade visitors to New York last week was George M. Vogel, brother of the secretary and treasurer of the Gendron Wheel Company, and a member of the company. Mr. Vogel was taken into tow by Quinlan, who, although not an Elk, can show many New York pastures new and foreign to a Toledo Elk, even in as good standing as George M. Vogel is with his Toledo lodge. H. E. Fisher, Jr., son of President George H. Fisher of the Gendron company, also arrived in New York to join the local staff in the capacity of bookkeeper, and being a bright young man will no doubt like the national metropolis.

Trade Gossipings.

Charles C. Volting has succeeded Fred Vohringer & Co., 517 Fifth avenue, Louisville, dealers in cycles and sundries. The Standard Manufacturing Company, Indianapolis, has sold 2,500 '93 wheels to Greenebaum's Sons of Chicago, who will control the west.

The prominent Cincinnati dealers have agreed to close their stores at 6 o'clock each evening, except Saturday, up to Dec. 13, and from Jan. 1 to Feb. 15.

The Standard Manufacturing Company, Indianapolis, has sold the balance of its capital stock of \$50,000. The company is making extensive preparations for next season.

The new Raleigh factory in New York is in full working order and is at present a very busy place, as work has started on the 1893 machines, which the company will be ready to supply to agents in any quantity Jan. 1. The company will make four patterns for next season, a twenty-two-pound racer, twenty-four-pound road racer, thirty-two-pound roadster and a thirty-four-pound ladies' wheel.

In addition to these four styles, the company also builds to order special racers and tandems.

L. Crondel, of Howard A. Smith & Co., Newark, is on the road, and will appoint agents in the south and east for Excelsiors and sundries. Crondel reports plenty of orders and prospects for next season's business good for everybody in the cycle trade.

Excelsior cycles for '93, imported by Howard A. Smith & Co., will be built in four weights, from a twenty-five-pound racer to a forty-pound full roadster. The ladies' machine will weigh only thirty-five pounds, all on.

The Indiana Bicycle Company for '93 will place three high grade wheels on the market, the Arlington, Princeton and Waverly. In our next issue we expect to illustrate these wheels. Hereafter cheap wheels will not be made by this company.

The H. P. Davies Company, Toronto, has taken the Canadian agency for the New Howe, and that excellent wheel will no doubt be heard of in Canada next season. Harry Davies is well and favorably known and was one of the pioneer racing men in Canada.

A company has been organized in San Francisco to handle Imperial safeties, having placed an order for 300 machines. It is known as the Imperial Bicycle Company. A firm of the same name has been organized in Portland, Ore., and has placed an order for the same number of machines.

The Kalamazoo Cycle Company has commenced to manufacture a wheel which has not as yet been christened. The nickel-plating plant was furnished by the Hanson & Van Winkle Company, of Chicago. This company also furnished the plant for the Yost Manufacturing Company.

George Collister, for many years in charge of the bicycle department of Davis, Hunt & Co., of Cleveland, has accepted a position with the Winton Bicycle Company, of that city. He will represent the company on the road in Ohio and will be manager of the retail department in the city.

Fred J. Reville, who filled Mr. Garden's position as manager of the Pope company's branch during that gentleman's visit to the south, returned to Boston Monday, accompanied by Mr. Joyee. Mr. Reville's administration of affairs seems to prove that the company's supply of able material is by no means exhausted.

W. C. Davis of Waterloo, N. Y., has just finished building a bicycle in spring frame and forks. A cut of this wheel will appear in the Christmas issue. The first wheel weighed forty pounds, but the inventor says he can lighten it somewhat, to thirty-five pounds, probably. He has ridden it 300 miles and so far it has stood up well.

The Kalamazoo Cycle Company is sending cut advance sheets of some of its specialties for 1893. Besides the folding parcel carrier, it will have a half-dozen other kinds of carriers, ranging in price from \$1 to \$3, some of which will carry a light weight package while others are made large enough to carry up to seventy-five pounds. It will also have something new in baby carriers and child's seats and has a new device for carrying mail bags. Besides the specialties in carriers, it will also job all kinds of cycle sundries.

H. J. Hall, Jr., traveling representative of the Raleigh company, has placed the following agencies: Bridgeport Cycle Company, Bridgeport, Conn.; E. C. Bennett & Co., New Haven, Conn.; H. J. Curtis, Hartford, Conn.; Haradon & Son, Springfield, Mass.; W. E. Sanborne & Co., Boston; W. E. Rankin & Co., Providence. The Raleigh company

intends to have one of the finest exhibits at the World's Fair, and Mr. Hall will wind up at Chicago to take charge about March 1, making Chicago his headquarters.

L. Bettman, representing the Triumph Cycle Company, Coventry, has established the following agents to handle the Triumph in this country: White Sewing Machine Company, 22 Union square, New York; J. B. Rich Cycle Company, 1702 North Broad street, Philadelphia; C. Hanauer & Bros., 258 Walnut street, Cincinnati; Prince Wells, 629 Fourth street, Louisville; Truesdail Machine & Arms Company, 604 Fourth street, St. Louis; Western Cycle Company, 254 Ogden avenue, Chicago; Schulenburg Cycle Company, 98 Randolph street, Detroit; White Sewing Machine Company, 163 Tremont street, Boston.

At the factory of the Eclipse Bicycle Company in Beaver Falls, Pa., everything is progressing finely. Enough large orders have been booked already to ensure a good season's trade, and a daily output will be reached exceeding anything heretofore accomplished by this company. The '93 Eclipse line will comprise a road wheel weighing about thirty-nine pounds, all on; scorch, stripped to weigh about thirty-three pounds; track wheel, to be built a little later in the season, and a ladies' wheel. The entire line will be built of the best of steel, Humber frames with long steering head, 28-inch wheels, tool-made cones and races, special Eclipse crank and a saddle of special design.

A Popular Milwaukee Wheelman.

One of the most familiar faces of the Milwaukee Wheelmen is that of Thomas E. Hutchings, the popular and efficient treasurer, whose photograph is presented herewith. Mr. Hutchings' official position naturally brings him into close relation with every member of the club,



THOMAS E. HUTCHINGS.
Treasurer Milwaukee Wheelmen.

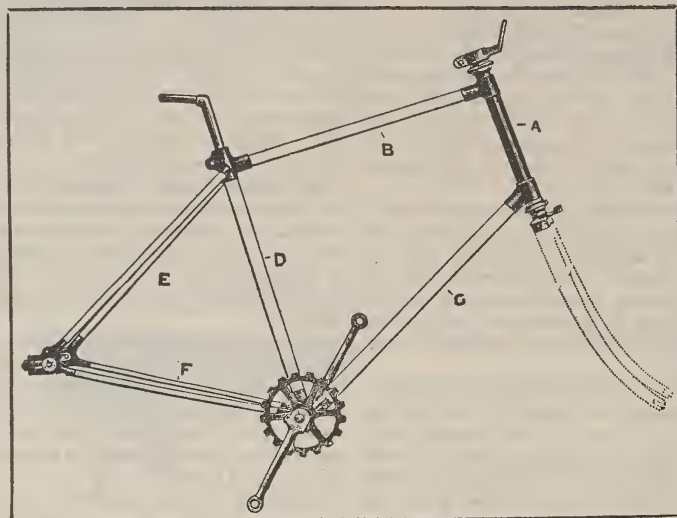
and despite the fact that, as the "watch dog" of the treasury, and always on the alert for delinquent subscriptions, few if any members of the club are more popular. As an active wheelman he stands with the leaders and is among the first road riders of the club, being a many times over centurian. He is not alone in his admiration for the wheel, for his family share it with him. Mr. Hutchings is also a skillful photographer. His camera is his almost constant companion a wheel, and the club room of the Milwaukee Wheelmen is the home of some of the finest of his productions in the photographic art.

The Illinois division election was a tame affair, very few other than the straight tickets being cast.

PERRY'S HUMBER-PATTERN FRAME

AND THE COMPONENT PARTS APPERTAINING THERETO.

GUARANTEED
THE
FINEST QUALITY
OF FINISH
AND MATERIAL.



MECHANICAL
ACCURACY,
LIGHTNESS,
RELIABILITY
AND
SPLENDID FINISH
HITHERTO
UNAPPROACHED.

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

PERRY & CO., BIRMINGHAM.

THOMAS SANDERS, Visiting Representative, Imperial Hotel, Broadway, New York.

... AGENTS AND RIDERS ...



o o KEEP YOUR
—ON OUR—
1893 Pets!

25-POUND "RACER"
29-POUND "SCORCHER"
37-POUND "ROADSTER"

The Finest High-Grade Pneumatics Ever Produced.
Double Diamond Frame and Double Ball-Bearing
Crank Axle.

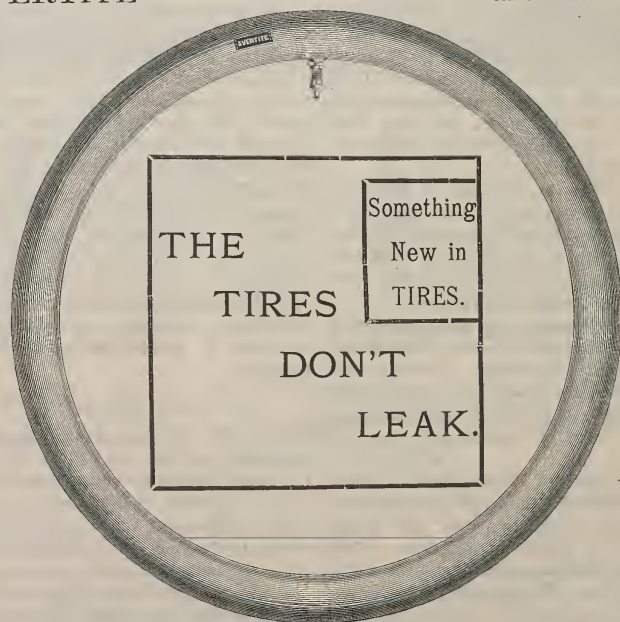
Being Light and graceful without sacrificing strength
and stiffness of frame.

Now Ready to Place Agencies for 1893.

ROCHESTER CYCLE MANUFACTURING CO.,
ROCHESTER, N. Y.

EVERTITE

EVERTITE



EVERTITE

EVERTITE

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

AHEAD
OF
THE
TIMES.

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

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

THE REFEREE.

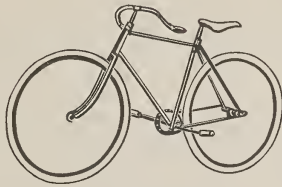
EXCELSIOR

MANUFACTURED BY

BAYLISS, THOMAS & CO., COVENTRY.

••••• CYCLES •••••

AGENTS WANTED...



...APPLY AT ONCE.

Howard A. Smith & Co., Sole Imp'rs for the East Newark, N.J. | J. Malpas, ---53 Sheriff Street,--- Cleveland. Agent for Ohio.

John Hoyle, --5 and 7 East Madison Street,-- Chicago. | George C. Cribb, Wisconsin, S. Dakota, Nebraska and Kansas. Milwaukee.

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.