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TO ADVERTISERS:

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

SUBSCRIPTION, \$2 PER ANNUM

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

CHRISTMAS ADVERTISING COPY.

It is absolutely necessary that copy for advertisements in the Christmas issue of the REFEREE be forwarded to this office at once. Some of the forms have already gone to press. The edition will be a large one and advertisers will aid us by forwarding copy *at once*.

DEFYING THE RACING BOARD.

Anticipating a sweeping change in the rules defining an amateur—or rather those controlling (?) the racing men—and regardless of the penalty that *might* be inflicted, the pure white amateurs of to-day are defying the racing board on every conceivable occasion. And if Mr. Chairman Raymond—when he returns from abroad—and his associates do not have their hands full, providing they enforce the rules prepared by themselves, we shall miss our guess by a long way. Hardly a day passes that the rules of the board are not transgressed, and yet no official notice is taken of the wrongs committed. We know that in the south there is a team on record-breaking bent, traveling with trainer, manager and all, at the expense of a manufacturer. Our news columns tell this, and for that matter we do not know that the affair is meant to be a secret at all. Though it was clearly against the racing board's rules, a half-dozen Chicago racing men were taken to Milwaukee, boarded, lionized and even *loaned* money for the sake of advertising purposes. Some rode in the tournament there—some didn't. Those who rode had to do so to carry out their agreement; those who didn't were useless as far as advertising qualifications went. Others were imported in order that they might show their trick riding abilities. They did not compete in the races, but had to "be in it" somehow. There were no prizes for them, but they had no trouble in *borrowing* enough to see them through. Exhibition work is laborious; it is deserving of remuneration. A few dollars' worth of merchandise frequently comes in nicely. And *this was the reward*. If the giving of, say \$50 worth of merchandise for several exhibitions on the wheel is not receiving remuneration—it does not have to be money—what is it?

We again print clause *d* of the amateur rule to bear us out in the assertions we have made and shall make:

(d). Accepting directly or indirectly, any RE-

MUNERATION, compensation, or EXPENSE whatever from a cycle manufacturer, agent or other person interested in the trade; or from any other person having a pecuniary interest in the sport, except that a cyclist may accept from the cycle or athletic club which he represents, his necessary expenses in training for and attending race meetings.

Every man that went to Milwaukee at the expense of the promoters of that meet, every one who accepted even merchandise, and every one who *borrowed* money from the leading lights of the tournament, is guilty of an infraction of the rules defining an amateur. They were warned before they went; they have been cautioned of the possibility of suspension, yet they seemingly fear not the racing board.

INTERNATIONAL CHAMPIONSHIPS.

British Sport takes exception to the idea of holding world's championship races each year "until the present speed of traveling is infinitely reduced and the expenses similarly reduced." It thinks "the world is too large yet awhile." Well, the world isn't apt to be made the least bit smaller, whatever happens. Our English contemporary thinks it would be no easy matter to get suitable men to go to Paris, or Berlin, or Chicago, or Shanghai, even if expenses were paid—"unless of course they were the makers' amateurs of wealthy firms." No one ever supposed that others than makers' amateurs, would travel from one country to another in order to compete in international races. No ordinary, self-supporting individual could do it. How many of the racing men of to-day who would have the least show in an international championship race are other than makers' amateurs? How many of the shining lights of the path during 1892 paid their own expenses? A precious few, indeed. Nine out of ten are pure makers' amateurs. They could travel to Paris, Chicago or Shanghai just as well as to any other point. If they want to be world's champions in fact they must compete with all comers and be prepared to defend the title, if lucky enough—or fast enough—to have it bestowed upon them. England, we believe, is by no means ready to keep out of the international championships. Her cycling promoters know too well that the Briton has about as good a show to carry off international honors as anybody.

WORK AHEAD.

Offices in the Century Road Club apparently go a-begging. For weeks and months a few enthusiastic members have endeavored to bring about the selection of a set of men whose duty it would be to govern the largest cycling organization, save the league, now existing in the United States. It was only after numerous attempted meetings that the club was even fairly launched, and then in a half-hearted manner. Now, when it comes to the election of officers, it is almost impossible to find capable men who care to serve. For the office of chief centurion, a life job, by the way, R. G. Betts of New York and William Herrick, the present incumbent, were selected as candidates. Now Mr. Betts declines to run, his excuse being that he is too much taken up with business duties. So Mr. Herrick, the nominating committee, must select some one to run against Mr. Herrick, the candidate. He selected Mr. Crowther of the *Bicycling World* and it must be admitted that Mr. Herrick did not pick out a "mark," as some men might have done if enjoying the dual capacity of nominating committee and candidate. This showed good faith on the genial William's part, and chances are he will receive more votes than ever. A large majority of the individuals comprising this club have taken

little interest in its affairs, and a few workers have had to run the affairs unaided for a long time. The C. R. C. has a bright future before it, but the members cannot hope to make it a success if they do not turn in and aid the officials more than they ever have before. It is no small job to undertake the management of such a body and the officers elected will need all the assistance that can be given them. It will be all work and no play if the C. R. C. proposes carrying out the many plans it has laid out.

Mrs. E. J. Allen has sued her pastor, the Rev. Mr. Cook of the Lovejoy Street M. E. Church, for \$5,000 damages for defamation of character. This suit is the outcome of Mrs. Allen's action for Mr. Cook's removal from his charge. She alleges that, angered by this, he attacked her character both privately and from the pulpit. Mrs. Allen's reasons for desiring her pastor's removal are that he has studied medicine and that he and his daughter ride bicycles.

The above paragraph recently appeared in one or more daily papers in Buffalo. There seems to be a grand field for missionary work. Think of it, a pastor's removal asked because he and his daughter ride bicycles! Was there ever stronger evidence of ignorance and bigotry? Were the reverend gentleman in question the only one who had ever committed such a heinous offence, there might be some reason for the lady's anxiety, but we have a great many wheeling clergymen, and nearly every rector, pastor and priest has been or is a student of medicine. Before this time next year there will be a lot more men in holy orders who will ride bicycles. The lady should take a peep at the pages of the daily papers and acquire more general information and, perhaps after some years, a little more of a liberal education.

A GREAT deal has been said and written of the probable change in the route of the Pullman road race, owing to the fact that the Pullman company and the management of the Hotel Florence are put out at the actions of the wheelmen on Decoration days. The Sheridan drive is suggested as the now most available course. If there were no complaint from the Pullman people it is doubtful if the race could be held next year over the old course. On Stony Island avenue an electric road is being laid and this would leave that street in such a condition as to prevent the holding of the race. By all means the race should be held over a decent road. If the race is not to finish at Pullman, it will not be a Pullman road race. The REFEREE suggests calling it the great western handicap or Chicago handicap, and then the name is suitable no matter what course is used.

THE following, from the Milwaukee *Sentinel*, is what we should term as rot:

W. B. Young, one of the Chicago Cycling Club's racing crew, came up last night. * * * Mr. Young gave his assurance, along with the requisite entry fees, that the Chicago club would send along the following "push": Julian Bliss and Cyrus W. Davis, the fastest short dashers in the west; Githens, who beat the only Sanger in their three-mile brush the first day of the Parkside meet; Emil Ulbricht, a time medal winner in the Waukesha road race and hero of many a long distance trial; Fred Nesel, who tied with Johnson for the first time in the Waukesha; Roy Keator, the unicycle wonder, who will attempt to smash all the records for that breed of machine; Prof. Nicolet, the fancy rider of the C. C. C. and Cutting, a new and promising member of the racing crew.

An eastern cycling man has proposed that the following amendment be made by the L. A. W.: Suspensions from the racing board shall be from the track only, and an amateur so suspended can ride in a road race.

It seems as if some persons are anxious to break up true amateur sport in this country.—Milwaukee Evening Wisconsin.

We should like to know how the "true amateur sport" could be broken up any more than it is at the present time.

ENGLISH PRESS OPINIONS.

No Ordinary Championships.

We notice that the championships for next year are to consist of one, five, twenty-five and fifty miles bicycle, and one and ten miles tricycle events. This means, we presume, that we shall not again be called upon to assist at such farces as the so-called ordinary championship; and it means probably the final blow to the G. O. O. as a racing machine. We regret the disappearance of the graceful high bicycle, which gave us such grand sport in former days, as much as anyone, but we say now, as we said two and three and four years ago, that such disappearance was inevitable. When we first saw that the days of the ordinary were numbered, we said so publicly. We were led to our conclusions by the exercise of no extraordinary amount of common sense, and by the fact that we were not blinded by prejudice. Of course we were laughed at by that section which loves to dub itself "practical," and a tremendous effort was made to put us on the wrong side of the ditch by the starting of the "safety barred" movement. That desperate effort to keep out the tide with a pitchfork is fresh in the minds of most of our readers, so there is no need to tell here of the failure which attended it. We have the satisfaction of knowing that *Wheeling* saw how thing were tending long before anyone else did.—*Wheeling*.

* * *

Zimmy Knows a Bit.

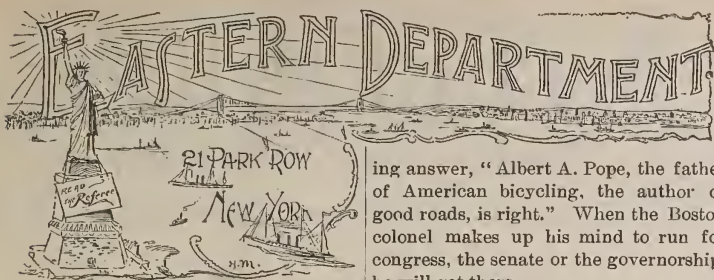
We thought we knew some men who could give a few pounds to Ananias, but the Yankees can, we feel sure, give the best of them tons. Zimmerman, according to the American papers, had decided to turn professional, and had made a match for money. Now Zimmerman is reported to have said that he does not intend to desert the amateur ranks, nor had he ever such a notion, but he appears to have considered the question from the peculiar standpoint of an amateur. He is reported to have said that "a man loses caste with the public when he races for money," that "the cash prize system cannot be a success, for none of the really good men will have anything to do with it"; also, that "the first-class men will stick to the old game"—and quite right, too. £2,000 a year in prizes, and—yes, of course he'll stick to the old game, whilst, from what he says, the speediest—or, as he calls them, the first-class—amateurs, will also "stick to the same old game."—*British Sport*.

* * *

For World's Fair Visitors.

A party of Chicago cyclists have a building permit for a \$75,000 club house for the exclusive use of cyclists during the show, and, judging by the promises held out, it is said that it would be a "paying investment for a non-rider to become converted and go to the windy city as a cyclist simply as a matter of economy." "Conversion," we suppose, may be obtained by a diligent study of Zimmerman literature, Eck's "Discourses on Records and How to Make Them," and Johnson's "Advantages of Sprocket Wheels and Kite-Shaped Tracks." The final course—that on "Amateurism and Cash Prizes"—must be taken in the states, the treatment of this subject by British authorities being superficial and unreliable.—*Scottish Cyclist*.

The Chicago & Northwestern Railroad Company has adopted a new plan for carrying wheels. The owner of a wheel has only to get an order from the city ticket agent, good at all times, attach a tag to the machine, hand it to the baggage man and show the permit.



The following people called at the REFEREE eastern office, 21 Park Row, the past week: Jacob Bretz, Wilson, Meyer & Co.; A. O. Very, agent, Boston; H. Crowther, *Bicycling World*; H. Hadden, Bayliss, Thomas & Co., Coventry; Elliot Burris, Michelin tire; J. A. Sager, Rochester, N. Y.; J. I. Warman, Warman & Hazlewood, Chicago; Vincent Dagmar, Vincent Dagmar & Co., Boston; A. Hill, Coventry Machinists' Company, Boston; W. F. Murphy, Brooklyn; John A. Green, Philadelphia; Kirk Brown, Air-tite Tire Company, Boston; Samuel Snell, Toledo; S. F. Heath and H. Winter, Minneapolis; R. T. McClasen, North Adams Wheelmen; John J. Fecit, Union Cycle Company, Boston; F. W. Ens-worth, H. A. Lozier & Co., Cleveland; J. H. Powers, Powers brothers, trick bicyclists; Mrs. C. L. Bolton, president Pioneer Cycle Club, Brooklyn.

Two Colonels.

John Stuart Mill has this opening sentence in his book, "Principles of Political Economy": "In every department of human affairs practice long precedes science." This sound writer might have added "theory" with science. It is with pleasure one reads an article or listens to a speech from one that is practical and knows something of the matter in hand. Therefore, after you have read a lot of twaddle about the terrible fate that awaits amateurs and professionals (they are the same these days) if they ride races for cash, written by babes and sucklings in the sport, who devote their spare moments to filling up the crevices of obscure papers with copy that a Tarrytown goat would refuse to chew, you turn with relief to the utterances on the subject by practical men like Colonel Albert A. Pope and A. G. Spalding, who have favored the REFEREE with their views. A monthly paper tries to throw discredit on the authenticity of the recent interview with Colonel Pope, but the interview was just as reported, and when the good roads agitator talks he selects the proper medium, a paper that is up with the times, no monthly installment. Colonel Pope's mind is broad and generous, and generally on the right side of an important question, therefore the cash prize advocates welcome with open arms and a loud beating of tom-toms the advent of such a brilliant addition to the ranks of divisible prizes—yea, even gold that glitters. Of course, there is a difference in colonels when the question of cash prizes is up for discussion. The Hartford colonel (a little man) says cash is divisible, therefore iniquitous, and emphasizes his remarks "in thundering voice as he deals an inoffensive table a terrible whack." He was mad, and whom the godlets (that's us) would destroy they first make mad (that's the colonel). The other colonel, bless him, is a big man, an ideal colonel—broad, manly-looking, progressive and very successful; made lots of money out of the bicycle "biz." Look at the two colonels a moment, please. Examine their records from a public point of view. Then look at their wisdom molars, and whose judgment in the cash-prize-vs.-piano question will you take? From New York to the Golden Gate I hear the thunder-

ing answer, "Albert A. Pope, the father of American bicycling, the author of good roads, is right." When the Boston colonel makes up his mind to run for congress, the senate or the governorship, he will get there.

Spalding Favors Cash Prizes.

In another chapter reference is made to the advisability of listening to practical men on the question of gold medals and pianos vs. their equivalent (gold). It was with great pleasure that A. G. Spalding granted an interview to the REFEREE representative, in the presence of A. B. Barkman, last week. Mr. Spalding had just arrived in New York and looked as young as one remembers him ten years ago, and having the same kindness of manner, and voice "forty fathoms deep."

"You had a talk with my brother some time ago on the subject of the pro-

lower strata of society. That is not so, as anybody who has associated with the majority of professionals will acknowledge. Of course there are exceptions; so there are among the amateurs and among all classes and professions. The public demands the highest skill in any department of life, be it athletics, the law, the ministerial profession, our colleges and the stage, and is willing to pay for that higher skill. You cannot expect that in amateurs. The amateur rank is a feeder to the higher one, the professional, and it is all nonsense for the League of American Wheelmen racing board to expect that Zimmerman and others are traveling around the country in first-class style for nothing. I know the ropes too well for that. We have found little trouble with keeping our professional ball players in order the past ten years. We have rules, and enforce them to the letter. There must always be two classes. The amateur thrives when the professional is in a class by himself, and vice versa."

Mr. Spalding said further that in his mind bicycle racing was a grand sport; would give base ball a hard race if conducted properly, and that an association

distribute the dodgers. It will be a red-hot campaign of hayseed education, and the noted pair will find little time for the L. A. W. or anything else. That's why Luscomb and Potter have kissed and made up.

"Do I believe that the L. A. W. should meddle in politics?" said I. B. to a REFEREE man Friday, in his palatial *Good Roads* office.

"Why, yes; that is, practical politics; and if you are not practical these days you are simply out of it. Why not? That's the only way to get anything—demand it and see that you get it. I believe that the league should use its force in politics, agitate, and show the political aspirant that cyclists have a big power and will use it to the advantage of those who favor their interests."

Club Doings at Troy, N. Y.

TROY, N. Y., Dec. 3.—A bowling league has been formed in this city, comprising the Troy Bicycle Club, R. R. Y. M. C. A. and East Side Club. In the past seasons the Troy Bicycle Club has invariably carried off the honors, and of course will try to do so again this season. We have two of the best alleys north of New York city, and the members of the club are very enthusiastic bowlers.

Thursday evening, Dec. 1, a number of members went over to Cohoes and paid a fraternal visit to the Cohoes Wheelmen, who have recently moved into new quarters on Remsen street, in that city, and have their house very nicely furnished. The Cohoes men are enthusiastic riders, and under the leadership of their genial and popular captain, Thomas W. Neary, have rapidly come to the front during the past season.

Friday evening, Dec. 2, we held the second in our series of "stag" euchre parties. George Young won first prize and Frank Perkins second. Refreshments were served and a very pleasant night passed. These parties are in the hands of a very competent committee, composed of John R. Mulliken, Dr. C. H. Gabeler and C. E. Wilson.

Fortunately for the interests of wheeling, there is the very best of fraternal good feeling existing between the clubs in this section at the present time, and a cycle club league is being talked of, to comprise the Albany Wheelmen and Fort Orange Wheelmen of Albany, the Schenectady Bicycle Club, the Cohoes Wheelmen, the Mechanicsville Bicycle Club and the Troy Bicycle Club. Captains Schumacher of the Fort Orange Wheelmen, Neary of Cohoes Wheelmen and Homer of Troy Bicycle Club, have already had a meeting and discussed the matter, and in all probability the league will soon be formed. It is proposed to have joint runs and tournaments next season, which can be made very successful if all the clubs take hold.

TROJAN.

A Story of Cahill.

It is related of Andrew Cahill, the *Wheel* representative in Chicago, that just after his arrival in Chicago from Ireland, he was in a party examining some photos in one of the west side factories. A young lady, to whom Cahill was showing them, when asked for an opinion, said they were "out of sight." His companions were greatly amused to see him take her by the arm and gently lead her to a window, where they would be "in sight." He was not up in "Americanisms," which he rapidly acquired after that. He asked again the same question, when she replied: "Yes, they're out of sight." Then the "ever-obliging" lit a match and stepped to the gas jet to add light on the subject. The laughter of all present put him right, and it was a "set up."



L. B. WHYMPIER,
Manager Schoverling, Daly & Gales' cycle department, and editor
K. C. W. Announcer.

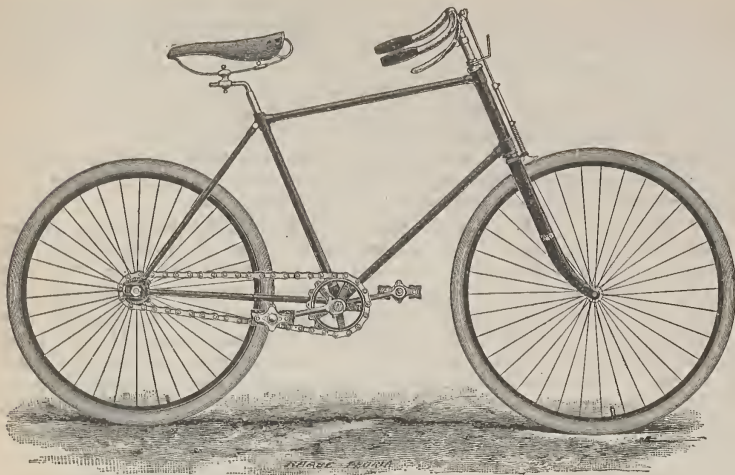
posed cash prize league, and from what he told me somebody had been taking liberty with my name as financial backer of a proposed cash prize league. He told you exactly what I should have told you, and that is—I am not interested in any way with such a scheme, and won't be. But our ball grounds would make ideal places for the laying of tracks, and we would like to talk to a company or association, for terms of an easy character could be made. My many interests compel me to refuse to enter into many apparent profitable schemes of the kind proposed. But I believe the same would be a success from the start.

"Do I believe in cash prizes? Why, certainly, my boy. I was a salaried professional for many years before embarking into my present business; played ball for money and associated with as fine gentlemen as any amateur that ever lived. Some people seem to labor under the impression that professionals belong to the

to control a professional league or control professional racing would meet with public favor.

Potter and Luscomb Kiss.

The two great political aspirants and forces in cycling politics have kissed and made up. Why make such an announcement? Because I. B. Potter said this week that Luscomb, himself and "the boys" were going to make Rome howl next year at all kinds of country gatherings, in behalf of good roads. They will take in everything from a cross-road hayseed political meeting to a full-fledged county fair. The idea is that a band of speakers—amateur and professional—take in the rural festivities and give the farmers "a good talking to" on their backwardness in good roads. Potter is to spring all the devilish-looking mud pictures in his collection on the hayseeds. Luscomb is to lead the orators and Potter the force that will dis-



KING OF RACERS, 32 POUNDS, \$150.00.

Agents will make no mistake in making them their Leaders. We are ready to talk terms and territory for 1893. Let us hear from you.

Kirkwood, Miller & Co., PEORIA, ILL.

P. S. We have no old stock to sell. All our wheels are new and up to date. K., M. & Co.

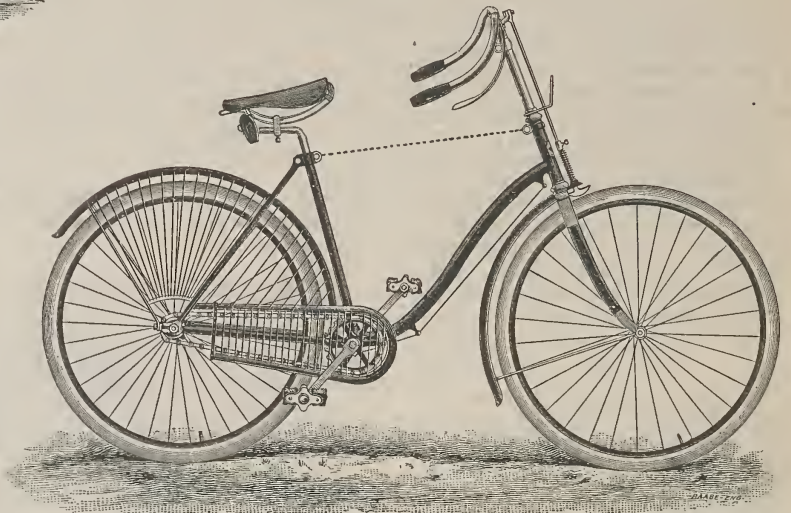
THE TELEPHONE

Occupies a Seat in the Front Row.

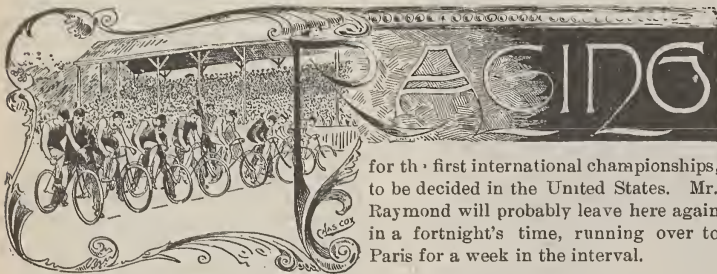
The Custom Officials Brand Them Quality "A."

1893. + 1893.

There is no question that we have one of the Finest Lines of Bicycles in America.



QUEEN OF RACERS, 35 POUNDS, \$150.00.



THE INTERNATIONAL RACES.

The First to be Held in Chicago—Mr. Raymond's Bad Luck.

LONDON, Nov. 26.—The one affair of importance held in connection with the Stanley show was the conference on international championships. This was opened on Wednesday evening, and after a sitting of some hours was adjourned till the next morning. It was then decided that the first series of world's amateur championships should be held at Chicago in the fall of 1893. H. E. Raymond of the L. A. W. had quite hard work to arrive in time. On reaching Queenstown, on Tuesday night, he found a telegram from Henry Sturme, the organizer of the conference, telling him the conference opened on Wednesday evening and advising him to come right through at once, instead of waiting to go to Liverpool by the boat. So Mr. Raymond disembarked, leaving his baggage on the steamer. He then found that the train which was waiting only carried mails, and that the officials declined to take a passenger. After some discussion he managed to induce them to put on a special passenger car, for which he paid a large sum, and so came through, arriving in London on Wednesday night in time to attend the adjourned conference next morning and present the invitation of the L. A. W.

for the first international championships, to be decided in the United States. Mr. Raymond will probably leave here again in a fortnight's time, running over to Paris for a week in the interval.

* * *

SOUTHERN RECORD BREAKERS.

To Make an Attack on Windle's Holdings in a Few Days.

NASHVILLE, Tenn., Dec. 3.—Considerable interest is being taken over the fast racing men who are now quartered at the Cumberland Park track in this city. The quartette is now known as the Rudge racing team, and comprises such fast men as John S. Johnson, W. A. Rhodes, E. W. Ballard and Bert Myers. The local talent is represented by young Newsome, who is a coming southern rider of great promise; Gardner, who won several races at the tournament here and who is equal to a quarter in 30 sec., and Anderson, one of the best road riders in the south. All these men are under the care of A. L. Atkins, at one time a successful manager of the Columbia team, who now represents the Rudge company's interest, while T. W. Eck has full swing over the training and conditioning of the men. He is very sanguine that all the records up to five miles will drop a notch. It remains to be seen if his judgment is right or wrong.

The training quarters are of the very best, consisting of a nice little cottage, 20x50 feet. This is used as a dressing room. A coal stove is the centre-piece of the room, while around the walls berths on the plan of a Pullman sleeper

are arranged. The party has two triplets on hand, and Eck says the boys will beat two minutes, sure.

The weather has not been the best for over two weeks, and this has set the men back some in speed work. But training can be done every day, as there is also a third of a mile track which is covered all the way around and boarded up on the outside. It is used in stormy weather. If any records are broken it will be during next week. All the men are in the best of spirits and are rapidly getting into condition.

The house where the team rooms and boards is one which has a history. It is known as Hamilton Place, the property being settled on in 1780 by Mr. Hamilton's grandfather, and it has remained in the family up to date. It was on top of this house that General Steadman commanded the union forces in the late war, and General Rosecrans and the late President Garfield in 1864. The room occupied by A. L. Atkins is the one in which President Garfield passed many a sleepless night, while Eck has the one General Steadman slumbered in. The house is full of war relics and the boys have packed in their trunks bullets, pieces of swords, old shells, bayonets, etc. Just a short distance from the house all the old forts and embankments can be seen, while the front yard was once used as a breastwork. In the boys' room is an old-fashioned fireplace, and they stir up the ashes and coal with a rusty sword, which no doubt has done duty in war times.

SOUVENIR.

* * *

Will Return Sanger's Money.

The Chicago Tribune is about to return to Mr. Sercombe the \$500 check which was put in its care to bind the much-talked-of Sanger-Zimmerman match. The Tribune notes the fact that Zimmerman, through Troy, is "out for the

money," and cares to have nothing to do with any proposition that does not include side stakes of \$20,000. Sanger's backers, on the other hand, do not care to go beyond the \$500. The paper continues:

Sanger's father vows that if his son violates the amateur rule he will disinherit him. Zimmerman is not so squeamish or he would not have authorized Troy to speak so bravely. For a big sum he would probably peril everything and become a professional, but he has won so many \$1,000 prizes during the last year or two that the contemplation of another does not move him to the same degree of desire or excitability that it moves Sanger. He has replied to his challenge saying that if he is really desirous of measuring speed with him it must be for money stakes. But perhaps the champion does not mean this and only resorts to such strange language on the lips of an amateur merely to be rid of Sanger. Anyway he is not prepared to ride until June, and by temporizing with the matter until that time he will be, as a maker's amateur, ready to go on a step further and ride for cash or reconsider Sanger's present proposition and race him for what he can scrape together. Therefore the Tribune, perceiving that Troy is talking too high to accommodate Sercombe, will return the check of the Milwaukee firm for \$500 if there are no immediate signs of a match. Where Mr. Sercombe missed his opportunity was in not posting his deposit the moment the challenge was issued. Instead of so doing he waited a month, and during that time Zimmerman went irreparably stale. Now he can not ride.

Few of those who have watched this case have had the least idea that the two men would be brought together. That opinion has been expressed a dozen or more times. It has been known all along that Zimmerman would not ride again before next May or June—not for any amount that Sanger would put up. But this proposed match has been great meat for the newspapers, and has advertised Sanger to such an extent that he is now even called a champion.

* * *

New Track for Buffalo.

BUFFALO, Nov. 5.—Buffalo will have a bicycle track in the near future. Pro

gression and activity are strongly marked characteristics of the present age and the wheelmen of this town have reason to feel elated. The first scheme of the new wheel organization, the Associated Cycling Clubs of Buffalo, will be the formulation of a plan or way by which the long-desired track for the wheelmen may be made a possibility. Some years ago a committee was appointed to consider the plan of having a track for cycling events, but the time was not ripe for it, and the idea was dropped as being unfeasible. Our street transportation is more perfect; our merchants realize the benefits to be derived from a furthering of this sport, and the wheelmen themselves are aroused to the necessity, so that with a properly formulated plan any number of backers will be found willing to aid the committee. This association is fast being recognized, and its future is quite bright. More clubs are becoming interested at each meeting, and by the new year nearly every wheel club will have dropped into line and the real work of the society will have begun.

The entrance fee for each club will be \$5 and the yearly dues another \$5, three delegates being allowed from each. The local press is now doing all in its power to assist the scheme and to spread abroad its objects.

Will Not Award the Prize.

At the tournament of the Evansville C. C., Oct. 6 and 7, the management offered handsome diamonds for any records broken—or, at least, for the first one broken. In the five-mile Lumsden finished first in 12:36 3-5. Lumsden and Munger started from the same mark and at the third and fourth miles the latter was leading. These points were reached in 7:38 3-5 and 10:13 1-5, respectively, both inside world's record time. Then there was a dispute as to who was entitled to the prize for being the first to break a record, and the management did not know to whom to award the same. Now it seems that neither Lumsden nor Munger will be given a prize because they did not announce the fact that they intended to go for the record. It is seldom that competition records are made in any such way. They are usually accidents, as it were. Munger, it would seem to us, is clearly entitled to the prize for "the first record broken," and if there was to be a reward for "each record broken thereafter," Lumsden is entitled to one also.

Races at Emporia, Kas.

Several hundred people attended several bicycle races at Bean's driving park, Emporia, Kas., on Wednesday of last week. The summaries:

Half-mile, open—George Griffith, 1; Horace Whittlesey, 2; B. W. Jay, 3; time, 1:22 1-5.
Quarter-mile, open—Fred Houghton, 1; George Frost, 2; Ralph Jay, 3; time, 5:42 2-5.
Quarter mile, open—George Griffith, 1; Horace Whittlesey, 2; time, :43.

Six-Day Race for "Pros."

Frank Hall, the old-time manager of professional walking matches and bicycle races, was in Milwaukee last week to arrange a six-day professional race in the exposition building. He was also figuring to hold a similar affair in Chicago sometime during the winter.

Milwaukee's Diamond Tournament.

The Milwaukee Wheelmen are so well satisfied with the result of their indoor tournament during Thanksgiving week, that on Monday, Dec. 26, they will give a diamond tournament in the exposition building. A good programme is being arranged, and diamonds will constitute the first prizes. Johnson, Rhodes and Ballard, who are in the south, have been

telegraphed and will probably attend, as they intend to be home for Christmas. All the Chicago men are desired, and a special five-mile race will be on the programme for the especial benefit of Githens and Sanger.

A Race That Was a Race.

Shortly after assuming possession of the new and commodious quarters, the racing department of the Crescent C. C. of Detroit, asserted itself, and a race was proposed. After being postponed on account of the weather, the date was finally set for Thanksgiving, subject to sanction by the weather board. On that day just two riders, Osborn and Bloedon put in an appearance. They concluded that the prescribed course was too muddy, and decided to take a friendly ride around Belle Isle park and divide the prizes. A. B. Graham and "Jimmy" Brady sat in the club house waiting until the riders returned so they could "time" them. Osborn, riding as fast as a mile in four minutes, came into the club room first, winning (?) first time and first place. Bloedon came along shortly after, taking second time and second place. The lanterns and bells that formed the remainder of the prizes were, for some reason, unclaimed by these riders.

General Race Notes.

The Minneapolis Cycle Track Association, organized last week, has elected

menced. Trees and brush have been taken out and the building of the track proper is well under way. It is located at the intersection of the shell road and the electric railway.

Kansas City wheelmen have written Milwaukee to ascertain the dimensions of the racing track at the Exposition. It is their intention to hold an indoor tournament sometime during the winter.

A. B. Rich says that in even years he has made a poor showing; but in odd years he has proved a winner. A. B. figures it out that in 1893 he will show up in his old-time form.

A two-mile handicap will be held at the Press Club's athletic carnival, Dec. 17, at Madison Square Garden, New York.

Our World's Fair Headquarters and Club House.

The club building and hotel of the National Columbian United Wheelmen's Association is progressing rapidly and will be completed before March 15.

The large stone and brick building, four stories high, will be a credit to wheelmen and will accommodate a large number with sleeping rooms. The club house will contain large parlors, reception and reading rooms, library, cafe, barber shop, baths and ample bicycle storage rooms, together with bicycle repair shop.

The second, third and fourth floors will be entirely devoted to sleeping rooms;



GOOD ADVICE.

FARMER (to wheelman who accidentally fell into the stream)—"If you fellers wouldn't ride them blame things so fast ye wouldn't sweat so."—Judge.

the following officers: President, A. B. Choate; vice-president, C. A. Proctor; treasurer, E. F. Smith; secretary, A. E. Holbrook. Further directors are F. M. Washburn, Col. Swett, E. Keyser, L. W. Elliott and M. L. Knowlton. The plan is to raise \$10,000 by selling shares at \$10 a share, and with the money thus obtained to build a first-class club house and track.

Willis B Troy refuses to talk about that Sanger Zimmerman match, thinking Sanger has received enough free advertising, and that that and that only was what was sought all along. Sanger is reported to have resigned from the Milwaukee Wheelmen, who cheered Githens when he defeated the "wonder" in the recent tournament and tendered him a banquet afterwards.

The Michigan Athletic Club, of Detroit, for which all of Detroit's fastest men will ride next season, has a fine track at the corner of East Congress street and Mount Elliott avenue, with a large and splendidly furnished club house adjoining. This club was lately made a stock company with 600 shares, which sell at \$30, par. Most of these have been disposed of.

Savannah, Ga., is to have a bicycle track, work upon which has been com-

everything will be first class and the rates reasonable; rooms, one dollar (\$1) and upward. Cost of membership is five dollars and a quarter (\$5.25), which entitles the member to these special rates for sleeping and eating accommodations and the use of club rooms, together with storage of wheels. Meals can be obtained from twenty to sixty cents each to members. Every cyclist taking membership in advance is assured of a place to lay his weary head. Wheelmen, whether coming to the fair alone or in parties or clubs, should file application at once for membership. Application blanks are now ready and can be obtained of the secretary, Mr. L. D. Taylor, 950 W. Madison street, Chicago, with any further information. Bring your wheels to the fair and be the most independent of World's Fair visitors as far as transportation is concerned.—Adv.

Very Charming, This.

There's no denying the fact that the Milwaukee daily papers are enthusiastic over cycling, and particularly over Milwaukee's pet, Sanger. These are samples of the display headings used by some of the papers during the Milwaukee tournament: "Githens the victor—Sanger clearly outgeneraled in the ten-

mile event—meets his match at last;" "To meet again—Sanger says he will defeat Githens in to-night's races;" "Defeat for Sanger—Githens, of Chicago, wins the ten-mile free-for-all—Great event of the tourney," etc.

But the *Sentinel's* description of the ten-mile event was something of a gem. Here are a few extracts:

" * * * They are sweeping down the short stretch like living cyclones and everybody's breath comes thick and slow. Just as the tape is reached at the commencement of the ninety-ninth lap the lithe Chicagoan's wheel jumps in the front, and on the steep turn Sanger is passed. * * * Will he catch him? everybody asks, excitedly. Yes, yes, he's almost up as they pass the tape and start on the final circle. Blood will tell in the finish, and grit is bred in Sanger's bone. They're abreast again at the south turn. In the straight on the east their wheels lap. The smashing finish is coming. Githens rides like a demon, Sanger is making a desperate effort. In a few seconds it's all over and Githens has won the greatest race of his life, with a wheel's length of light between his machine and that propelled by the fastest rider the country has turned out since Zimmerman's fame waxed abroad. * * *

Working for Good Roads.

ASBURY PARK, N. J. Dec. 5.—The Asbury Park Wheelmen will soon have a ladies' auxiliary connected with the club. There are nearly fifty wheelwomen in the place, and nearly all of them have signified their intention of joining the auxiliary.

No club in the state is doing more to promote the building of good roads than the A. P. W. It has even gone so far as to improve the highways in the center of the town by rolling down large quantities of clay, which has been placed upon the streets by the commissioners. Further than this it has expended \$100 in sending copies of *Good Roads* to the leading farmers of the county, hoping by such means to educate the tillers of the soil into the necessity of better highways. The movement has already resulted in much good.

Good Time by Coach.

To show what splendid condition the English roads must be in, a Birmingham daily paper says: "Mr. Claridge of the Craven Arms Hotel, Coventry, proposes running a coach from that place to London. The coach will leave the Craven Arms at 6 a. m. on Saturday next, Sept. 4, and the terminus will be the Castle and Falcon, Aldersgate street. It is estimated that the journey of 100 miles will be accomplished in ten hours, exclusive of stoppages. Five relays of horses will be required. Mr. Claridge, an old coaching authority, will have charge of the passage, but C. O. Pemberton, the well-known Birmingham amateur, will relieve him at various stages."

Is there a stretch of 100 miles in this big country where a coach with five relays of horses could cover the century in ten hours? The time is at hand, though, when that time will not only be equaled but beaten; when Col. Pope's dream will be realized.

H. R. H. Will Ride.

The Prince of Wales' intentions with regard to cycling are creeping out by degrees. It seems that there really is some truth in the rumor that has been going the rounds of the press. A tricycle is to be the mount, and the tires have been decided on, but nothing further is to be made public yet. Whoever the maker of the machine may be, he is to be congratulated. It is to be hoped his Royal Highness' advisers will know enough about the sport to counsel a light machine and a low gear.—*Irish Cyclist.*

Mr. Davis, Peoria's elderly wheelman, has just made another century. Cold weather does not seem to worry the man of three score years and five.



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IN MEDIUM GRADES.
IN LOW-PRICED WHEELS.



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Under the head of Job Lot and Second-Hand Cycles we offer extraordinary bargains.

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Sylph Cycles Run Easy, Are good on the hills, good on the road, good everywhere, while for ease and comfort for general all-around riding, They Are Absolutely Without An Equal. Would you like to know more about this "Easy Rider?" If so, we will mail catalog on application. We are ready to make contracts for 1893, and solicit correspondence.

ROUSE-DURYEA CYCLE CO.,

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TRAVELS BY RAIL NOW.

The Awful Predicament of a Cyclist Out In Iowa.

"It has now become quite fashionable to make long tours on a bicycle, relates Archie Rooton to the Nortonville (Kas.) News. "I tried it a couple of years ago, but I didn't get so much fun out of the trip as I had hoped to. I started to ride from Dubuque to Sioux City. I carried a light housekeeping rig with me, consisting of blanket, frying pan and coffee pot, and camped out. I stopped on the afternoon of the second day in a beautiful grove through which flowed a small

of concealing myself among the leaves, Ulysses-like, and asking the visitors to supply me with clothing, I wrapped the



blanket around my manly form, mounted the wheel and lit out down the road as tight as I could drive. A couple of mastiffs that were with the party gave chase, my blanket came off and I dared not stop to recover it.

"I saw a strip of timber ahead and thought that I would try to reach it and

roadside, hid in a wheat field. It happened that the sheriff of the county was with the crowd, and he organized a posse, captured me, and was going to lock me up as a lunatic; but I finally made him understand the situation and he provided me with a pair of indispensables. I always travel by rail now."

In Their New Home.

DETROIT, Dec. 4.—The Crescent Cycling Club of this city has moved into a very fine club house, situated right at the Belle Isle bridge and on one of Detroit's most beautiful avenues.

The Detroit Wheelmen, at their last meeting, decided to form a stock company, and have placed 100 shares, par value \$25, on sale at \$10. They expect to secure large and well-equipped quarters centrally located, and offer many advantages as a down-town club.

Two nights a week the Detroit Wheelmen's rooms are filled with a silent crowd, and whist holds its sway supreme.

F. Ed. Spooner, in the interest of Morgan & Wright, visited us on Sunday last. He showed some very good improvements in M. & W. tires.

A wheelmen's dance for the 15th is on the boards and bids fair to be a well-deserved success. THE COLONEL.

Another Chicago Club.

Austin, one of Chicago's prettiest western suburbs, has been without a cycle club. Last week the members of the Oak Social Club who ride wheels decided to organize an auxiliary membership, to be known as the Oak Bicycle Club. Forty names were enrolled on the charter list. Officers were elected as follows: S. G. Crafts, president; Walter Thurber, secretary and treasurer; Walter Weston, captain; F. H. Leland, lieutenant. A German silver acorn on a black

cap and scarlet acorn on white shirt will be emblems. A number of good men will race under these colors next season. The Oaks have a magnificent club house in Austin.

Clever on Tricks.

Lee Richardson, son of L. M. Richardson, of the Monarch Cycle Company, is eleven years old. At the recent Milwaukee tournament he gave an exhibition of trick riding, including the one-wheel act, standing up, arms folded, on the frame, and other difficult feats. His act followed that of Nicolet, and when he out-did his older rival it took the house by storm. "Nie" confined himself to the ordinary and the Eagle after that. In justice to him, it may be said he makes no pretense of safety trick riding, except on the one wheel, riding a half-mile this way.



Run Down a Cyclist.

Last Sunday afternoon while George Vanderburg, who lives at 532 Madison street was riding a wheel on Madison street, near Center, he was run into by a horse and buggy driven by A. M. Harrington. Harrington was immediately arrested and locked up at the Lake street police station charged with assault and fast driving. Vanderburg's injuries were not of a serious nature.

The Rutherford (N. J.) Wheelmen have a plan on hand to build a new club house. Several prominent members are at the head of the scheme and it will be sure to prove successful.

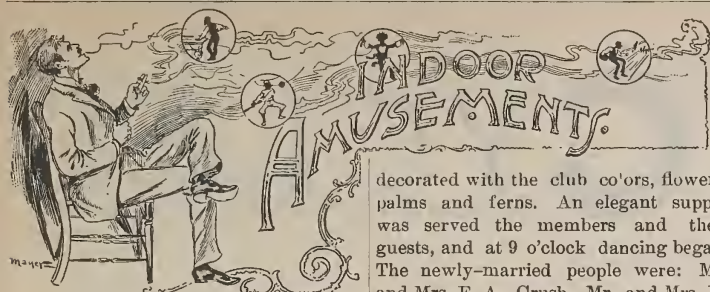


stream The roads were dusty and I concluded to take a bath and wash out my flannel suit. I did so, bung the suit upon the bushes to dry, and slept the sleep of the just.

"Next morning, when I tried to get into the rig, I found that it had shrunk so that to put it on was a physical impossibility. I had no more than made this discovery when a picnic party hove in sight. They were coming to make a day of it in the grove. I was so badly rattled that I did not know what to do, and, of course, did what I should not. Instead



hail some passing farmers, but met another wagon load of picnickers of both sexes, and, leaving my wheel by the



Smokers at Buffalo.

BUFFALO, Dec. 5.—Thursday night the Press C. C. had a smoker, a hard times affair. It would have afforded an interesting study to those particularly interested in the make-up of such a class of society. The nomadic instincts and characteristics were well drawn and every field was well represented, from the convict held in bondage with ball and chain, through all the grades one meets in city and country rambles to the cowboy and greaser of the far west. A more disreputable lot of fellows is seldom seen at one gathering, and for the benefit of those not present a flash-light photograph was taken. W. J. Rice and W. H. Lapman were awarded special prizes for the excellence of their make-ups. Everyone present was invited to a repast of sauerkraut and weiners, with cider as a runner.

Saturday evening about a hundred of the Ramblers B. C. assembled at the club rooms to participate in a smoker. Each was provided with a red clay pipe and tobacco, and during the evening a very fine programme of well-selected events served to entertain them. Refreshments were served, and it was just 12 o'clock when the party adjourned.

WILLIE DUNN.

* * *

Amusements at Rochester, N. Y.

ROCHESTER, Dec 5.—The Genesee Bicycle Club was incorporated last week and a set of new officers has been elected, with Fred J. McCall as president, Allen C. McLean, secretary, and E. H. Craig treasurer. The club will hold a small reception and dancing party in its expensive club house next Wednesday evening.

Nearly fifty couples enjoyed the reception and ball of the Crescent Cycle Club in its headquarters last Wednesday evening. Dancing was indulged in until midnight, when an intermission for supper was taken.

A euchre party will be given by the Crescents Wednesday evening.

The Ramblers are about completing arrangements for their pool tournament.

PANHANDLE.

* * *

In and About Chicago.

The house committee of the Chicago C. C. is arranging a pool tournament. Playing will probably begin on Friday evening of this week and will continue nightly as the contestants can arrange games. Several handsome prizes will be given.

Since the Englewood C. C. moved into its new home it has had a great boom, particularly in a social way. Every Saturday night there is a smoker, Friday nights, informal dancing or cards, and once a month a reception is held. Mondays are devoted to gymnasium work and Wednesdays to indoor ball or gymnasium practice. The opening reception is set for next Tuesday evening, and on the 24th there will be a Christmas party.

* * *

About the Country.

Thursday evening last the Louisville C. C. gave a reception to "the October benedicts" of the club. The house was

decorated with the club colors, flowers, palms and ferns. An elegant supper was served the members and their guests, and at 9 o'clock dancing began. The newly-married people were: Mr. and Mrs. F. A. Crush, Mr. and Mrs. H. C. Montgomery, Mr. and Mrs. Edward J. Mathey Mr. and Mrs. Thomas E. Jefferies, and Mr. and Mrs. J. Curtis Scott.

Last Thursday the Lincoln Cycling Club gave the most successful reception in its history. This occurred at the Lincoln Park Refectory, forty-five couples being present, including Willis B. Troy and others of the many visiting cyclists. Mr. Troy said that the reception was very dressy, but withal so informal that all strangers were at home and at ease. Mr. Troy and others pronounced it the pleasantest hall ever attended. Other receptions will follow.

The Lenox Wheelmen of New York, will give their second annual reception and entertainment Saturday evening at Jaeger's, Madison avenue and Fifty-ninth street. A two-act comedy drama entitled "Hickory Farm," will be presented. Among those who will take part are, Sol Liebkind, David Davis, H. C. Jerkouski, Harry Arrows and Ed. Simmons. Edward Stien, the author, will direct the performance.

The "hayseed banquet" and the "nirth-provoking auction sale" are the latest indoor amusement schemes of the Grand Rapids B. C. For the auction sale each person brings some article carefully wrapped. The package is auctioned off and the purchaser is compelled to open it in the presence of the guests. Sometimes the article will prove of real merit; at any rate the club's treasury is benefited by the scheme.

Wednesday evening of last week forty-five couples attended the dance of the Fremont (Ohio) C. C. During an intermission P. J. Gotron, president of the club, introduced James M. Osborne, formerly proprietor of the *Messenger* and the first bicycle rider of Fremont, now of Daytona, Fla., who made a neat speech, which was warmly applauded.

The Press Cycling Club of Boston will have all the entertainment this winter that its members can desire. It will have an opening and musical smoker, its annual party, minstrel show, ladies' night, and other entertainments. The party will be held in Cotillion Hall Jan. 16, and the minstrel show in Tremont Temple Feb. 22.

Fenton S. Fox, Milwaukee, entertained the racing team of the Telegram Cycling Club at an informal dinner at the Plankinton House on Monday evening. The affair proved a success, and was highly enjoyed by all present. The team distinguished itself at the recent exposition tournament by taking twelve firsts, four seconds and five thirds.

Tuesday evening the New York Philharmonic club, assisted by Miss Weed, gave a concert at Springfield, Ill., under the auspices of the Capital City C. C.

The first annual reception and entertainment of the Montauk Wheelmen occurs to-night in Avon Hall, Brooklyn.

The Detroit Wheelmen will give an informal ball at Gaine's Dancing Academy, Dec. 15.

The Lakesides of Cleveland held a ball last Friday evening.

The Clifton club of Baltimore will give an entertainment Dec. 15. A min-

strel show is the chief attraction, though there are other amusing things on the programme.

Thursday night of this week was the date set for the annual reception of the Waltham B. C.

The Crescent C. C. of Detroit gives its first annual reception next Thursday evening.

The Quaker City Wheelmen are holding a fair at their club house this week.

Dec. 14 is the date set for the Brooklyn B. C.'s stag reception.

Overtraining and Death.

"Overtraining is worse than no training at all." How often is this wise assertion made by experienced and well trained cyclists, athletes and others? Endless, perhaps, is the number of times, still the suggestion and warning is unheeded by young men just branching out into the different departments of sports. Yes, even men advanced in years, and those from whom better sense might be expected, often overdo in their exercise.

The sad termination of the brilliant careers of Weber, Midgeley, Stout and Lafferty in the cycling field and Searle and O'Connor of aquatic distinction, and many other men celebrated for notable performances in the sphere of sport, would reasonably seem to serve as a lesson to those following the different branches of pastime.

Competition has such a fascination for some athletic young men that they do not yield to persuasions of friends to desist from further training, but, instead, continue until prostrated from overexertion.

Take the late champion oarsman, O'Connor, for an illustration. When he was in Rochester last July, the REFEREE's correspondent there had several interviews with him and saw him stripped, preparatory to going in the shell with his partner, Ed Hanlan. His physique was magnificent, each line of his figure being symmetrical in every degree. He was a subject representing perfect health itself, and when the news of his death came over the wire his many admirers in that city could hardly reconcile themselves to the true state of facts. After leaving Rochester he overdid himself in a race at Orilla, Ont., and in place of waiting for a rest and to regain his former good health he kept on training, which ultimately brought on typhoid fever. His weakened and impoverished condition could not battle against the dreaded disease and he succumbed after a few days' sickness.

Moderate training makes a man healthful and strong, but overtraining only makes a new grave in the family burying ground.

Arthur. A. Taylor Married.

Arthur A. Taylor, of the Taylor Cycle Company, arose early last Monday morning, arose with a noble purpose in his breast. Business was forgotten and all cares laid aside. At the Church of the Transfiguration, at 8 o'clock Monday morning, Mr. Taylor and Miss Grace S. Douglas, daughter of Frank Douglas, of the Kenwood Manufacturing Company, were united in marriage by Rev. Walter Delafield.

To Work for Good Roads.

The Associated Cycling Clubs of Buffalo will stand ready to assist the roads committee of the L. A. W. when the time comes, and it will have a strong leverage in that section, as it will endeavor to produce such an interest from its working and education that all wheelmen and wheelwomen, too, will be interested. The past year for Buffalo has been excellent for the

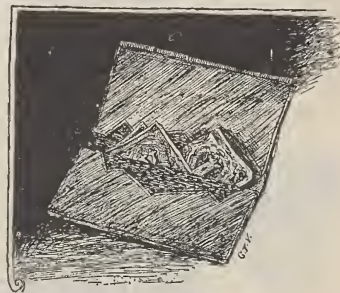
development of interesting wheeling but the signs all go to show that the year 1893 will out-do it by several thousands, and such being the fact, with the A. C. C. as leader and promoter, the daily press to spread broadcast its lessons, an eager and ready public as recipients, it must necessarily follow that everything that is beneficial must result from any great pressure brought to bear upon the authorities at the proper time.

The Cricket Club Sale.

A lively row is brewing over the sale of the grounds of the Chicago Cricket Club. Ostensibly the property was sold to a Mr. Dewar, a bank cashier, for \$54,000, a sum that will net the stockholders about seventy-five per cent. of their investment. This was done in spite of the fact that not over four months ago the grounds, bicycle track and club house were offered to the Chicago Athletic Club for \$92,000, which was, evidently, the value placed on the property at that time. Then it was claimed this was a moderate price, yet the valuable holding was disposed of for \$38,000 less. Certainly property on the south side has not depreciated over one-third in four months. It is not unlikely that an effort will be made to capture the nigger that is supposed to be in the woodpile.

Distance Annihilators and Time Savers.

The bicycle manufacturers are certainly enterprising men and have an eye or so open for business. They are now unitedly urging the people to or-



The Amateur's Friend.

ganize in favor of permanent road improvement. While much of this interest may be attributed to unselfish motives and a paramount desire to lift mankind out of the mud and dust, one can hardly help thinking that it means the sale of more bicycles as well. No matter, however, in what light we look at it, the move is a good one and one that cannot be put into shape too soon. Bicycles and tricycles are distance annihilators, time savers and health promoters, and the sooner the roads are put into bicycling condition the better it will be for every American citizen, whether he has a wheel or not. It is high time the people should begin to cry out against the present lack of system and economy in road making and earnestly demand a radical change that shall in a short time make good roads for all seasons of the year and for everybody.—*Lancaster (Wis.) Herald*.

Madison wants the Wisconsin division meet in 1893. It claims a fast track, fine grand stand and conveniences, and everybody knows it is a beautiful place, with every facility for entertaining guests. Madison's claims should be carefully considered. The state meet has been held at Green Bay, Oshkosh, Waukesha and Milwaukee, but never in Madison. Therefore the Madison C. C. wants it. The officers of the Madison Cycling Club are: B. W. Park, president; A. E. Small, secretary and treasurer, and D. D. Warner, captain.

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Maltby is giving exhibitions in Seattle and thereabouts.

Fort Wayne is after the Indiana division meet for 1893.

The Crescent C. C. of Detroit has moved into its new home on Jefferson avenue.

The ladies of Asbury Park are about to organize a club in connection with that of the A. P. W.

A St. Louis fireman believes the day will come when there will be a bicycle brigade attached to the fire department.

The wheelmen of Mechanic Falls, Lisbon Falls, Sabatis and other Maine towns are organizing the Androscoggin County C. C.

E. F. Rogers and J. A. Elliott of Kansas City are locating a plant in Lawrence, Kas., for the manufacture of lawn and parlor bicycles. This new machine is a regular bicycle fastened to the floor by a rod and revolving at any size circle suited to a room. It is propelled by means of levers which the child takes, one in each hand.

Nowadays the poor wheelman isn't proof against the raids of the highwayman. An exchange from California says that J. M. Amick of Stockton, who spent Sunday visiting in Lodi and Woodbridge, narrowly escaped death while returning home in the evening. He was riding on a bicycle along the Cherokee lane when some one commanded him to stop. Not complying with the order the

robber fired a shot at him, the bullet passing through his hat.

The last issue of the *American Implementation Herald* devotes a page to the bicycle industry.

The Pensacola C. C., of Pensacola, Fla., is hard at work upon a scheme to improve the roads in its county.

The Chicago idea of mounting police upon bicycles is indefinitely better than that of using horses as a motive power. A policeman on a safety bicycle can go where a horse could not take him and go faster. Horses eat; bicycles don't. Convenience, speed and economy all support the bicycle as against the horse. Really it is a grand plan.—*Columbus Dispatch*.

Work has already been commenced on the annex to the club house of the Long Island Wheelmen. The affair is to cost about \$5,000 and will consist of a two-story structure at the rear of the present house. The upper part will be used as a cafe and kitchen, leaving that part of the present building which is now used for these purposes, for smoking, card and private dining rooms. The main parlors will also gain somewhat in length and accommodation. The lower part of the extension will permit of increased facilities for bowling, and there will also be a model repair shop.

A dispatch to the *Chicago Tribune* from Paxton, Ill., says: Prince Momo, a student of Central Tennessee College of Tennessee, who visited Paxton several years ago and lectured here, was forced to leave Africa five years ago, having attended a mission school and embraced Christianity. Being called home recently by the death of his father, King Balah of the Vey nation, adjoining Liberia, he wrote to friends here that he would rather have one bicycle to take home with him for its civilizing effect and as a great educator, than 100 horses. Francis

Meharry of this city, purchased a bicycle and shipped it to him at New York, whence he sails for Africa in December.

The Vehicle Casualty Company, to insure all vehicles and bicycles worth \$100 against accident, has been incorporated in Minnesota. Dr F. A. Dunsmoor is president; D. H. Headly, vice-president; W. M. Wright, treasurer; H. M. Farnam, counsel, and G. S. Couch secretary and general manager.

The annual election of officers of the Milwaukee wheelmen will take place next month, and already the political wire-puller is getting into his hustling toga. Candidates are becoming numerous and pleasant, but unless those who seem to hold a life lease on the offices relax their grip there will be little use of them fostering hopes in that direction.

J. D. Gluck, that enthusiastic Jersey rider, says his club, the Union League Club, of Westfield, has increased in membership from thirty to 150 inside of a month. There's some powerful work being done somewhere and Gluck is doing his share, although he is very busy with R. F. Downing, the forwarding agents.

English women—at least many of them—are now riding astride their horses while on hunting trips. It is more than probable that in a few years, perhaps even months, women will do away with the cumbersome dress while a wheel. It may shock some of our good friends, but it will come to pass, nevertheless—and why not?

St. Paul cyclists are terribly stirred up over the passage of an ordinance prohibiting sidewalk riding within a prescribed district. The maximum speed upon any sidewalk of unpaved streets outside of the district is fixed at six miles per hour; a warning bell or whistle is required and a lighted lamp after sunset.

No person riding a bicycle shall approach within fifty feet of a pedestrian without giving warning by a bell or whistle. The fine for violation is not less than \$15 nor more than \$50.

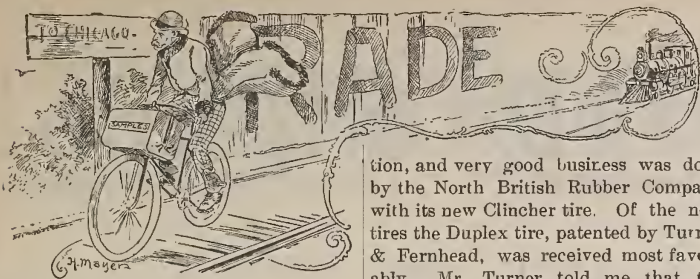
The Michigan Wheel Company of Lansing, Mich., is just now devoting all attention to the building of hickory pneumatic-tired sulky wheels, but later on may take up the manufacture of cycles.

Lincoln Holland, of South Farmingham, Mass., has just brought out an eye protector (in the form of glasses) made of mica. It is designed to keep out the snow, dust or sleet while riding or driving.

W. H. Wilhelm & Co., Reading, Pa., will have a full line of Reading cycles at the Philadelphia show. The Reading firm has commenced a night run to keep up with the orders it has received.

W. F. Murphy, the well-known racing man, has at last decided to settle down to business, and to that end has taken the J. W. Bates Bedford avenue place in Brooklyn, and will open it with Humbers as his leader Dec. 15. Charlie, his brother, who is managing the bicycle department of a big dry goods concern in Brooklyn for the holiday trade, will join his brother in January. The Murphy boys are popular and should do well.

George Hilsendegen, the Detroit cycle dealer, did a splendid business last season. His store at 310 Woodward avenue will be entirely remodeled for next season. The second floor has been secured for second-hand job lot stock, and a fine, large room will be built in the rear for the repair shop. Last season from 600 to 800 high grade wheels were sold. For this season the Royal, Monarch and Centaur high grade and Featherstone medium grade lines have been secured.



CHRISTMAS ADVERTISING COPY.

It is absolutely necessary that copy for advertisements in the Christmas issue of the REFEREE be forwarded to this office at once. Some of the forms have already gone to press. The edition will be a large one and advertisers will aid us by forwarding copy at once.

TIRE FACTORY BURNED.

Morgan & Wright's Plant Suffers a \$15,000 Loss.

The immense rubber and tire factory of Morgan & Wright, located at 333 to 339 West Lake street, was damaged by fire shortly before 5 o'clock Wednesday morning, to the extent of from \$15,000 to \$20,000. Luckily, however, the factory proper was not damaged to any great extent, the flames being confined chiefly to the offices and shipping rooms.

The odor created by burning rubber was noticed at 4:30 o'clock by Watchman Miller, and in a few moments fire engines began arriving at the factory, a "2-11" alarm having been turned in. The offices and shipping room were almost beyond control and the firemen turned their attention toward saving the factory.

Two hours after the discovery of the flames they were well under control, through a strong odor of burning rubber remained, emanating from the compounding room, where it was thought the fire originated and the furnace is located. The raw material is kept in this room.

Mr. Morgan said he thought the fire started in the woodwork near the furnace, as the material stored in the room was not inflammable. The damage, he estimated, would reach \$15,000, but this is chiefly on the building, a wooden structure. The firm is fully insured, and as little damage was done to the factory, work will be running as usual before the end of the week.

SURVEY OF THE STANLEY SHOW.

Tires Formed an Important Feature—Gears, Sundries, etc.

LONDON, Nov. 26.—The Stanley show closes to-day. Taken all round it has been a distinct success. The exhibition itself is a good one, and on the whole the business done has been more than satisfactory. Several men, in fact, did so well that they left early in the week, and having as many orders as they could hope to execute, did not trouble to wait till the show closed. The feature of the show has been the great number of pneumatic tires exhibited—more than thirty different kinds were on view. The one which has attracted most attention from the public has been the new Dunlop detachable. The crowd opposite the stand (where four of the company's assistants were always in attendance showing the mode of putting on and taking off the tire) was so great on the first two days that it was found necessary to take another stand on the opposite side of the building.

The Seddon tire—the red tire, as it is now called—also attracted much atten-

tion, and very good business was done by the North British Rubber Company with its new Clincher tire. Of the new tires the Duplex tire, patented by Turner & Fernhead, was received most favorably. Mr. Turner told me that the American rights had been secured by the Pope Manufacturing Company. Dunn's Eclipse tire, built with a view to reducing as much as possible the suction created by the rubber, also seems a good thing, and this, too, has been taken up by an American firm.

Geared ordinaries were shown by nearly every firm of cycle makers. They were all a distinct advance on anything in this line exhibited last year. Two

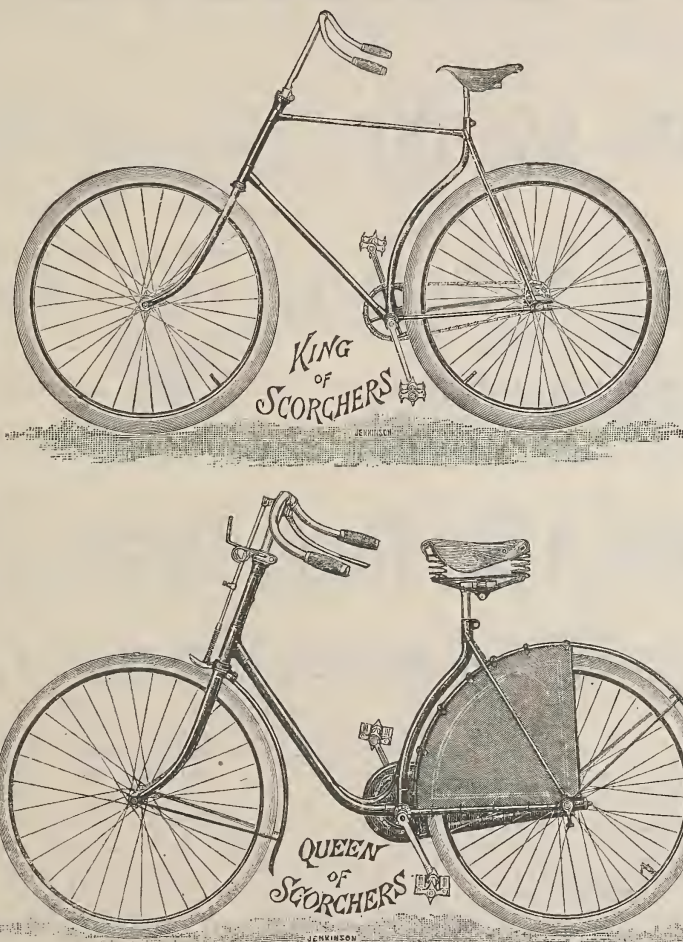
Engineering Company; a new lamp, by Salisbury, in which the hollow tube of the handlebar becomes an oil reservoir; a safety stand, by the Cycle Supply Company, of Bournemouth, and a crank drawer, sold by Brown Brothers, are the most notable. The last mentioned is distinctly good.

The various side-shows and entertainments arranged as attractions for the general public fell rather flat; in fact, the exhibition itself proved attraction enough.

THE SEASON HAS OPENED.

Chicago Dealers and Makers Have a Look of Activity, at Least.

The season of 1893 is fairly opened. Everybody in the trade is hard at it. Everybody has a new bicycle, and the family resemblance among them is so strong that it is hard to tell one from another. The general specifications



KINGMAN & CO.'S LEADERS FOR 1893.

firms—the New Howe company and the Dorman Engineering Company—make their machines with a duplex backbone joined together at the crown of the back forks, the idea being to stiffen the frame and prevent some of the give which undoubtedly exists in the single backbone.

Of gears there are quite a number. The Crypto is fitted by a number of firms, but there are also many other types. Many of these are very similar to one another, all resembling as much as possible a back lathe gear. Of the rest the Centric gear seems a distinctly good thing. Being placed in the middle of the wheel it is bound to be much better than those which are fixed to one side, and better than this it can easily be adjusted to take up any wear and so prevent all back lash.

Tricycles are, as a class, very poor, but ladies' safeties have been much improved in detail. Of the accessories, a neat pump clip, made by the Dorman

cover a Humber frame, a 10 inch head, a scorcher saddle and a pair of cork handles. Of course there are other parts, but the ones mentioned, together with some red, blue or yellow enamel, are the principal selling points. There is a healthy demand for a good, sound roadster, and the makers are only showing what they can do, for I find that nearly all are bewailing the necessity (which the scorcher brigade has forced upon them) for the production of very light bicycles.

The geared ordinary, too, is beginning to create a furore, and although it probably will not cut a strong figure in '93, a year later it will be a standard article, and makers are beginning to get ready for it. In England it has already a strong foothold, and formed one of the principal exhibits at the Stanley show. Through our own eastern cities it is rapidly gaining prominence. Like the

pneumatic tire, it has been striven against and sneered at, but it has come to stay, and manufacturers will do well to recognize it before it is too late.

I happened the other evening to fall in with a very representative cluster of bicyclists—not racing men this time, but makers, dealers and inducers—and passed one of the most pleasant evenings I have had in many moons. Taking a walk down Cycle Row with J. O. Blake, we met Charles F. Stokes and W. B. Troy, and were soon after joined by Fred T. Merrill, of Portland, Ore., Charles Weiman, the new secretary of the Stover Company; W. Buggy, of Philadelphia; Bob Lennie of Thomas Kanne & Co., and Cahill of the Wheel. The boys were out for a lark, and although my gray hairs forbid—as I received a cordial invitation—I fell in with them, and learned a good deal about many things besides bicycling during the evening. By the way, the Stover people, Stokes and Gormully have each and every one thrown traditions to the wind and produced each for himself or themselves, a most excellent semi-roadster for 1893. I have had the pleasure (for pleasure it is to a westerner to see the west produce such splendid work) of trying each of the new machines—which are named, I believe, the Thoroughbred Phoenix, the Sterling Scorcher, and the Rambler No. 4—and I have never seen finer workmanship or finish. The west is rapidly getting to the front as a bicycle center, and it has already seven large factories to the five in the east. Of course this is mentioning only those that are really big concerns. There are, however, more small ones in the west than in the east, and in the matter of cheap machines, there is one factory in Chicago that turns out more than all in the east combined.

Cycle Row is in a condition resembling that of the teapot just before it boils—sizzling, so to speak. Everybody is in a stew. Fred Patee is bustling about with a mysterious air, Conkling looks wise and sits in his new window with a satisfied expression, Temple tells fairly good stories, Herrick has a new saddle, J. O. Blake can't think of anything but corrugated tires, Plumb is watching "Mary and John" as of yore, only the Ariel people are paying his salary, Garden has a Relay with an elliptical sp. rocket; and all the rest are well, thank you.

LA COTE MAL TAIL.

HOPE FOR THE TRADE.

The Northern Wheeler on the Effects of the Recent Election.

Hope springs eternal in the human breast, but the human breast will not go on forever—like the springs of Tennyson's brook—merely on a diet of hope. Hope is a good thing to have about the house; to adapt the advice of a poetical advertisement, it is welcome always and should be kept handy; but a diet of plain hope is likely to send a man hopping mad, as the saying is. There is plenty of faith in the cycle trade and there always will be, while every maker believes that he makes the best, lightest, fastest and most durable machines, and while every rider fancies there is not such another cycle as the one he rides (especially does he fancy this if he is desirous of selling it). Of charity the wheel trade has no need, we are thankful to say; and now at last it can indulge in the luxury of a little hope. Hope is as necessary for the mental well-being as soap is for the complexion. And this hope, like all the good things of modern times, comes from

ATTENTION, ROAD RIDERS!

PRIZES FOR THE SEASON OF 1892.

ENTRIES CLOSE CHRISTMAS DAY.

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

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

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

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

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

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

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

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

FILL OUT CAREFULLY AND MAIL TO US.

Address _____

Name _____

Age _____ Weight _____

Make of wheel _____ Weight of

wheel _____ Club _____ Name of

Captain _____ Refer-

ences _____

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

MORGAN & WRIGHT, CHICAGO.

IMPERIAL HISTORY

FIFTH CHAPTER.

WHAT A MULTITUDE OF—

IMPERIAL riders there are, and why not? "IMPERIAL" Wheels are built to suit all cycling humanity. They are made for use on the American roads of to-day, as well as the smoothest race tracks. "Variety is the spice of life." "IMPERIAL" Wheels are made in five different styles, and everybody can be perfectly suited.

Learned judges, famous statesmen, wise doctors of medicine and good doctors of Divinity, professors of mental and those of physical culture, nervy speculators and timid capitalists, busy business men and women, likewise those that are not busy, big and little, smart and pretty, etc., etc.; members of the weaker sex, all are riding "IMPERIAL" Wheels.

For health and pleasure, for racing honors and prizes, for convenience and business purposes, select the IMPERIAL Wheel most suited to your requirements. The modern bicycle is a modern necessity. The world could get along without IMPERIAL Wheels, if it were really obliged to, but as long as the demand for them is embodied in such a healthy and vigorous growth as at present, we propose to keep on adding to our present facilities until we are finally enabled to make enough before we quit.

If you do not sell IMPERIAL Wheels, correspond with us quickly; we shall not be looking for agents much longer. During the coming season we expect to more than double our former output and we will need but little assistance aside from that of our old agents. Don't delay—time is precious to us all.

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 are IMPERIAL WHEELS For 1893—Wait.

America. This is as it should be, considering that much of the depression that has lately been the lot of English trade has, among the other good things, been of American manufacture, and is principally due to the McKinley tariff act. It is difficult to discern in what way this act has benefitted the American wheel trade; indeed it would seem as though the reverse were the case if one may judge by the failures that have been chronicled in the American press, while there is no disguising the fact that it has more than played the proverbial old gooseberry with our own makers. The success of Mr. Cleveland is therefore of great moment to our manufacturers. Mr. Harrison was avowedly running on the McKinley ticket, and the immense majority against him is evidence that at length the great body of the American citizens have awakened to the fact that big profits for the few do not secure comforts for the many, nor does an increase of wages necessarily follow a rise in the price of goods. The passing of the McKinley act was one of the worst blunders of modern times, and it is satisfactory to learn that the customary cuteness of brother Jonathan has not been lulled into permanent repose by the tricky dealings of a party of wirepullers. Mr. Cleveland's victory is a distinct evidence of the return of American popular sanity, and the prospect of Transatlantic markets being ere long again opened to the English trade should convey a considerable amount of hope to all interested parties. But the mills of national or popular politics grind slowly, and much yet remains to be done ere either the producers or the consumers can reap anything approaching substantial benefit. At present, Mr. Cleveland and the English trade have but secured a moral victory over the McKinleyites; that moral victory has yet to become a physi-

cal and actual one ere good can result. And this cannot be done in a hurry. The installation of the new president is not until next March, and even after that it is possible that the American senate may not be over-anxiously desirous of satisfying what is undoubtedly the wish of a vast majority of American citizens—the abolishment of the obnoxious and mischievous tariff act, and a return to the style known in military circles as "As-you-were." Thus it seems that while the business relationship between England and America is likely to improve considerably during the next four years, yet the improvement is hardly likely to be immediately felt; perhaps even a year may elapse before there is a very marked emendation. But the improvement is bound to come at sometime or other. England is powerless in the matter either way, so all that can be done is to wait and hope that the improvement may be real, full and as soon as possible.

RECENT ENGLISH INVENTIONS.

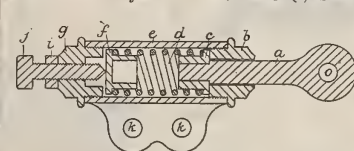
New and Useful Designs in Frames, Tires and Wheels.

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

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

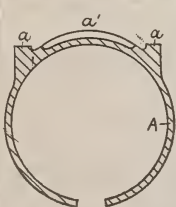
No. 18,012. M. McMeekin's "Improved anti-vibration arrangement for bicycles and other velocipedes." Oct. 21, 1891.—This invention consists of a metal casing (e) enclosing a spiral spring (d) upon the two ends of which bear washers or hollow plugs (c and f, respectively,) serving to contract the spring (d). The casing is tapped at each end to receive the screw caps or nuts (b and g). The washer (c) is fixed upon a spindle (a) which passes through the screw cap

(d) and terminates outwardly with a circular flattened end having a central perforation (o) through which passes the axle of the wheel secured thereto by a nut. The washer (f) is held



in position by the screw cap (g) provided with a central tapped perforation, through which passes the screw bolt (j) furnished with a locking nut (i) and bearing upon the washer (f). This screw bolt serves to regulate the expansion or contraction of the spring (d). The casing is provided with centrally perforated lugs (k), whereby the device can be fixed to each branch of the front and rear forks of a velocipede.

No. 20,190. F. L. Lange's "Improvements in and relating to tires for the wheels of velocipedes." Nov. 20, 1891.—This invention relates to hollow tires or to covers to be attached to the same, and consists in making the tread with two longitudinal ribs and a series of transverse grooves between the said ribs, the object being to prevent both side-slipping and driving slip. The cover



(A) is made of rubber or any analogous material, and it has on its outer face two ribs (a and a') running circumferentially around its entire periphery. Between these two ribs the cover is preferably thickened, as shown, and in it are formed a series of transverse grooves (a' a'), each about one-quarter-inch wide and any suitable distance apart. As a modification, the cover may be made of leather or other analogous material, and on this the ribs are preferably formed by folding and stitching. Between these two ribs a band is fixed having a series of transverse slots or grooves, according to the thickness of the band. This band is attached to the cover by any suitable means. The cover may be fixed to the rim if it is intended to be permanent, but if it is intended to be used as a supplemental cover, it is provided with eyelet holes or other suitable devices for attaching and detaching.

No. 20,090. J. Robson's "Improvements in velocipedes, bicycles and tricycles." Nov. 19, 1891.—In one arrangement, in a safety bicycle, the

diagonal tube of a diamond frame is used for the barrel of the pump, the barrel is closed at the bottom and has suction and delivery valves and a nozzle. To this nozzle one end of a flexible tube is attached and the other end is attached to the valve of the tire when inflating the same. This flexible tube when detached may be stored in the pump barrel or in one of the other tubes of the frame. In the barrel work a piston and rod for forcing the air and the L pin may be used as a pump handle by securing it on to the piston rod, or a separate handle may be used. A tube of the machine may also be used as a receptacle for a separate hand pump when such is used. The tubes of the frame are sometimes used for storing oil for lubricating the machine or for burning in its lamp. The claims are very inclusive.

The 1893 Stover Line.

Great strides have been made in cycle construction during the past year, and no maker has accomplished more in this line than the Stover Bicycle Manufacturing Company. This company has always been noted for its modesty and has always produced the best possible article. It is therefore with pleasure that we call attention to the three new machines it will put upon the market in 1893. Sterling merit and excellent workmanship stand out all over them. The Thoroughbred Phoenix (A) is a straight-lined diamond frame machine, with a 10-inch drop forged head, and is as handsome as a bicycle could well be. It is fitted with Gormully & Jeffery or Palmer tires and weighs less than twenty-nine pounds. The Phoenix roadster (B) is its counterpart, only fitted with mud guards, etc., and weighs less than thirty-eight pounds, while the ladies' Phoenix is a new departure, weighing, all on, less than thirty-five pounds, and having a new frame design. All of these machines are entirely new in design, and with the regular styles put out by the Stover company will make a range of selection hard to duplicate. E. H. Wilcox and the genial Bob Lennie will form the traveling force for the coming season, and we are promised a catalogue finer

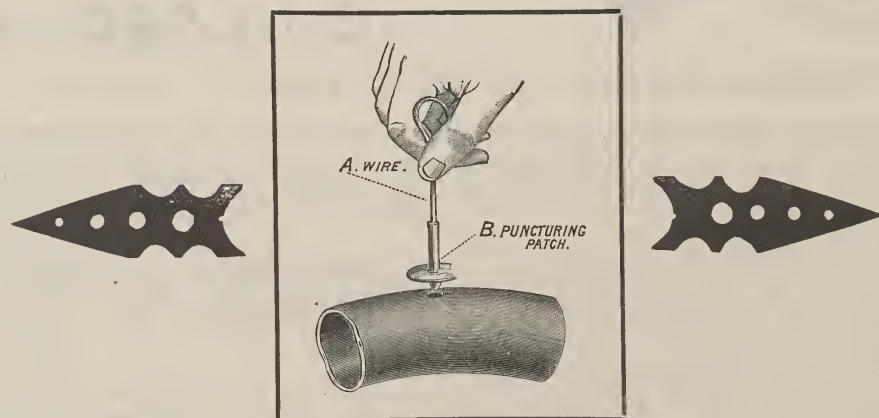
NO MORE WALKING.

Our '93 Protection Strip Tire

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

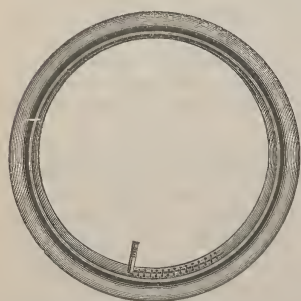
OUR UMBRELLA PATCH.

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



Our Improved Valve Is Perfect.

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



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

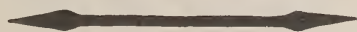
NEW YORK BELTING & PACKING CO., Ltd.

15 PARK ROW, NEW YORK.

Correspondence Solicited.

W. D. ALLEN & CO., Western Agents, 151 Lake Street, CHICAGO.

TRIUMPH!!



It is generally acknowledged that the **TRIUMPH** is the best wheel made in England. It is **Light, Strong and Reliable**, and always up to date. Come and see it at the following agencies:

WHITE SEWING MACHINE Co., 22 Union Square, NEW YORK, N. Y.

J. B. RICH CYCLE Co., 1702-1704 N. Broad Street, PHILADELPHIA, PA.

CHARLES HANAUER & BRO., 258 Walnut Street, CINCINNATI, O. . . .

PRINCE WELLS, 629 Fourth Street, LOUISVILLE, KY. . . .

TRUESDALE MACHINE AND ARMS Co., 604 Fourth Street, ST. LOUIS, MO.

WESTERN CYCLE Co., 254 Ogden Avenue, CHICAGO, ILL. . . .

SCHULENBURG CYCLE Co., 98-102 Randolph Street, DETROIT, MICH. . .

WHITE SEWING MACHINE Co., 163 Tremont Street, BOSTON, MASS.

WM. GURD & Co., 185 Dundas Street, LONDON, ONTARIO, CANADA. .

G. W. SCHACK, Main Street, BUFFALO, N. Y. . . .

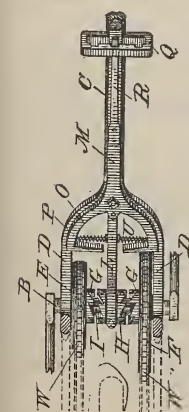
Complete List of PARTS Kept at Our New York Office, 22 Union Square.

TRIUMPH CYCLE CO., Ltd., COVENTRY, ENG.

than those already issued. The success of this company has been phenomenal, and it has deserved it in every way.

Swarthout's Changeable Gear.

The changeable gear device invented by Albert S. Swarthout, of Poughkeepsie, N. Y., on which he has been granted a patent, seems to be very simple and yet practical. A double clutch (H) or power-changing mechanism is arranged to slide on the crank axle so as to grip with the clutch-face of the sprocket wheels. On one side of the crank axle is a large sprocket (F) for high gearing, and on the other is a smaller one (E) for low gearing. The clutch is operated through a lever (M) which locks by means of a spring on the lower rod of the frame. The sprocket wheels revolve independent of the crank axle, while the clutch, though made to slide from one side to the other so that it may lock with either sprocket, is made to revolve with the axle, and consequently turn the sprocket to which it is locked.



a lever (M) which locks by means of a spring on the lower rod of the frame. The sprocket wheels revolve independent of the crank axle, while the clutch, though made to slide from one side to the other so that it may lock with either sprocket, is made to revolve with the axle, and consequently turn the sprocket to which it is locked.

Gormully & Jeffery Make Reply.

THE REFEREE PUBLISHING COMPANY, Chicago.—Gentlemen:—Our attention has been called to a very misleading notice issued by the Kenwood Manufacturing Company, through the REFEREE, to the general public, in regard to the infringement suits now pending in the United States Circuit Court of northern

Illinois, northern division. The facts in the case are as follows: The Kenwood pneumatic tire, as made in 1891, infringes certain patents owned by the Gormully & Jeffery Manufacturing Company. The fact that the Kenwood tire is manufactured under other patents owned by that company is entirely irrelevant, because the Kenwood patents are subsequent to the G. & J. patents. The fact that a thing is patented does not give the patentee the right to manufacture the patented article in violation to the rights of prior and paramount patentees. What the company above referred to intend to make next year is also foreign to the matter, as the suit was based upon what they have already done this year, or, in other words, upon infringements prior to the bringing of the suit. After we get our injunction against them it will be time to inquire whether their new construction also violates our rights. We have also simply treated the Kenwood Company as we shall treat every infringer, and deem it a courtesy to inform the public of our position in the matter, that they may be warned. The mention of the company in question was simply incidental to such warning. Yours very truly,

GORMULLY & JEFFERY MFG CO.

Turning Out Royals.

The Royal Cycle Works of Marshall, Mich., are at present getting out the first lot of 200 of the '93 pattern machines. These include the Royal Limited, a 27 pound machine with purple rims. It is a handsome wheel with a 44-inch base, 10 3/4-inch head, 21 1/2 inches from seat post to crank bracket, roll threaded spokes (double butted), special bottom bracket and rear hub of a handsome design. The road wheel is the same design, and weighs 40 pounds, all on. The

ladies' wheel is light and handsome, weighing 35 pounds. These three comprise one of the handsomest lines in the country, and they will be exhibited at the Philadelphia cycle show.

The Bradley Chainless Safety.

The Bradley Chainless Bicycle Company of Albany, N. Y., which makes the wheel bearing the same name, believes it has a machine that will meet with popular favor. The gearing is certainly simple enough. We see no reason why it should not prove a success. As will be noticed in the accompanying cut, the driving gear consists of two finely-cut cog wheels on each side of the bicycle.



These are cut to fit into the hub, which is also a finely-cut cog wheel. The pedals are attached to the forward cog wheel, and only eight inches forward of the hub. The regular wheel will have a diamond frame, 30-inch wheels, and will be quite light.

Peoria Trade Doings.

B. H. Pratt of the Elastic Tip Company, Boston and Chicago, was in Peoria on business last week. The Elastic company has a pneumatic tire on the market something similar to the Boothroyd; also one on the Morgan & Wright plan.

A. G. Spalding & Bros., representative, F. J. Fanning, was in Peoria last Friday with the Victor for next year. The Victor folks will have a wheel out that will weigh 28 pounds. Spalding's line of Credendas will be greatly improved for '93. They will list with pneumatic tires at \$115.

Kirkwood, Miller & Co. are building a new repair shop and putting in a large

amount of new machinery. W. O. Wood has charge of this department.

Patee, Henning, Blake and Greenwood of the Peoria trade were all registered in Chicago last week. The four named gentlemen who represent the four different cycling houses in this city, were in search of trade.

Charles F. Vail, who was so roughly used some time ago by a pair of toughs, has now fairly recovered and is at his post of duty.

LAUREL.

Solid Comfort Saddles.

Bretz & Curtis Manufacturing Company's representative is now on his way through the west placing orders for Solid Comfort saddles, and appointing agents for the Quinton Scorchers machine for 1893. The Solid Comfort saddles are now made in four patterns and can not fail to meet with popular favor. The line consists of the scorchers pattern, weight 25 ounces; the roadster, 30 ounces; the ladies', 23 ounces, and the boys', 20 ounces. The special light roadster, Quinton Scorchers will meet with success this coming season. Its lines are graceful, the machine possessing great strength, and the weight is only 30 pounds.

L. B. Whymper.

Few men in the cycle trade are more favorably or better known than L. B. Whymper—"Barney," as his friends call him. For eleven years he has served his present employers, Schorverling, Daly & Gales, Broadway, New York. When the bicycle department was added to their large business, Mr. Whymper was placed in charge and, backed by a good firm, he made the department the success it is. The firm has made a strong lead in Humbers and Gales, and dipped heavily into the sundry business. Whymper was a member

WHITWORTH CYCLES

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

HIGHEST GRADE ONLY.

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

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

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

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

THE WHITWORTH WORKS CYCLE CO.,

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

of the old Calumet Bicycle Club of Brooklyn, which joined the Kings County Wheelmen. He is a trustee of the latter club and editor of the club's monthly journal, the smart little *Announcer*. Whymper is also a member of the Hudson County Wheelmen and the Elizabeth Athletic Club. He is a warm advocate of club papers and a gay young bachelor and good fellow generally.

Incorporation Papers Filed.

The American branch of the Coventry Machinists' Company filed articles of incorporation with the county recorder at Richmond, Ind., on Thursday of last week. According to despatches the capital stock is \$200,000, divided into shares of \$100 each. The company is incorporated for a term of fifty years, and the following directors will have charge for the first year: Edgar G. Hibbard, Micajah Henley, Johann Sedgwick, A. J. Marrett and A. S. Hill.

The company is allowed the privilege of using the Coventry, Eng., trade mark, "Swift," and all patents registered or adopted by the Coventry company become property of this company.

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.:

486,914, velocipede; Pardon W. Tillinghast, Providence, R. I.; filed May 11, 1891; serial No. 292,393.

488,915, pneumatic tire; Pardon W. Tillinghast, Providence, R. I.; filed June 20, 1892; serial No. 437,375.

488,835, bicycle brake; William T. Lewis, Peoria, Ill.; filed April 14, 1892; serial No. 429,114.

489,017, wheel; Stephen H. Kimball, Everett, Mass.; filed Jan. 25, 1892; serial No. 419,191.

487,018, bicycle; Stephen H. Kimball, Everett, Mass.; filed March 12, 1892; serial No. 424,682.

487,081, support for bicycle saddles; Ehal M.

Staples, Elizabeth, N. J.; filed Nov. 7, 1891; serial No. 411,177.

A New South Road.

A REFEREE man has had the pleasure of trying a new South Road, 28-pound machine, fitted with Preston-Davies tires, a cut of which appears in this issue. It is as pretty a wheel as is on the market to-day (the cut does not do it justice by any means) and is very handsomely finished and designed. The South Road is built in several weights,

30x30 feet, is separate and will be used as an engine room when certain large additions contemplated are completed. The present building is but a starter, as this company has a large capital and is preparing to do a large manufacturing business. It intends making the wheel which the public demands, to be about thirty-three to thirty-five pounds in weight. The design will be a copy of none on the market now. S. W. Goodwin, formerly with the Gendron company, has been secured and is now de-

agent for the Marion Cycle Company. In fact, he was once employed by the concern, but not since Aug. 9. He was engaged to a young lady in Detroit, borrowed from her a \$30 diamond ring, and has not been heard of since. Several hotel keepers would like to see him to the extent of a number of good-sized board bills.

Two Popular Wheels.

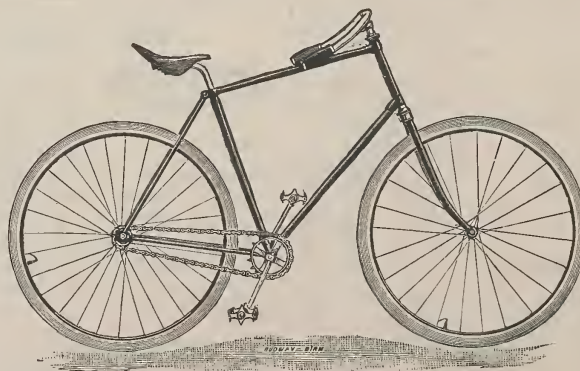
The King and Queen of Scorchers, made by the Centaur Cycle Company and handled in this country by Kingman & Co., Peoria; the McIntosh-Huntington Company, Cleveland, and Hulbert Bros. & Co., New York, are probably as light wheels as can be found on the market; yet they have great strength. To our knowledge a Queen of Scorchers, fitted with Dunlop racing tires, weighs less than thirty-three pounds and was in service all last season without suffering a scratch or a bend. The King of Scorchers comes in three weights—racer, twenty pounds; semi-racer, twenty-six pounds and roadster, thirty-three pounds.

The Statement Misquoted.

The New York Press, which is a rabid republican sheet, printed the following on Nov. 30:

CANTON, O., Nov. 29.—News comes from Shelby, a flourishing city in Richland county, that the big steel mill there, the only one in the country which manufactures cold drawn steel tubing, used in making bicycles, is completely demoralized as a result of the election. Not a single order has been received since Nov. 9. Several of the large bicycle manufacturers in this country were negotiating for large amounts of tubing, but have announced that they will not place any further orders, stating that if the new administration takes the tariff of 45 per cent. off bicycles they will have to go out of business.

The plant started one year ago in July on a small scale, employing but a few men. Now the buildings cover nearly five acres of ground and furnish employment to hundreds of workmen at good wages. The second largest plant is nearly



A NEW SOUTH ROAD.

the one shown the REFEREE being a 28-pounder. W. F. French & Sons, the makers, have certainly brought out a machine that will take well, and the James Cycle Company, Chicago, the American agent, should have no trouble in disposing of a large number.

Bay City's New Factory.

The National Cycle Manufacturing Company of Bay City, Mich., has a factory under way 50x110 feet and two stories in height. The enameling room,

signing the wheel. He has had five years' experience in this business and designed most of the Gendron company's machinery. F. C. Finkenstedt will probably be secretary and treasurer of the company. Henry B. Smith is president.

Look Out For Him.

A number of Michigan dealers have recently been swindled in various ways by a man giving the name of George W. Hayward. He has been posing as an

LIGHT
ROADSTER.

MAJESTIC

LIGHT
ROADSTER.

ALL ON, WEIGHS 36 POUNDS.

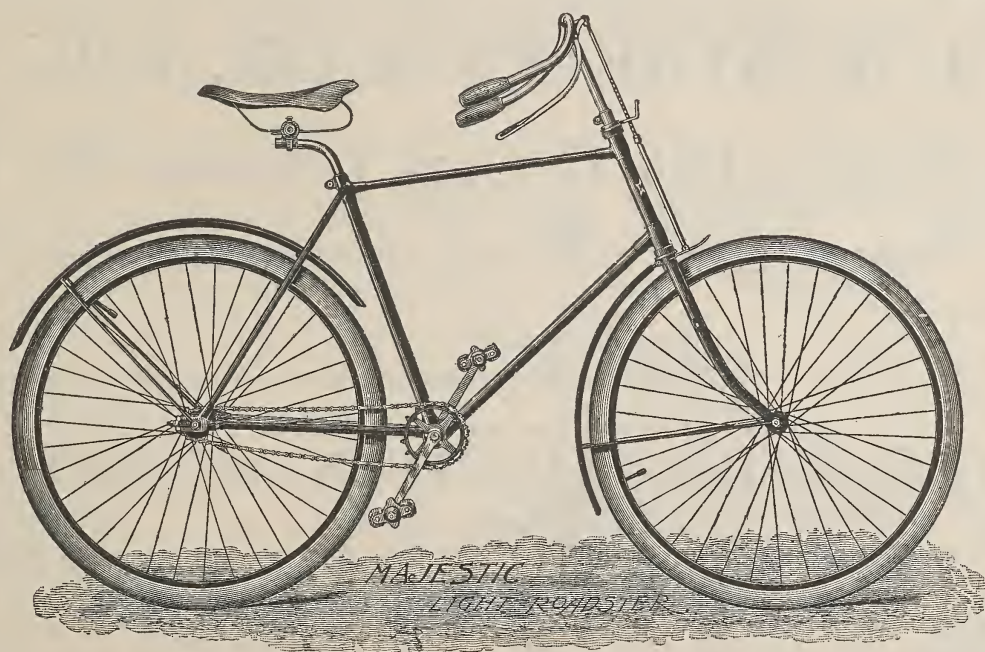
WILL STRIP TO ABOUT 30 LBS.

Made From Best Drop Forgings and Weldless Steel Tubing
Throughout. **ABSOLUTELY** High Grade.

All Made Under One Roof. Thorough Inspection of All Parts.

We GUARANTEE DELIVERIES IN SEASON on Orders Placed Now.

A LIVE
AGENT
wanted in every
good riding town
in the country.
NOTHING
but words
of PRAISE
from those
who handled
it this season.



Apply at
ONCE
for advance
sheet and get
FULL informa-
tion regard-
ing all details.

MAJESTIC LIGHT ROADSTER

\$115 With Pneumatic Tire.

\$100 With Cushion Tire.

Remember, it is Absolutely High Grade, and so Guaranteed.

HULBERT BROS. & CO

—NEW YORK.

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.

THE KIND OF LETTERS WE GET.

GEO. K. BARRETT, CYCLIST.

REPRESENTING THE

Marble Cycle Mfg. Co.

Wholesale and Retail Depot, Factory,
271 Wabash Ave., Chicago. Plymouth, Ind.

Unless otherwise stated direct all Correspondence to
271 Wabash Avenue, Chicago.

CHICAGO, Nov. 29, 1892.

EDITOR THE REFEREE:

DEAR SIR:—Please insert the following trade note in your next issue, and oblige,

Yours truly, GEO. K. BARRETT, For Marble Cycle Mfg. Co.

The well-known and popular cyclist, Col. Geo. K. Barrett, is having great success in selling the Celebrated Smalley Cycles. They are absolutely the finest thing we have yet seen in cycles—light, strong and graceful. The factory, at Plymouth, Ind., is the most completely equipped one on either side the Atlantic. We recommend our readers to write to the genial Barrett, at the Company's wholesale and retail depot, 271 Wabash Ave., Chicago.

Safety Bicycle Frames.

WE carry a stock in three weights; racer, semi-racer and roadster; first-class frames every one of them; and what is to the point, we guarantee them. They are made for the '93 trade and are of the Humber long wheel-base variety. We needn't illustrate them. You know the popular type—looks not unlike the famous Beeston-Humber. Don't buy ancient relics because they are cheap. In the cycle trade the latest patterns are the only sellers. You know that.

Everything in the line of cycle manufacture and repair.

Anglo-American Iron and Metal Company,
CYCLE MATERIAL SPECIALISTS,
213 PEARL STREET, - NEW YORK.

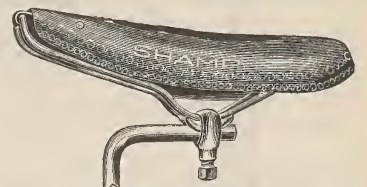


SHAMP SADDLE, NO. 1.
Weight, 21 oz.

GEO. W. SHAMP,
78 Washington Street,
BUFFALO, N. Y.

Liberal Discounts To The Trade.

Get Our Prices Before Placing Your Orders.



SHAMP SPECIAL SCORCHER, NO. 2.
Weight, 16 oz.

completed and would be ready for operation within the next sixty days.

It did not seem possible, even to a good republican, that the result of the recent election could prove so fatal to one particular industry. A letter to the Shelby company, dated Dec. 3, elicited the following reply:

REFEREE PUBLISHING COMPANY.—GENTLEMEN:—Replying to yours of the 3d inst., we beg to assure you that there is no foundation whatever for the statement in the New York Press. Soon after the election the writer had an interview with a gentleman, whom he did not suspect as being a reporter, and through a running conversation, in which we both expressed regret at the turn the election had taken, I remarked to him, however, that no matter what might come of the change of administration, we had sufficient orders to run us for sixty days from that date, and he claims that he so wrote his paper, but that instead they changed same and made it read that we would have to close down in sixty days. We have not thought it wisdom to contradict the statement, as it would only provoke criticism and give it more general circulation. The facts are, we are simply overwhelmed with orders and increasing daily, and from present appearances this condition promises to continue at least through the entire season.

Thanking you very kindly for calling our attention to the matter, we are most truly yours,
THE SHELBY STEEL TUBE COMPANY,
D. L. COCKLEY, President.

Bad for Carriage Men.

A well-known buggy manufacturer of Indianapolis, stated a few days ago that the bicycle business during 1893 affected the buggy trade to the extent of 10 per cent. He also took occasion to say that there would be a falling off in the buggy business next season of at least 20 per cent, and that the bicycle would be the direct cause of it. The falling off in the buggy business has caused the implement dealers throughout the country to put in bicycles as an experiment, and in nine cases out of ten it has proved so satisfactory that the bicycle was made a part of the business.

New Hoves in Chicago.

The New Howe Machine Company has in its English factory 128 workmen from the Humber works at Beeston. As they are all experts, it is small wonder the New Howe has such a splendid reputation? Mr. Golder, American and colonial representative for the company, will remain in Chicago at least two weeks, and will shortly have a line of these wheels to show to the Chicago

trade. From Chicago Mr. Golder will journey west and south into Mexico, F. P. Prial being his companion.

Trade Men in Chicago.

During the past week Chicago has been invaded by trade men—men with tires, sundries bicycles, etc. A. Kennedy-Child, of the Warwick Cycle Company; W. M. Perrett, of the Bretz & Curtis Manufacturing Company; Stephen Golder, of the New Howe company; H. Crowther, *Bicycling World*; J. J. Prial, the *Wheel*; W. B. Troy, *Sporting Life*; and Mr. Tillinghast, of Providence, maker of the tire which bears his name.

Chicago Trade Jottings.

J. O. Blake, manager of Gormully & Jeffery's retail store, is in New York on business.

E. W. Roth of the Roth-Kasten Cycle Company of Milwaukee, was in the city last week.

Harry Pound is in Indiana in the interests of the Gormully & Jeffery Manufacturing Company.

George K. Barrett, the Marble company's inducer, has gone east to be away three or four weeks.

The St. Nicholas Manufacturing Company is employing nearly two hundred men on cycles alone.

The Fulton Machine Works, 82 Filton street, manufacturer of Thistle safeties, will move its plant Jan. 1.

The St. Nicholas Manufacturing Company's store is 380 feet deep, fifty-five feet wide and two stories in height.

Siegel, Cooper & Co., the great dealers in "everything," report a lively Christmas trade in medium grade cycles.

George Formhals, of the Gormully & Jeffery Manufacturing Company, is in Minnesota. J. Elmer Pratt is in the south.

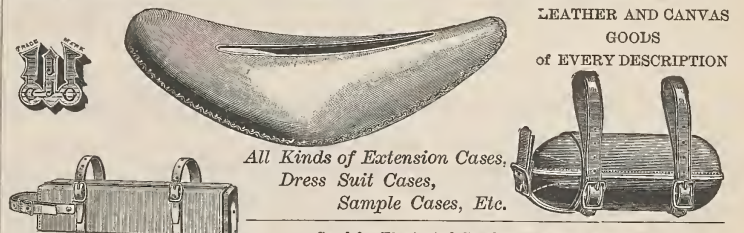
Thomas Sanders, the English traveler, representing several English concerns, came into Chicago Wednesday from a trip to Boston.

A local manufacturer contemplates making several lines of wheels, which shall be exact copies of prominent English patterns, before the name of which the word American will be placed. An English representative seen declared that

J. J. WARREN COMPANY,
WASHINGTON SQ., WORCESTER, MASS., U. S. A.

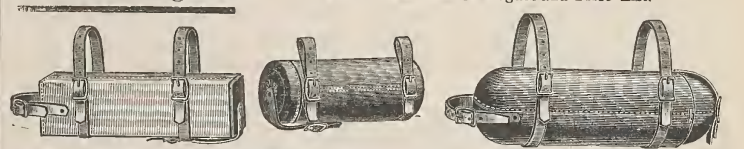
—MANUFACTURERS OF—

BICYCLE SADDLE LEATHERS AND TOOL BAGS,
LEATHER AND CANVAS
GOODS
of EVERY DESCRIPTION



All Kinds of Extension Cases,
Dress Suit Cases,
Sample Cases, Etc.

Send for Illustrated Catalogues and Price List.



copying his line in this way and using the name would result in a suit at law.

F. M. Smith, of the firm of F. M. Smith & Bro., St. Paul, is in the city. He will handle Liberties for St. Paul and surrounding territory.

M. A. Meader of the Ariel Cycle Company, Goshen, Ind., will arrive in Chicago next Saturday or early Monday morning from the east.

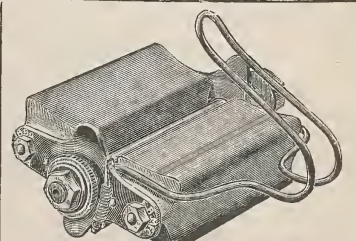
It is said that Marshall Field & Co. have been figuring on a number of cycles for a jobbing business, and that they have a practical cyclist in charge of their department.

L. A. Howell, formerly with the Union company in the east, has entered the employ of the Sterling Cycle Works of this city, for which he will travel through eastern territory.

With the Lyndhurst and a special line of wheels now being manufactured for it, the Henry Sears Company will make a lively bid for a prominent position in next season's cycle business.

G. W. Cushman, who has been in the cycle business for the past year at Harris & Ross' old stand at Oakwood square, has entered the employ of the Taylor Cycle Company.

George E. Lloyd & Co. will manufacture a few machines for a Chicago concern this year, but will not exgag ex-



Send For Prices
AND TRADE DISCOUNTS OF
**RANKIN'S
PAT. TOE CLIP.**
Sample Pair by Mail, 50c.

**MUNROE'S
ANTI-FRICTION**
Compound for Cycle Chains.
Sample Tube by Mail, 25c.

We will send you cuts of the above for '93 catalogues.

W. G. BANKIN & CO.,
23 Custom House St.,
PROVIDENCE, - R. I.



tensively in the cycle business. They will probably handle the Victors, as before, at their factory, Canal and Jackson streets.

Thorsen & Cassady handle the Western Wheel Works line only, having secured no high grade wheels thus far. One will be secured soon, and Mr. Cas-

THE "STEARNS" QUARTETTE

Racer,
22 Lbs.

Model B.,
32 Lbs.

*The Most
Complete
Line in the
Market!*

Model A.,
28 Lbs.

Model C.,
37 Lbs.

AGENTS WANTED.

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

sady promises it will be only the very best. This firm will spread out this season and quite eclipse its last year's business.

"Elliptical" De Vore was in Chicago last Monday. Mr. De Vore has taken out 110 patents, including the much talked of elliptical sprocket wheel, in his lifetime and is still at it.

Hibbard, Spencer, Bartlett & Co. are receiving large orders for St. Nicholas safeties, which they handle for all territory west of Pittsburg. This line will be fitted with Morgan & Wright pneumatic tires.

A. Kennedy-Child, the orator of cycling, is in the city, his silvery tongue tuned for Warwicks and their perfections. Failing to secure a good Chicago firm as representative, he may open a retail store.

Morgan & Wright have shown the trade this week a racing tube weighing but six and a half ounces, of fine texture, seamless, molded ends and stretching to four times its length, regaining at once its natural length.

There is a rumor that a large willow ware firm is about to engage very extensively in the cycle business as manufacturers and retailers, with a store in cycle row. The factory of this firm is now completed and an announcement will be made soon.

Robert Lennie has resigned his position with Thomas Kane & Co., and, it is thought, has signed with the Stover Bicycle Manufacturing Company. Lennie has gained an enviable reputation as a bicycle salesman and will prove a jewel to whoever secures him.

Thorsen & Cassady have secured all selling rights for Garford saddles for territory west of Elyria. Parkhurst & Wilkinson reserve the right to all contracts of over 500 saddles. Thorsen &

Cassady will sell to the importers, dealers and manufacturers.

There will be a great shifting around in cycle row Jan. 1, and, in fact, everywhere among the cycle dealers, jobbers and manufacturers in Chicago. There is lively bidding for some of the men, and good ones are exceedingly scarce. A few short weeks and the unemployed will have drifted down quite considerably.

In an item regarding a large order for tires which the Gormully & Jeffery Manufacturing Company had received, the REFEREE was some \$135,000 out of the way. The order was for \$150,000 and not \$15,000 worth, as stated. The absence of that one little cypher made considerable difference in this case. And this is only the first order—not to carry the house through the season of 1893.

Trade Jottings.

C. S. Merrill has left the employ of the Monarch Cycle Company.

Frank Riggs is doing the cities of the south for the Kenwood Manufacturing Company.

The rims of the Campbell racer will be finished in gold and will be called the gilded rim next year.

R. J. McCreedy and Arthur Du Cros, the Irish cracks, have ordered Raleigh racers for their next year's mounts.

Beecher & Lutze will handle Royal safeties at Jackson, Mich., and George Hilsendegen at Detroit, both having placed large orders.

The Dunlop Cycle Company has secured the Raleigh agency for Ireland, and has contracted to take not less than \$40,000 worth of wheels each year. The Raleigh company has had to enlarge its factory, and is now occupying the new building recently erected. The com-

pany's novelties for next year will consist of a 21-pound racer, a light tricycle and a light ladies' wheel.

The New Howe Company will show a line of wheels at the Philadelphia cycle show, each of which will be fitted with a different set of tires.

It is said—it's a rumor yet—that Crypto geared ordinaries will be manufactured in America next season, thus saving importing fees.

Ben Hinchleffe, the old-time English racing crack, seeks a position among the Chicago manufacturers and dealers. Mr. Hinchleffe is now at Parsons, Kas.

Is was reported that Studebaker Bros., the carriage builders, were contemplating the marketing of the output of H. A. Lozier & Co. This was denied Monday, but they are contemplating handling another line.

The Grand Rapids Cycle Company, Grand Rapids, Mich., will show to friends this season a wheel on Humber lines, light, strong and very handsome. The factory is working a full force and preparing for large trade in 1893.

Should the tariff be reduced to thirty per cent on bicycles, every store and every barn in the back alleys of Coventry would be devoted to cycle building for American trade, says a prominent Englishman, who ought to know.

The retail cycle business of Bay City, Mich., is handled as follows: A. R. Baker, Victors and Ramblers; Clayton Taylor, Columbias; C. N. Gent, Humber. Many Imperials were purchased elsewhere and gave splendid satisfaction.

An aluminum bronze wheel, without a brazed joint, unnicked and unenameled, but highly polished, weighing one-third less than steel, will shortly be placed on the market. The REFEREE

will contain a full description next week.

The J. J. Warren Company, of Worcester, Mass., has issued a neat little book containing illustrations of its leather goods. There is little in the line not made by this concern. A specialty is made of tool bags, belts, saddle leathers, etc.

Stephen Golder, now in Chicago, has placed the following agencies for the New Howe: Amos Shirley, New York city, for New York state; H. B. Davies & Co., Toronto, for Canada, and the Schulenberg Cycle Company, Detroit, for Michigan.

The Illinois Cycle Works, Chicago, has been incorporated, with a capital stock of \$25,000, by William J. Yates, Frank C. Lake and John E. Crawford. H. J. Winn is the prime mover in the concern, which is now in running order and making the Flyer.

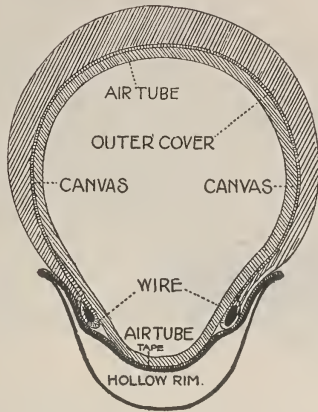
The Sercombe-Bolte Manufacturing Company has its samples for 1893 completed, and expects in a few days to start its traveler on the road. The company will be in shape to supply wheels promptly, and expects to be in the front rank in the point of sales.

George W. Hilsendegen & Co. of Detroit have contracted for a large number of Royal safeties. E. Ealsdorf & Co., Broad street, Newark, N. J., will also handle this line. The Royal Limited, twenty-seven pounds, will prove a prominent factor this coming season.

The Projectile Tubing Company of England, which makes the famous special P brand of steel tubing as used by the United States government, has just completed an immense plant at Bay Ridge, L. I. The chief promoters are President Lewis and Director Bliss of the Brooklyn City Railroad. The bicycle trade will receive their attention, and

1893 DUNLOP

Detachable Tire.



Detachable Tire.

The American Dunlop Pneumatic Tire Co.

*Has secured control of all
patents which will in any
way interfere with its . .*

1893 TIRE.

*WE GUARANTEE all purchasers or users of the
1893 Dunlop against loss through litigation.*

*Our representative will call on the trade in a few
days. We will then be able to make immediate
deliveries of Tires.*

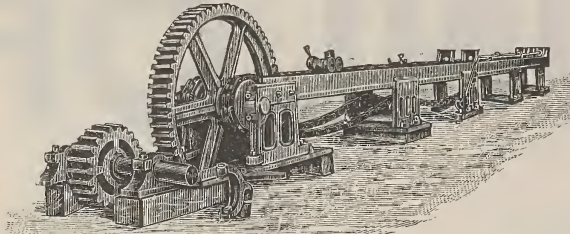
Details will be published in future issues.

**THE AMERICAN DUNLOP
PNEUMATIC TIRE CO.**

282 Wabash Avenue, CHICAGO.
(Temporary Office.)

—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.

Rouse, Hazard & Co., Peoria, Ill., General Agents for all territory west of Pennsylvania.
A. O. Very Cycle Co., Boston, Mass., General Agents for all territory east of Ohio.

WE WANT GOOD AGENTS!
YOU WANT A GOOD WHEEL!

THE

Halladay - Temple

SCORCHER

IS BETTER THAN THE BEST.

Our '93 Machine is the Equal of Any Machine Made.

The "Bearings" editor says: "There is nothing of the fake element in it. It is up to date and of beautiful outline."

Agents and Riders, it will pay you to investigate.

MANUFACTURED BY

Marion Cycle Co., Marion, Ind.

Address: RALPH TEMPLE'S CYCLE EXCHANGE,
General Agents, 158 22d Street, CHICAGO.

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.

LEARN SOMETHING ABOUT OILERS.

An oil can should not only be clean and tight but should also be able to regulate the supply of oil. No oil should overflow causing dirt to collect on the wheel and soiling the hands and clothes. An oil can seems an unimportant article, but a poor oiler will cause a large amount of trouble. Look into the matter and buy the best. It will repay you. Price, 25c. each.



HALF SIZE.

CUSHMAN & DENISON,
172 Ninth Ave., N. Y.



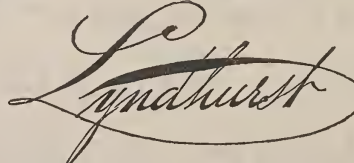
'PERFECT' POCKET OIL HOLDER
Best and most convenient device for carrying an oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. Price, 25c. each.
CUSHMAN & DENISON
172 9th Ave., - New York.



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

Racer 23 Lbs. Light Roadster 33 Lbs.

Won Over 30 Races This Season.



Factory, Lyndhurst, N. J.
Agents Wanted.

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

Holland Automatic Safety Stand.

(PATENT APPLIED FOR.)

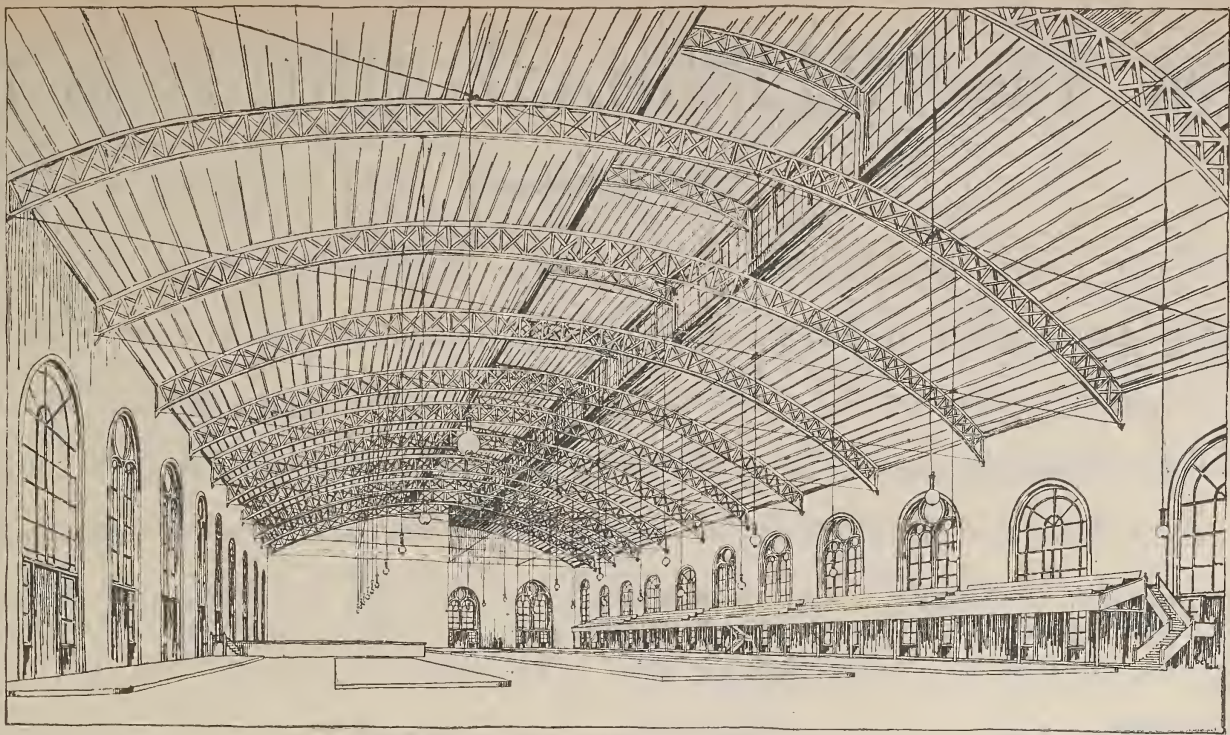
Easily and Speedily Attached to any Central Tube, Diamond or Drop Frame Safety. NEVER IN THE WAY OF THE RIDER. Will hold machine upright on any level place. Machine cannot fall either way. Both arms work in unison, up or down, when operated from either side of machine. It cannot rattle. Adds to the appearance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

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

Send along your name, address and two dollars and receive

THE REFEREE

For one year. Once a subscriber—always a subscriber.



THE PHILADELPHIA SHOW.—How the interior of the building is arranged.

the Anglo American company will control the cycle trade tube output. The works will be operated by hydraulic power, and will be ready for business Jan 1.

T. F. Rockwell starts out next week for Warman & Hazlewood. He will go west and south, and will take with him, besides the Coventry Cross, a full line of drop forgings and Foley & Webb's saddles, the latter being controlled in this country by Warman & Hazlewood.

The Phelps & Dingle Manufacturing Company writes the REFEREE to the effect that its Mr. Fulper needs to be pacified, inasmuch as a notice intended for him read "H. S. Fuller," for Fulper. The company says he is "full'er" wrath about it, so we hasten to make the correction.

The Zucker & Levett Chemical Company of New York has fitted out a large percentage of the bicycle factories of the country with its nickel-plating plants, among them the Raleigh, Queen City, Rockaway, Common Sense, Royal, Indiana, Comet and Niagara Machine companies.

Schoverling, Daly & Gales have brought out a new style luggage carrier, consisting of waterproof material fitted with straps and buckles so as to attach to the handlebar. It is designed for touring, as clothing, tools, etc., can be wrapped up in it. The carrier retails for a dollar.

Aleck Hill, manager of the Coventry Machinists' Company's Boston house, sailed for England on the Teutonic Wednesday, Nov. 3. Vincent Dugmore, of V. Dugmore & Co., Columbus avenue, Boston, accompanied Mr. Hill. Both are on business bent this trip, Hill going direct to Coventry.

The Baine & Kirkpatrick Company, Atlanta, Ga., is apt to soon control the bicycle business of the south. The concern handles Ramblers and Ariels, and is pushing its business in all localities. W. F. Moss travels for the house, while Guy Mitchell, the vice-president, handles the bicycle department.

Herbert Hadden and Howard A. Smith, of Newark, held a consultation regarding a further order of a thousand Excelsior wheels. The applications for the agencies of Bayliss & Thomas' goods have

been many according to Mr. Hadden, who showed letters from far-off California, Mexico and other points.

The National Cycle Manufacturing Company wrote us recently that as soon as its 50x109 feet, two-story, building, now nearing completion, is finished, it will begin the manufacture of a strictly high grade machine, making everything but the tires and saddles.

"There is a wrong idea," said a prominent cycle salesman, "of the inflated profits made in the cycle business, and that is leading many large firms in other lines of goods, hardware, dry goods and willow ware, to engage rather extensively in the cycle trade. Some will take a tumble, too, mark my words."

Charles B. Tewksburg, representing J. A. Hunt & Co., the Westboro, Mass., saddle makers, was in New York last week with a splendid line of saddles. He had ten different styles. A beautiful little ladies' saddle, the spring frame being covered with undressed calf leather, is the prettiest seat shown in New York this year.

D. B. Harwood, one of the pioneer business men of Bloomington, Ill., embarked in the bicycle business in a small way a year ago, doing some jobbing and retailing. This year K. B. Harwood will be associated with his father, and the firm will go in heavily on the bicycle trade. A large order for Sterlings has already been placed.

Stephen Golder is at last out of the toils of Uncle Sam's customs, where he languished for two long months. Through some informality Golder got tangled up, and the election delayed his getting the matter settled. Now, however, armed with a quarantine certificate and a fine lot of New Howes, Stephen smiles, keeps up his wonderful press work, and is selling wheels.

The following directors of the Snell Cycle Fitting Company, of Toledo, were elected Wednesday, Nov. 30: W. H. H. Smith, lumber merchant, president; Samuel Snell, general manager and vice-president; W. F. Dewey, secretary and treasurer. The capital is \$50,000, all paid up. The firm will be ready for business July 1. Contracts have been signed for a building 160x50 feet, two stories high.

The Philadelphia Show.

The Philadelphia cycle show of 1893 might as well be called the Bourse of cycling, as witness the reply of the Union Cycle Company to the committee: "We are notifying all our representatives throughout the state that we will be in attendance and can be found at stands 62 and 64, and that we shall be pleased to have them visit us there. Considering that we are doing this, we hardly think it necessary for you to notify the same people. A number of them have written us making appointments to meet us there to close deals for the ensuing year."

The prospectus sent out states that the show would open at 12, noon, each day. This was erroneous; the show will be open from 2 until 10 p. m. The Germania orchestra, the finest in Philadelphia, has been engaged to furnish music for the nine days of the show. Two of the most attractive features of the show will be the trial-against-time device and the chronograph. This is a contraption or line similar to the horse-race track used in the well-known play "A County Fair." Mr. Elliott will furnish a track which, by the use of electric motors, is made to revolve at a fearful velocity. The rider will be mounted on any make of wheel and start from one end of the stage and attempt to cover the track. If he is successful his time will be as reliable, and as accurate as though he had ridden and been timed on the open race course. Mr. Elliott says the track may be speeded to any time between one and three minutes to the mile. His chronograph is used for timing horse and bicycle races, and is capable of splitting a minute into a sixteenth and be strictly accurate. This is also an electrical device, and will cause a furor among horsemen, it being expected that several thousand equine enthusiasts will visit the show. Among the other distinct novelties at the show will be exhibited the original pneumatic tired sulky, owned and driven by Budd Doble in the record performance of Nancy Hanks. A complete list of the exhibitors to date includes:

The Ames & Frost Company.
Ariel Cycle Company.
American-Ormonde Company.
Elliott Burrell.
George R. Bidwell Cycle Company,

Bretz & Curtis Manufacturing Company.

J. F. Bailey & Co.
Buffalo Wheel Company.
Buffalo Tricycle Company.
Coventry Machinists' Company.
R. L. Coleman & Co.
C. W. Dalsen Cycle Company.
Common Sense Bicycle Company.
Cycling.
Crawford Cycle Company.
Cushman & Denison.
Elliott Hickory Cycle Company.
Eagle Cycle Manufacturing Company.
Excelsior Chemical Company.
Gormully & Jeffery Manufacturing Company.
Gendron Iron Wheel Company.
Grant Anti-Friction Ball Company.
Hulbert Bros. & Co.
Hartford Cycle Company.
Hart Cycle Company.
William W. Hart, Jr.
J. A. Hunt & Co.
Kalamazoo Cycle Company.
Overman Wheel Company.

Outing.
Monarch Cycle Company.
McKee & Harrington.
New York Cycle Company.
New York Belting & Packing Company.

Parkhurst & Wilkinson.
Pope Manufacturing Company.
H. A. Lozier & Co.
Royal Cycle Company.
Rimington Bros & Co.
Rochester Cycle Company.
Rouse-Duryea Cycle Company.
Rouse, Hazard & Co.
Remington Arms Company.
J. B. Rich Cycle Company.
Sercombe-Bolte Manufacturing Company.

E. C. Stearns & Co.
Schoverling, Daly & Gales.
A. G. Spalding & Bros.
R. M. Scheffey & Co.
Smith Wheel Company.
Charles Scott & Co.
C. K. Tryon & Co.
Charles Smith & Co.
Thomas A. Smith & Co.
Union Cycle Company.
Union Real Estate Company.
Wilson, Myers & Co.
W. H. Wilhelm & Co.
The Wheel
Yost Manufacturing Company,

Yes, The TILLINGHAST TIRE Is In It.

Although we are not given to spread - eagle advertisements, or to running around the country soliciting orders out of season, we have been quietly at work perfecting the best pneumatic tire ever made. This tire is the same in appearance as our '92 tire, with radical improvements in the construction of same, and entirely new and perfect valve. As a matter of fact, out of the thousands of tires made and in use since April 1st, not one has yet burst. Our representative is now on the road, and we believe it to be to the interest of every manufacturer and dealer to examine our '93 tire before placing orders.

THE TILLINGHAST PNEUMATIC TIRE COMPANY,

59 CLIFFORD ST., PROVIDENCE, R. I.

Anglo-American Iron & Metal Com-
pany.

Michelin Pneumatic Tire Company.
Rooms have been set aside by the
cycle show committee for the purpose of
a general meeting and reception room
for the makers and agents and for gen-
eral use of the press.



CHRISTMAS

ISSUE . . .

1892

A partial list of the contents of
This issue is here given:

TRADE DIRECTORY of the U. S. Com-
prising a list of manufacturers, im-
porters and jobbers of wheels, sundries,
parts, balls, tubings, forgings, tires and
tire materials, saddles and cycle-making
machinery.

CLUB DIRECTORY of the U. S., contain-
ing the names and addresses of about
1,500 clubs, with date of organization,
names and addresses of president and
secretary, and number of members.

"AN INTERNATIONAL MATCH," a
Christmas cycling story in three chapters
by Charles Perez Murphy; illustrated by
Henry Mayer.

"A RACE FOR LIFE AND A BRIDE," a
Christmas cycling story by Wright A.
Patterson; illustrated by F. B. Hart.

A CYCLING TRADE ARTICLE (subject
announced later), by Henry Sturmey,
editor of the *Cyclist*, England's recog-
nized trade authority.

A CHAPTER ON CYCLING, by Ernest H.
Godbold, editor of *Bicycling News*, the
oldest cycling journal in the world.

"PNEUMATIC TIRES," an interesting
paper by F. W. Morgan, of the firm of
Morgan & Wright.

"A MODEL TRACK AND GROUNDS," A
complete description, with numerous
illustrations, of how to build and conduct
a cycle track on most approved prin-

ciples.

"A YEAR'S HISTORY," comprising a
brief review of the year's doings, with
illustrations of the principal events.

"CANADIAN CYCLING," by J. H. Ger-
rie, sporting editor of the *Toronto Mail*;
with portraits of the leading Canadian
riders.

"CYCLING ON THE COAST," with numer-
ous illustrations, by Robert A. Smythe,
of San Francisco.

"ADVERTISING IN THE CYCLE TRADE,"
by Llewellyn W. Conkling.

"THE STORY OF A WRECK," a short
story, by Guy P. Wilson.

"MY CHRISTMAS WIFE," a cycling

story, by W. E. Holding, editor of the
Cycle Record, Coventry.

"HOW I WAS MESMERIZED," a story
by C. A. Hill; illustrated by G. T. Verre-
ault.

The issue will contain many other fea-
tures, including the records to date,
pictures of cycling celebrities, and the
racing men of the United States, Canada,
England and France, cartoons and illus-
trations, a column or two of illustrated
humor, contributions by our regular and
a number of special correspondents, etc.

The issue will go to regular subscribers
and advertisers free. To others, twenty-
five cents per copy.

Ready for distribution Dec. 20.



MONARCH ROAD RACER, 32 POUNDS.

“He That Is Last ☉

☉ Shall Be First”

And so with the Tillinghast tire. Although last in the field to solicit orders for '93, it is first in rank as a Pneumatic Tire. New valve, simple, and perfectly air tight, new construction, not a tire burst made since April 1. Pure rubber; weighs less than any tire on the market. Safe from puncture from glass and stones, and at a price below some inferior tires. Our racing tire, which is new this year, weighs less than two pounds each, and one on hand this day with a hundred pounds of water to the square inch inside, shows no sign of bursting or bulging. Let others say more if they can.

THE TILLINGHAST PNEUMATIC TIRE COMPANY,
59 CLIFFORD ST., PROVIDENCE, R. I.

THE RALEIGH CYCLE CO., Ltd.

AMERICAN FACTORY AND OFFICES,
Greenwich and Bank Sts.



NEW YORK, Dec. 1, 1892.

To The Cycle Trade:

GENTLEMEN:---We are pleased to offer you an opportunity to secure the agency for your city, of the **Raleigh Cycles for 1893.**

We beg to say that, No More Complete Line can be offered you.

It costs less to sell a RALEIGH than any other bicycle manufactured, and as we allow **Good Discounts** you can make more money than you have during past seasons while handling other makes.

We are, yours very truly,

THE RALEIGH CYCLE CO., LTD.

P. S.---Have you ever heard of “ZIMMERMAN?”