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R. M. JAFFRAY, - - - - - Business Manager.

ORDER CHRISTMAS NUMBERS.

The Christmas number of the REFEREE will contain much valuable information to the trade and general cycling public. The trade directory alone is worth the price, twenty-five cents per copy. Those who are not regular subscribers or advertisers should order immediately (enclosing the price named) in order that prompt delivery may be made.

HOW CAN THEY BE HELD?

It did not take long for the international conference to decide upon holding a series of contests to decide the amateur (we presume) championship of the world. Not every country that pretends to amount to anything in the cycling line was represented at the meeting, but the United States, Canada, France, Germany, Holland, Italy, Ireland, Scotland and England sent delegates. Denmark, Sweden, Russia, Switzerland and Australia did not see fit to take part. Australia, however, had no license to enter into the deliberations of the body, inasmuch as amateurs are scarce in that country. Matters pertaining to racing are gradually becoming intensely muddled. We should like to meet the individual who to-day knows absolutely how matters stand; it is doubtful if that person exists. We have been promised a cash-prize league, two classes, pure amateurs, makers' amateurs and shamateurs—probably we will continue in the old rut and have the last named; but heaven forbid! The cycle politicians, correspondents and cycle press have been wrestling with all sorts of schemes and propositions. None has solved the problem. Certain knowing ones and particular daily papers tell us that so far as the United States is concerned, we are to have pure amateurs and knick-knack prizes and makers' amateurs and cash prizes.

Granting, for argument's sake, that this is to come about, how do these fine workers intend to arrange things so that all comers may part cipe in the international races? If makers' amateurs are to form one class of riders and the pure ones another, in the future someone will not, under the amateur rule, be allowed to compete in international races. The genuine amateur, whether he be an Englishman, Frenchman,

Dutchman or American, cannot and will not care to compete with professionals, shamateurs or makers' amateurs. The best men in the country will doubtless be makers' amateurs, if such a class is formed. If the international races are for amateurs then the best men cannot compete, for as before stated, they will be in the other class. Then it will not be a championship affair, except for one particular class.

The league and all other governing bodies could permit those belonging to all these various classes to ride together for the one occasion. But would these governing bodies do this? Hardly. It is understood that a competitor in the international races must first have won the championship of the country which he represents, or he may be selected to represent his country by the governing body of the same. If the league proposes having two classes the best man in one or the other class must represent the United States and—which shall it be? This is only another difficulty to surmount. It seems as if the league has a most difficult problem to solve.

WELL-DESERVED PUNISHMENT.

The young man who beat his way from New York to Chicago and stayed in the last named city—unfortunately for all concerned, it must be admitted—has of late been "sat upon" in a most deserving manner. He would have been welcomed in Chicago by the wheelmen but for his enormous impudence. Now he is cuffed and kicked—figuratively speaking and in reality—and shunned by every peaceably inclined cyclist. Even "the push," to which he craved membership, shuns him. He certainly deserves the punishment being inflicted upon him.

A FEW PLAIN FACTS.

Under the heading "Defying the Racing Board," the REFEREE last week commented on the way the amateur rules, now existing, were being transgressed, while the news columns told how a band of record breakers was living in the south. Within the past seven days it has been hinted that this paper was wrong in some of its statements. To begin with, Mr. Patee of Peoria denies most emphatically that his firm, Rouse, Hazard & Co. is paying these southern record breakers or furnishing their expense money. We have not claimed this. But we do claim that somebody is paying at least their expenses. It is preposterous to even try to believe that young men like Johnson, Rhodes, Ballard and Myers can afford to go south and remain there a couple of months for the honor of possibly breaking a few records. Tom Eck isn't there for nothing either; and he certainly is not paying his own way.

The facts in the case are these: At last accounts A. L. Atkins was in the employ of Rouse, Hazard & Co., likewise Bert Myers; our Nashville correspondent, "Souvenir," who, by the way, is one of the party that left Illinois for the southern trip, says "the quartette is now known as the Rudge team," and further on he says "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 interests;" and all the men are riding one particular make of wheel. A REFEREE man has seen a letter wherein a certain southern rider states that he was asked to ride a wheel of this same make, and there are to-day letters in the REFEREE office written from Nashville on Rouse, Hazard & Co.'s note heads and by those who are on that junketing trip.

In the face of these facts can any one doubt that somebody is paying at least

the expenses of these men? The statements made herein are true in every respect and cannot be refuted. All that can be said is, if the coat fits put it on.

If Rouse, Hazard & Co., are paying these men's expenses they are not to be blamed, for it is only what other makers have been doing and will continue to do, racing board or no racing board. The REFEREE again says the amateur rule is being violated, the racing board is being defied, and there is a mighty lot of individuals that ought to be suspended instant.

REPORTS of poor trade in cycles in the United States have been floating about for some time. It might pay a few dealers to move to Winnipeg, for according to a Detroit paper, one dealer there has placed orders with English makers for 1,000 high grade wheels. This is nearly as charming as the stories told by one or two Chicago travelers we have "heard tell 'bout."

THE Chicago Globe thinks that Chief McClaughray is opposed to the use of the bicycle in the police department, probably because an officer mounted on one is liable to catch a thief once in a while. What a merry chase the mounted policeman would have in trying to catch some of Chicago's scorchers.

If the columns of an evening Milwaukee paper are to be relied upon Charley Price has arrived in Jamaica and is meeting with good success at having a splendid time, being able to compete with the English manufacturers on account of the low duties.

A New Puncture Repairer.

The Plainfield cyclist who used chewing gum to mend a puncture in his tire until he could get home, was outdone the other day by a South Jerseyman. The latter ran over a small screw in the road and his hose-pipe tire suddenly collapsed. Although the puncture was very small it would be the means of his walking home unless he could remedy it, and after a few minutes spent in "cussing" the screw, he picked it up and was about to hurl it from him when he was struck by a happy idea. In his tool bag he had a file, and with this he cut it in half, screwed it into the aperture in the tire so that the head was even with the tread, wound the tire tape around it, pumped his tire and rode home rejoicing. It is said that he has since ridden the wheel many miles without removing the plug, and thinks it the best plan yet discovered.—Newark Call.

Strength of Aluminium.

Several manufacturers in Europe are now using aluminium in the construction of cycles, says Iron. The aluminium is alloyed with a small percentage of titanium, which is said to increase the strength of the aluminium very considerably. The following are as the results of the tests of alloy and metal used for this purpose: Tensile strength of aluminium, 22,800 pounds per square inch; titanium alloy, 73,500 pounds. The tensile strength of the alloy is very great if these figures are correct. It is greater than that of wrought iron and steel (48,000 to 67,000 pounds), but it is not so great as steel wire, which has a tensile strength of nearly 200,000 per square inch.

The Portland (Me.) Wheel Club was re-organized last week with officers as follows: President, Dr. George E. Dow; vice president and captain, Philip C. Kilborn; secretary, Charles Steele; treasurer, B. H. Farnsworth; club committee, president, vice president, treasurer, J. M. Mason and W. W. Jordan.

CURRENT COMMENT.

"A Beatrice boy was run over by a bicycle and badly bruised, and so was the rider of the dangerous two-wheeled contraption."

"A little son of Al. Andrea, three miles from Wilsonville, was kicked in the face by a colt and lay unconscious four days. He is now thought to be out of danger."

"While attending a sale at Harvard the other day, George Wyckoff was kicked in the mouth by a vicious horse. He will wear store teeth after his gums settle."

[These items were taken from the paper being only separated by a couple of other squibs.—Ed.]

The above clipping, sent to an eastern paper by J. B. McConnell, of Lincoln, Neb., shows very plainly that the day of prejudice is not yet drawn to a close. Why it is that people in this wonderful country will allow their personal, unreasoning prejudice to get away with their sense of the eternal fitness of things, I don't understand. A man, woman or child might be trampled to death beneath the feet of a runaway horse, or crushed under the wheels of a street-car or omnibus, or, as in the clipping, kicked into smithereens by a vicious colt without creating any surprise or more than a passing notice; probably blaming the late lamented for getting in the way. But if a miserable bicycle man happens to run into some awkward citizen there is a terrible row, and one would think from the fuss made that he had taken particular pains to occasion the bump, when as everyone who will stop to think should know that the rider is in absolutely more danger than the pedestrian. It is time the rural press stopped such foolish itemizing. It does them no good for they might as well try the Mrs. Partington act as to influence the tide which sets toward bicycling; as a business and as a sport, while it does do a certain amount of harm by keeping ignorant and unthinking people in the rut of prejudice.

I am glad to learn that "Mr. Snaix" did not get a league membership. The motive which prompted "the push" in forwarding the name of this illustrious gentleman to the L. A. W. secretary was in a way laudable. They simply wanted to call attention in a very pointed manner to the ridiculous way in which the official organ pretends to protect the L. A. W. from unwelcome applicants, and they most eminently succeeded. I do not believe they intended an insult to the good body of wheelmen, but that the whole business was simply an act of the moment by some of the boys. Let Mr. Snaix be a shining example, oh, official organ, and let us have the names and addresses of all applicants. It is the wiser plan. The L. A. W. waxeth big and strong, and no corporation banded together for business purposes can control them long. Better stop trying. The darkey, the Chinaman and club dogs and cats are not desirable members of the greatest organization banded together for the good of the greatest sport in the world.

LA COTE MAL TAILE.

Nancy Hanks to the City of Paris.

Speed on, O shapely ship! speed on,

From shore to shore;

There's much between

Your 5:14

And my 2:04.

Speed on, O shapely ship! speed on!

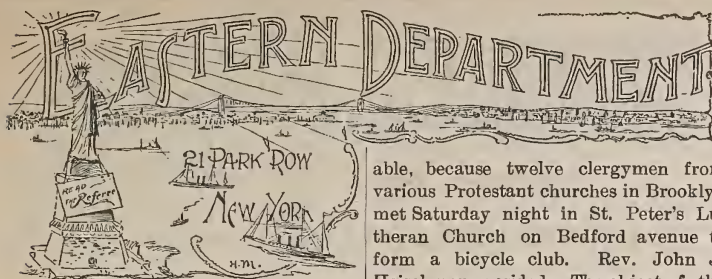
But stop—may I inquire,

If on your last

You used the fast

Pneumatic tire?—Columbus News.

The December number of *Good Roads* will be an "Illinois edition." It will contain articles by Governor-elect Altgeld and prominent editors and public men of that state.



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Among the callers at the REFEREE'S eastern office the past week were: Mr. Collins, of Collins & Nuttall; James T. Allen, United States patent office, Washington, D. C.; Charles Sulzner, Philadelphia; H. Arnold, London; G. von Art, Hanover, Germany; T. Stebbins, Coventry; H. Drexel, San Francisco; W. Fish, Newark, N. J.; M. Quinlon, R. L. Coleman and others.

Joseph Chamberlain on Professionals.

Hon. Joseph Chamberlain of Birmingham—called Joe by English liberals and radicals—is a liberal-unionist by political profession, and was at one time an ardent admirer of the man who chops down trees for exercise—Gladstone by name. The Hon. Joseph is acknowledged to be a very liberal and brainy man, and a good speaker. The Birchfield Harriers (all English athletes know this midland organization) did a happy thing when they invited "Brummager Joe" to their meeting recently, but how they must have winked the other eye when Joseph said: "Well, one of the great distinguishing features of this association is that it is an amateur association. Mind, I have nothing to say against professional sport, because it shows us what is the greatest excellence which can be achieved in this particular direction; but of course professional sport is fatal to amateur sport, because the whole meaning and sense of amateur sport is that it gives healthful recreation, whereas professional sport is, of course, business and a means of subsistence. But not only does it give you recreation—and remember, that is not a matter of slight importance—but I am one of those who think that the question of our sports is sometimes of as much importance as the question of our work, and that a man cannot do his work well unless he has a fair amount of recreation and even of innocent excitement. Lastly, I may say that such an association as this brings men into friendly relationship, and helps to create those social relations which add so much to the pleasure of life."

Mr. Chamberlain sized up the question correctly, and there is cash-prize logic and pure amateur sermons galore in the above. Raymond, *et al*, read it, and read it aright, and then shut up shop in '93 if you can't "solve" the above.

Ministerial Scorchers

Brooklyn is not such a bad place after all, notwithstanding some of the clergy said it was naughty to ride bicycles on Sunday and a spinster called the boys "callow things." We must be charit-

able, because twelve clergymen from various Protestant churches in Brooklyn met Saturday night in St. Peter's Lutheran Church on Bedford avenue to form a bicycle club. Rev. John J. Heischman presided. The object of the proposed organization is to create an opinion favorable to the bicycle as a means of exercise for the clergy, and to have parochial visits made on a wheel. This feature, however, will be delayed until the Brooklyn streets are better paved. In the meantime the Brooklyn pastors will ride once a week in the country, and may take a cycling trip in Europe. They want the new organization to be known as the Clerical Cycle Club. No uniform has yet been suggested, but the members propose to lay aside all doctrinal differences when they ride out together.

Ten ministers handed in their names to the Rev. J. Winslow Hegeman, who acted as secretary of the meeting on Saturday.

A Noted Club.

It is always a pleasure to visit Springfield, Mass., because there you meet a real live club, and during a recent visit

the postponement of the second day had not occurred the profits would have been much larger.

Felt Hurt and Cold.

The Recorder man evidently "saw the wrong people" when he visited Chicopee Falls recent y, and gave the concern the following vicious little dig:

To reach the factory of the Overman company, at Chicopee Falls, requires a ride of nearly an hour in electric cars. On reaching the falls a short walk brings one to the stronghold of spring frames and pacemakers. Upon announcing yourself, although invited, you are told that no business can be transacted; mind, too, before you have stated your errand. Mr. Overman is at his shooting box, and with a curt dismissal the door is shown to you, with a privilege of seeking shelter from the storm where you will. The only recourse is a journey, quick as limited trains will take you, to Boston, where hospitality is sure to greet you.

I wonder who it was that Boardman saw; surely not George Powell nor Superintendent of Agencies Morgan; and certainly not Andy McGarrett. Some office boy got his work in on the Recorder man. Office boys will do such things if one is timid. President Overman is always most courteous to visitors—so are his employees, as a rule—but you are not allowed to gallop of your own sweet will all over the place. The same can be said of many other similar institutions, and rightly so, for visitors generally cause confusion among the employees. Mr. Overman wrote a cordial and soothing letter to the Recorder man, assuring

in the race of civilization, and is not "in it" in the race when free postal delivery and good roads are up for discussion. "President" Bates calls attention to John Wanamaker's allusion to the subject in his last Sunday school—I mean postoffice report, and then the Michigan-der made a big mistake. Anything that the superintendent of Bethany Sunday school suggests in his brief but happily expiring moments of office will be sat upon by a robust democratic majority until it is as flat as some of John's bargain counter ribbons. This is unfortunate, but it is true, and if "President" Bates has any suggestions to make to Grover & Co. he must wait until next March to do so. Partizan politics has nothing to do with the question, did you remark? You will find it so all the same, much as all true reformers regret it. Then again, too many petitions will cause confusion, and the hoary headed members of the senate will commence to think those cyclists want to run things pretty strong, and may, in the language of Judge Cobb, enquire, "Where are we at?" The Bates petition should be smothered in its infancy.

ENGLISH PRESS OPINIONS.

Those Dress Competitions.

The staff of the I. C. are all practical people, and do not take their ideas at second hand. They prefer "not to prophesy unless they know"—and therefore one of them, who is entitled to speak with some authority on this particular subject, wishes to protest against the absurd manner in which nearly every wheel paper has been quoting some recent American remarks on cycling dress for ladies, without any apparent sense of their utter foolishness. These "dress competitions," which are so largely advertised and so much quoted, are talk pure and simple. Nine-tenths of the proposed costumes have never been made and never will be, for the reason that they are ugly, impracticable, extremely conspicuous, and—most important of all—could not by any possibility be worn off the machine. The remaining tenth are ordinary street costumes. As to the various paragraphs recommending divided skirts for cycling women, and talking glibly of them as existing facts, they are about as worthy of attention as the periodical reports of entirely apocryphal cycling elopements and funerals that crop up to make stop-gaps from time to time in the dead season. Who ever saw a lady cyclist in such a costume, and who ever will? It has no practical advantage whatever for cycling, and its disadvantages do not even need mentioning. The real reform that is needed in cycling dress for women is the shortening of the ordinary dress skirt, and that improvement is likely to be affected in a year or so, since short skirts for walking are being more and more widely advertised every day, and cycling modes go hand in hand with street fashions. We have touched upon this subject at some length, since the nonsense that is being written about it is incalculable and likely to cause many false impressions. The circus style of costume may take prizes in "dress competitions," but it will remain where it began—on paper. It does quite enough harm there to feminine cycling, since it very probably impresses the outside public with the undesirable idea that feminine Merry Andrews are to be seen cycling in one place if not in another.—*Irish Cyclist*.

A Quaint Episode.

One of the funniest of all the Zimmerman developments is the little theory set up by a contemporary that no one at



English wheelmen tempt Providence and public opinion by holding "cigarette concerts." We have never heard a cigarette in concert action, but if its music be equal to the violence of its odor, it must be robust enough to be heard by the inmates of a deaf and dumb asylum.—*Detroit News*.

of a REFEREE correspondent he was greatly impressed with the large attendance at the club house on a very cold night.

The club held its monthly meeting and elected thirteen new members. The nominating committee reported a list of officers as follows: Secretary, W. C. Colton; treasurer, L. H. Adams, H. H. Bowman and Dr. D. H. Allis; directors, D. E. Miller, J. D. Law, F. H. Weston, W. S. Warriner, E. E. Sawtell, H. H. Bosworth, H. A. Jordan, F. G. Jensen, I. M. Allen, H. W. Southworth, H. D. Taylor, J. W. Drown, F. M. Coe, Dr. E. C. Collins, J. D. Norton; captain, F. H. Weston, F. W. Wetervelt, H. E. Schmuick; first lieutenant, E. H. Hildreth, F. C. Hubbard, H. B. Trask; second lieutenant, F. C. Graves, C. B. Trask, W. F. Mellows. The directors made an appropriation of \$200 for additional apparatus for the gymnasium, and the social committee was authorized to inaugurate a series of dances to take place probably at Union Armory. The trustees reported that the profits in the tournament were \$4,298. It is thought that if

him that no slight was intended, and that he would like to see him at any time by appointment. This soothed the mad storm that surged in Boardman's breast.

One Thing at a Time.

Mistaken and misguided zeal does more harm than good at times, and the proposed petition by the genial "President" Bates seems to come under that distinction. Just at the present time there is going the rounds a widely circulated petition to the people at Washington for good roads, which bids fair to receive considerable attention at the hands of the present and incoming administrations. "President" Bates tells the "powers that be" in his petition that the rural portions of the U. S. should have free postal delivery (we presume the majority know that) and that the agriculturalist should have his missives of sorrow and cheer delivered to him by these "bicycle fellers," who have to call a good many hayseeds "road hogs." The ex-editor goes on to assure congress that this great country is several laps behind



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.

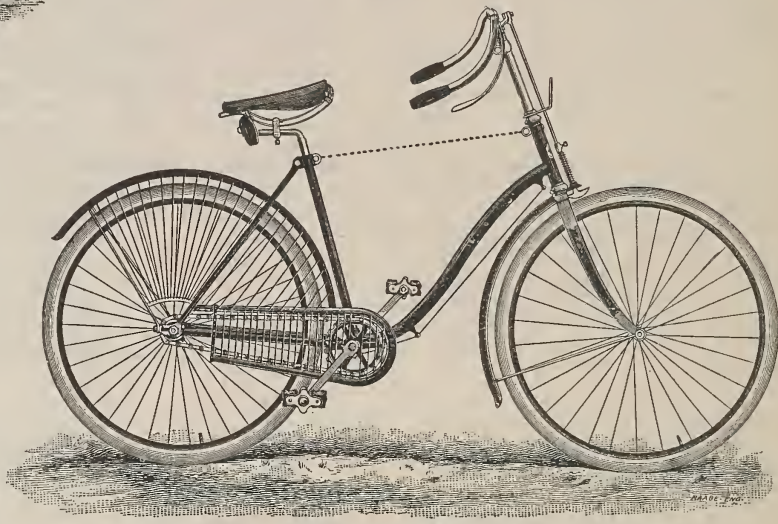
THE TELEPHONE

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.

Herne Hill—Mr. J. S. White included—had anything whatever to do with the training of the American crack, and that Mr. J. McDermott was alone responsible for his success. It's a funny theory, but it won't hold water from a physical point of view. Zimmerman came on slowly but surely, and before Mr. McDermott's arrival broke the flying quar-rer record, then his brother-in-law came, arriving two or three days before the Polytechnic meeting. Now no one can make a physical improvement of many yards per quarter-mile in a peculiarly slow training man like Zimmerman in three days, though people who fancy that a fifty-mile race does not make a man stiff may fancy so; and Zimmerman was only just proportionately better at the Polytechnic meeting than he was at the county—physically. Where the real advantage came from the gentlemen who seek to disparage Herne Hill do not know. It was purely and wholly a mental effect. Arthur Augustus was homesick, poor thing, a little doubtful of himself, and he wanted the companionship of his sister and brother-in-law, and the sound advice and judgment of the latter, and when he got it he went on to victory. Mr. McDermott would be the very last person to claim that he could make Zimmerman fit to race in seventy-two hours, and it is hopeless to expect any practical cyclist to swallow this fiction.

Tricycle Racing Dead.

The news that we are to be spared those precious farces—ordinary bicycle championships—will probably shock nobody but George Lacy Hillier, nor do we think that any worse effect would be produced in the tricycle races also were allowed to go by the board. In England tricycle racing is as dead as any door nail, and in these days of championships

galore, we think they might very well be spared. If ever three-wheel racing should become popular again, they could easily be revived; but until that day they might well be allowed to slide, since at the present time their chief value lies in the fact that they admit a few second raters to earn a little cheap notoriety, or, at best, save habitual safetyists the same turn. Such a value is scarcely rateable, except to the notoriety hunters themselves.—*British Sport.*

A Daily Cycling Paper.

We like enterprise, whether in England or abroad, and we are pleased to announce a bit of real enterprise on the part of our excellent confrere, the *Veloce Sport*. The management of that journal is not content with having the best cycling paper on the Continent; they aim even higher. Their new venture, which is to commence its career with the new year, is a startling departure from the ordinary paths of wheel journalism, for it is to be a *daily* cycling paper, published in Paris. We can not say more about it at present, except to note that Paul Rosseau will manage it well.—*Wheeling.*

Come Out, Waller.

"Waller, the California twenty-four hour rider, is a tall, muscularly-built giant, and is able to set a twenty-miles-an-hour pace and hold it for a hundred miles, he says."—*Etc.* Then, Waller, why don't you go and do it? The cycling world has been waiting for just such a man as you these many years.—*Irish Cyclist.*

The Waterville (Me.) Wheel Club has been organized with A. B. Cook, president; M. L. Keene, vice president and captain; H. W. Pollard, secretary; H. F. Davidson, treasurer.

DOINGS AT BUFFALO.

The Woman's Wheel and Athletic Club to Build.

BUFFALO, Dec. 12. — The Women's Wheel and Athletic Club is now a most flourishing affair, numbering as it does about sixty members. Included in its membership roll are the names of many of Buffalo's brightest and best of the fair sex. This society has been organized since July, 1888, at which time it devoted its entire attention to wheeling, but since then it has broadened its constitution and by-laws, so that it now embraces the following divisions: Pedestrian, organized 1889; bowling, 1890, and billiards, 1891. It is an organization to be proud of, and its meetings are conducted after the business ideas of all societies. It is the intention of members to purchase a parcel of land in a convenient locality and erect a bowling alley thereon. This place will be fitted up after the most modern manner, and will contain rooms for assembly or business meetings, offices and a cafe will be added, where luncheons or light refreshments will be served. They hope to have the patronage of all the ladies' bowling and the mixed bowling clubs in Buffalo. This movement will be inaugurated very soon, as the committee has its eye on several very fine sites, and as soon as this selection is made, the purchase will follow, and then up will go the house. The list of officials embraces a president, vice-president, secretary and treasurer, with captains for the several divisions. Their entrance fee is \$1 and the annual dues are \$3. They now are and have been since the organization holding the business meetings at the home of the Buffalo Bicycle Club, which has most generously offered them the free use of the house as long as they wish or have use for a meeting place.

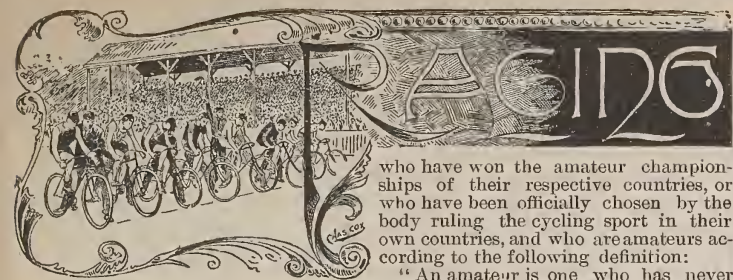
During the past season these ladies have visited all the interesting places in this vicinity, both afoot and awheel. The destination has always been some place of special interest, where a lecture was delivered upon the historic features and the mechanical interests of the locality, so that by this method a quantity of very valuable information was acquired.

Elections and nominations are absorbing the attention of the various clubs about this time. The latest is that of the Mohawk Athletic and Cycling Club, which has elected the following officers: President, Frank L. Beyer; vice-president, U. S. Deitzer; secretary, N. W. A. Becker; treasurer, C. J. Planz; athletic and field captain, F. H. Oelrich; first lieutenant, Charles F. Wedell; second lieutenant, W. G. Parker; captain cycling section, J. S. McFarland; first lieutenant, F. A. Kemp. There is a strong desire for the formation of a football team, but the rules under which it would be governed are most likely to be a severe stumbling block.

The Iroquois A. C. held its annual election during the past week, resulting as follows: President, Col. L. P. Richert; first vice-president, A. J. Rauert; second vice-president; William McPherson; corresponding secretary, Fred C. Schumacher; financial secretary, C. O. Smith; recording secretary, William Vincent; directors, F. J. Scott and George Cozander. WILLIE DUNN.

The Hudson County Wheelmen have made nominations for the annual election, which will take place next month, as follows: President, C. V. Tuthill; vice president, J. Appleby; secretary, Edward Romaine; treasurer, T. J. Cassidy; trustees, George H. Earl, F. Kerr, F. E. Rich, T. Blood and J. Corder.

The students at Colorado Springs, Col., have organized a club.



INTERNATIONAL RACE RULES.

An Apparent Attempt to Let in the Makers' Amateurs.

The complete organization of the International Cyclists' Association, which occurred in London some two weeks since, will possibly put matters in such a shape as to allow some one to capture the title of world's champion. As will be seen in the matter which follows, the delegates, as a body, have prepared and adopted what might be called a constitution and set of rules. The rules are, practically, the ordinary track regulations, to which many objections may be found. It would seem as if the representatives from so many different countries could at least think up a few things tending to the betterment of track regulations; the rules as adopted are behind the times and not adapted to the present age.

Rule F defines an amateur who has never engaged in, nor assisted in, nor taught any athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description, or in public (except at a meeting specially sanctioned in writing by the union of the country in which he resides), or who is recognized as an amateur by the ruling body of his country. This is beautifully worded—so as to let in the makers' amateurs, it appears. But the moment makers' amateurs begin operations they ride for cash and then they are not amateurs under this rule. The result will be that we will have no makers' amateurs next season or the best men of the United States will not be eligible to compete in the international events.

The rules follow:

(A) The International Cyclists' Association of the recognized governing bodies of amateur cycling sport throughout the world is formed expressly and solely for the holding of the "Amateur Cycling Championships of the World," and for the proper conduct and carrying out thereof.

(B) The unions of all countries shall be eligible to membership in the international association, providing they enforce a strict amateur rule. The board of the international association, consisting of one delegate from each country that has already joined, to be sole judge whether the amateur rule of any union desiring membership is sufficiently stringent and properly enforced.

(C) Membership in the international association may be conferred on a resolution to join being duly passed by a two-thirds majority of the executive body of the union in the country desiring membership.

(D) Each union taking part in the international association shall furnish the sum annually voted by the board to cover clerical, postal and other necessary expenses, and shall be responsible for the carrying out of the meetings on the terms of the agreement below, when called upon to do so.

(E) The world's championships shall be open to riders of all classes of single bicycles, and shall be held at the following distances as follows:

1 mile for short-distance championship.
10 kilometers for mid-distance championship.
100 kilometers (with pacemakers for each rider) for long-distance championships; also, if possible, a team race of teams of not more than four, the distance for which we suggest be ten kilometres.

(F) Only riders are eligible to compete

who have won the amateur championships of their respective countries, or who have been officially chosen by the body ruling the cycling sport in their own countries, and who are amateurs according to the following definition:

"An amateur is one who has never engaged in, nor assisted in, nor taught any athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description, or in public (except at a meeting specially sanctioned in writing by the union of the country in which he resides), or who is recognized as an amateur by the ruling body of his country."

(G) The championship meetings shall not be held later than Sept. 30, nor earlier than Aug. 1 of each year, or at such other time as may be decided by the board.

(H) The venue of the meetings shall be changed each year, no country to have the privilege of holding a second meeting until all the countries of the international association sending competitors have had the opportunity of conducting a meeting. A country that has not sent any competitor for three consecutive years shall be deemed to have forfeited its right to hold a championship meeting of the international association until the next series.

(I) The places or meetings shall be decided by a majority vote of the international board.

(J) Each country sending competitors to any one meeting shall be entitled to two official representatives on the board of management of that particular meeting.

(K) The country carrying out each meeting, or series of meetings, shall take one-half of the net profits, the other half to be divided equally amongst the other countries sending competitors. In the event of one other country only competing, then the managing union shall take two-thirds and the other one third of the profits.

(L) The expenses of the competitors may be paid by the unions of the countries they represent.

(M) The prizes of the championships shall consist of special gold medals, and in the team race of a shield, to be approved by the board, each rider competing also being presented with a silver medal recording his performance.

(N) The races shall, in all cases, be held on a fair track, which should be, at least, 400 metres in circumference (measured .30 metre from the inside edge), 7 metres in width, and 1.25 metres in the banking, the choice of the track to rest entirely with the country holding the meeting. The foregoing measurements to be adhered to as far as possible.

(P) The rules under which the meetings shall be conducted are as follows:

1. Unions desirous of sending competitors must notify their intention, together with the names of the competitors, to the honorary secretary of the union managing the meeting, in sufficient time for him to receive the entries not later than seven days prior to the date fixed for holding the meeting.

2. Any dispute whatever which may arise in connection with any of the contests shall, if either of the parties to such dispute so desire, be referred to the board of management of the meeting, whose decision shall be final.

3. No union or governing body in the international association shall hold or recognize within its territory any race which shall be announced as for "the championship of the world," or a "world's championship," other than the races held by instruction and on behalf of the international association, and every union in the international association shall take every step in its power to prevent the holding of any such meeting.

4. Until decided otherwise by the international board, all world's championships shall be "bicycle races," the definition of a bicycle for such purpose being—"Any two-wheeled one-track machine carrying one rider."

5. Any objection respecting foul riding during a race shall be made in writing to the judge as soon as possible after the race, and shall be considered by the board of management of the meeting at the earliest opportunity. If possible, on the ground.

6. A bell shall be rung before each heat or race, and after sufficient time has been allowed for competitors to get to the mark, a start shall be effected by the firing of a pistol.

7.—Attendants, when pushing off competitors, must keep both feet behind the mark. Should the attendant cross the mark with either foot whilst starting such competitor, the competitor shall be liable to disqualification.

8.—In starting, the foremost part of the competitor's machine in contact with the ground must be placed on the mark.

9.—Should any competitor start before the signal, the men shall be called back, the offending competitor warned by the judge, and should he repeat the offence, he shall be ruled out of the race.

10.—As far as possible the times on the programme shall be adhered to, but no race or heat may be started before the stated time except with the consent of all the competitors concerned.

11.—Before the race lots shall be drawn by the competitors for positions, counting from the inside of the track.

12.—None but the officials of the meeting, the press, the competitors and attendants shall be allowed within the enclosure, except by special permission of the secretary or referee of the meeting.

13.—Competitors and their attendants shall be allowed within the enclosure only during the time between the heats preceding and following that in which they are engaged.

14.—Every competitor must wear a scarf of a color or colors distinctive of the country he represents, also a number corresponding with his number in the programme, the ticket bearing the number being placed on the back of the competitor.

15.—Competitors may dismount during a race at their pleasure, and may run with their machines, but they must keep to the extreme outside of the track whenever dismounted.

16.—A competitor passing another must always pass on the outside of the track, unless the man who is passed be dismounted, or has retired from the contest, and must be a clear machine's length ahead before taking ground in front of his opponent. The inside man must allow room for his opponent to pass, and any competitor guilty of foul or unfair riding shall be liable to disqualification.

17.—If a machine becomes disabled in the course of a race, the rider shall be allowed to use another.

18.—The officials shall consist of referee, judges, umpires, starters, timekeeper or timekeepers, clerk of the course, lap-scorers, and the members of the race committee, including the secretary of the meeting.

19.—It shall be the duty of the judges to declare the placed men in every heat.

20.—It shall be the duty of the referee to instruct the umpires, to act as he may think fit in cases of misconduct by attendants, and to disqualify any competitors who have become liable to disqualification. His decision shall in all cases be final.

21.—In starting, the judges shall give their instructions to the competitors and attendants, and shall see that the men are placed in position, after having caused them to draw lots; and every competitor shall go to the mark so drawn, and any refusing to do so shall be liable to disqualification by the referee.

22.—It shall be the duty of the umpires to watch the riding, and to report to the referee any competitor or competitors whose riding they consider unfair.

23.—It shall be the duty of the starter, when it is reported to him by the judges that all the competitors are ready, to see that the timekeeper is warned, and before starting the men to say "Mount," in a few seconds after to say "Are you ready?" and, if no reply to the contrary be given, to effect the start by report of pistol.

24.—In case of a fall within 25 yards of the start, the competitors shall be called back by the starter by the ringing of a bell and restarted. Any competitor refusing to obey the starter shall be at once disqualified by the referee.

25.—It shall be the duty of the timekeeper or timekeepers to take the times of the first and second in each race, and such other times as the secretary of the meeting may have previously arranged. The timekeepers shall be approved by the unions they represent.

26.—It shall be the duty of the clerks of the course to call over the names of the competitors in the dressing room before the starting of each heat, to ring the bell shortly before the time that

each heat should be started, and to see that the competitors have their numbers properly exhibited.

27.—It shall be the duty of the lap-scorers to check the number of laps ridden by every competitor, and to give the distance ridden by any competitor at any point when requested to do so by timekeeper or judge. In long distance races a lap-scorer should be provided for every two competitors, and an additional one to check the laps of the whole of the riders. One of them shall be appointed to clearly indicate to the various competitors the number of laps they have still to cover, and the same official shall denote the last lap by the ringing of a bell.

28.—It shall be the duty of the board of management of the meeting to appoint the officers, to conduct generally the business of the meeting, and to adjudicate on any points not provided for.

29.—It shall be the duty of the secretary of the meeting, under the direction of the board, to see that the various officials are at their respective posts before the first race is started, to provide for any contingency that may arise, and generally to conduct the meeting.

30.—The board of management of the meeting reserve the power to postpone all or any of the races in cases when they think it necessary, but in no case shall a race be postponed longer than seven days.

31.—The finish of all races shall be judged by the first part of the machine which touches the tape, which shall be fastened flat on the ground at the winning post.

* * *

A Fast Californian.

Wilbur F. Edwards, of the Garden City Cyclers and the Palo Alto Club, lives at San Jose, Cal., and attends the Stanford University at Palo Alto. During the racing season young Edwards has proved his ability to defeat almost any man on the coast, unless it be Foster. He was more than successful this year,



having won many firsts, though he only began riding June 1. He is small and muscular and rides comparatively erect in position. He is the son of a prosperous farmer, banker and capitalist, is popular, and before another season passes his friends think he will show his heels to the best of them.

* * *

General Race Notes.

The wheelmen of Salt Lake City have decided to build a three-lap track.

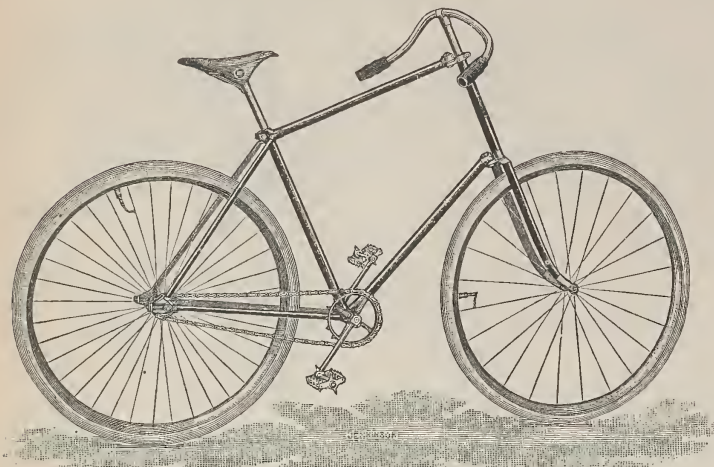
San Antonio, Tex., is badly in need of a track, and an effort will be made to have one for next year.

Haydn Coffin, who plays the principal parts in Lillian Russell's pieces, is an old-time English racing man of great fame, a member of the Druid's Bicycle Club of England.

The Illinois Cycling Club will spend no money in placing a racing team on the path next season. Three gentlemen who would see the club prominently known on the path were up for nomination at the recent caucus and were snowed under. They may, however, present an independent ticket at the election next month. The Illinois was once next to

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20-Pound Rudge Racer (Red Rims).

No effort will be spared to have the American product equal to or better in finish and workmanship than any cycle in the market.

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Catalogue soon ready. Correspondence solicited.

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EXCLUSIVE MANUFACTURERS AND IMPORTERS FOR THE UNITED STATES.

the Chicago in local reputation on the road and path.

Shorland and his geared ordinary, of the Crypto pattern, are sure winners of next season's Cuca grind, as the Englishmen term the annual twenty-four hour race for the Cuca Cocoa cup at Herne Hill track. Shorland is invincible, Stephen Golder says.

H. L. Saltonstall of the Elizabeth Athletic Cyclers offers a \$1,000 prize for the World's Fair race meet in 1893. Mr. Saltonstall is a Wall street broker and very much of a sportsman. He will give a dinner party on Dec. 15, to which many celebrities have been invited.

The games and reception of the Twenty-second Regiment (New York) Athletic Association were held last Thursday evening. The most exciting event was the two-mile bicycle race. H. S. Thomson and J. W. Judge, the scratch men, kept close together throughout, the latter winning by a yard. H. Brown, with seventy yards, was third. The time was 5:53.

Fred Patee denies most emphatically that there are any racing men in the south at Rouse, Hazard & Co.'s expense. He declares that he is ready and willing to be investigated. Rhodes, Johnson and Eck were in the south and Patee asked them to stay and go for records. In no way, he says, is the amateur law, as defined by eastern amateurs this season, being transgressed.

The California Association of Cycling Clubs has decided to give a series of road races on the last Sundays in January, February and March. The first race of this series will be twenty-five miles, scratch, over the San Leandro triangle, for two prizes, the selection of which was left to the executive committee. Entries will be limited to five men from each association club, the competition,

however, to be individual. The other two events will probably be ten and fifteen miles, respectively, but the details will not be settled until the next meeting of the association.

The coast is to have a circuit next season. The California Association of Cycling Clubs has been considering the matter somewhat extensively and has left it to the committee on membership and inter-club relations, which will take into consideration the existing tracks, the probability of others now projected being completed, and, as far as possible, the wishes of the various clubs.

The racing board of the Milwaukee Wheelmen has completed the programme for the holiday tournaments. The list of events is as follows: One-mile handicap, two-mile open, one mile 3:00 class, one-mile open, two-mile handicap, one-mile 2:45 class, five-mile open, one-mile Milwaukee championship for the Gilowski medal, five-mile handicap, half-mile open and one-mile 3:30 class. The entry list will close Thursday, Dec. 22. The entry fee will be one dollar, with fifty cents additional for each event. A number of Chicago men have decided to ride at this tournament.

AN AERIAL BICYCLE.

An Interesting Machine Designed to Perambulate the Atmosphere.

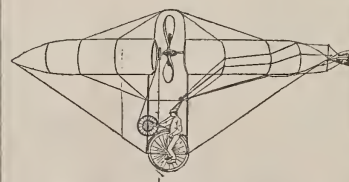
We have had land bicycles and aquatic bicycles, and now by the picture it is evident that we may have aerial bicycles, says the New York World. The question of aerial travel has been a perplexing one, and all attempts to solve it have thus far proved without avail. Inflated bags, parachutes and balloons have been tried and found wanting. The design pictured here represents a cigar shaped hollow apparatus, to which is attached a geared bicycle. It may possibly be

better to allow the inventor to describe it, as he probably knows more about it than any one else. His letter to the World is as follows:

DEAR SIR:—Inclosed please find a drawing of a flying machine designed by myself.

I submit my design for yours and the people's (at large) approval. I am only a poor boy, and can't test or experiment with this machine on account of cost.

I believe that flying is possible and that some such machine as mine will be a practicable one.



It is so easy understood that hardly an explanation is necessary; by using a cigar-shaped balloon speed and steering is practicable, the screw is responsible for the flight, unless in flying with the wind, and by sliding operator's seat backward or forward either dip or ascent is possible. The main drive wheel is similar to a large bicycle wheel, and in starting off runs on the ground also in lighting, which has to be done obliquely.

Hoping that some man of philanthropic nature may become interested in it, I trust to you to print it in your valuable paper, of which I am a subscriber. Yours in faith, A. J. SNYDER. Grimsby, Ont., Nov. 24, 1892.

Work in the Missouri Division.

ST. LOUIS, Dec. 10.—Now that the election for chief consul is over, members of the Missouri division are getting quantities of advice in the local wheel columns to forget the election and settle down to hustling for new members. The hustle idea is not bad, but as to forgetting, that is not so easy, for the sore place still hurts. It is not known here how the members through the state look upon the result, but there is no doubt that there is a good deal of disappointment here. Holm got elected through the same cause that led to Davis' defeat.

If both men had been better known throughout the state Holm would undoubtedly have got less votes and Davis more. Well, we will have to bury the hatchet for the time being and trust in better luck next year to get a live and popular man in the place.

The first job the new board of officers of the Missouri division will get at will be the revising of the constitution and by-laws, and goodness knows they need it. The idea of a constitution that lets one man have the power to count the ballots is ridiculous, and it is especially so when that one man happens to be running for office himself. Several other changes will be taken up. Rumor has it that a well-known local prohibitionist will try and introduce a clause making it impossible for any one to hold office who is in any way connected with a brewery or anything else in that line.

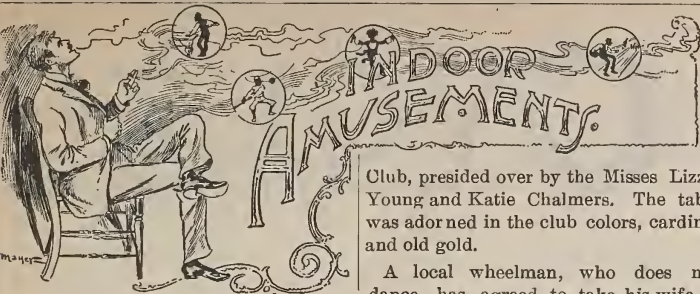
Rather Surprised William.

W. M. Perrett, of Philadelphia, had heard of the "rag shop" through the cycling papers, and when he came to Chicago intended to take one meal at least at the place with the delectable name. He made inquiries, and on being told it was that elegant marble restaurant, he expressed surprise, as he had expected to find a small corner room just large enough to accommodate a score or two of cyclists instead of a palatial dining room the equal of John Wanamaker's in slow going Philadelphia.

CANADIAN EXCURSIONS.

The Chicago & Grand Trunk Railway will sell excursion tickets to all points in Canada at half rates December 20, 21 and 22, good to return until January 10, 1893. Ticket office 103 Clark street, corner Washington.—Adv.

Marshalltown wants the next Iowa division meet.



Whist Playing at Buffalo.

BUFFALO, Dec. 12.—The Buffalo Bicycle Club has joined the Whist Society and now everyone plays whist every night, Sunday's excepted. This has been going on for some weeks, and as a consequence the members felt as though they were quite proficient in this seductive and fascinating pastime. Accordingly the Whist Club of Rochester was requested to give them a call. In response to this invitation, a delegation of fourteen met a corresponding number of the Buffalo Whist Club, and made them realize that they still had much to acquire. The visiting men won forty-seven games, making 472 points, while the local team won thirty-four games and made 370 points.

The third annual ball of the Press C. C. was held last Thursday evening at Music Hall. The stage was beautifully decorated with palms, flowers, wheels flags and club colors and set with the refreshment tables. The balconies and boxes were most elaborately trimmed. Very nearly a thousand people were present, especially noticeable was the fine delegation of wheelmen from the Ramblers B. C., and there were also representatives from all the other clubs.

The Lincoln's Donation Party.

About forty wheelmen attended the donation party of the Lincoln Cycling Club last Saturday evening. The presents were numerous, but were mostly of an edible kind. The Lincoln indoor ball team received a large pan of baked beans, gaily decorated in club colors, which Captain Tilt served to the assembled guests; also a pan of nicely browned English pastry, which being cut into, proved to be composed, under a luscious appearing crust, of cotton batting in which reposed a score of little black doll babies. Cards served to pass away a very enjoyable evening.

In and About Chicago.

Saturday evening is guest night at the Illinois Cycling Club. Everybody who has attended one of these affairs knows what fun is gained.

The Æolus Cycling Club's second reception of the season occurs Dec. 15 at Natatorium Hall. Wednesday evening, Dec. 28, a bonnet and necktie party will be given at the club house.

Wednesday evening last Ben King, the humorist, entertained a very select audience in the pretty hall of the Ravenswood Cycling Club with a repertoire of his famous inimitable sketches.

The Oak Park Cycling Club's programme for the balance of the year is very complete: Dec. 14, duplicate whist party; 16, informal party; 21, duplicate whist; 24, stag party; 30, formal party.

The Lincoln Cycling Club will give its second reception of the season Jan. 12 at the Lincoln Park Refectory. The last was a huge success, being just informal enough for everyone to have a good time.

The Ladies' Social Circle of the People's church, Dr. Thomas' congregation, gave a New England dinner for charity last week. Among the most attractive tables was one representing the Illinois Cycling

Club, presided over by the Misses Lizzie Young and Katie Chalmers. The table was adorned in the club colors, cardinal and old gold.

A local wheelman, who does not dance, has agreed to take his wife to dances all winter if she will let him go out with the boys on all the Sunday runs next summer. His part of the contract is being kept.

The gentlemen of the Oak Park Cycling Club dined with the ladies of the same organization at the club house last Thursday afternoon. An informal dance followed. The gentlemen come direct from work to these informal dining parties.

Last Wednesday evening Ben King, the humorist, gave a recital to a crowded house at the Ravenswood Cycling Club, whose spacious hall is well adapted to that style of entertainment. The Wednesday previous an informal dance was held, at which over twenty-five couples took part.

Friday, Dec. 23, the Illinois Cycling Club gives a dancing party at Van Buren Hall. As this comes in the midst of

three numbers has been arranged. Lunch will be served from 11 to 12.

The Toronto B. C. has a literary and debating society.

The Rockford (Ill.) C. C. is having a pool tournament.

The Harlem Wheelmen will give a stag reception on Dec. 31.

The annual ball of the Fond du Lac (Wis.) C. C. occurs Tuesday evening next.

The Brooklyn B. C. announces receptions for Thursday and Friday evenings of this week.

The ladies of the Grand Rapids Bicycle Club give a leap year dancing party at the club hall Thursday evening.

The Montauk Wheelmen of Brooklyn, held their first annual entertainment at Avon Hall, Bedford avenue, Thursday night.

Christmas eve an old time stag entertainment and smoker will be given in the club house of the Hudson County Wheelmen.

The Columbus (Ohio) C. C. reopened its club house on Thursday, when Gen. Joseph H. Geiger delivered his talk on "Fools and Follies."

The Metropolitan Association of Cycling Clubs of New York has decided to hold a grand annual theatre party at the Broadway theatre on Jan. 12. The en-



the holiday season an enjoyable time is anticipated. On New Year's eve members only will be admitted to the club house to a smoker and lunch, to see the old year out and the new year in.

There was joy in the camp of the Columbia Wheelmen last week Monday evening when their nine defeated that of the Æolus in the ninth inning of a scheduled game of the Northwest League. It was the first time the two teams had met. Great rivalry existed, as the Columbia Wheelmen organizers withdrew from the Æolus Club two years ago.

The Chicago Cycling Club's handicap pool tournament, which started last week Friday evening, promises to be very exciting. The prizes, the first of which is a gold watch, are three in number. There are fourteen men entered, handicapped as follows: John Tyrrell, 90 (scratch); Bingham, McNeil and Davis, 75; Hodges and Brooks, 70; Elliott, Crittenden, Cameron, Young, Colvin, Wagner, 65; Abbott and Root, 60.

About the Country.

The first annual reception and ball of the Crescent Cycle Club of Detroit is set for Thursday night of this week at Clawson's hall. A programme of twenty

tire house has been secured by the association. The "New South" will be given.

The annual stag of the Bedford Wheelmen, of Brooklyn, is set for this evening at Knickerbocker Hall, 163 Clymer street. There will be music, specialties and boxing.

The St. Louis Cycling Club is now hard at work completing arrangements for a big dramatic entertainment to be given the early part of next month. It will try hard to surpass former efforts, and has already engaged enough professional talent to make sure of the entertainment being a good one.

Declines to Serve.

Editor REFEREE:—Will you kindly give space to my declination of the proposed nomination to the chief centurionship of the Century Road Club. The use of my name was entirely unauthorized. I have no time to devote to the duties of the office, much as I should be pleased to do all in my power for the success of the organization. Very truly yours,

HENRY CROWTHER.

Boston, Dec. 13.

Subscribe for the REFEREE



Services are held in the pretty hall of the Ravenswood cycling club every Sunday afternoon, probably the only case of this kind on record.

The annual election of the Oak Park Cycling Club occurs Dec. 7, when a raffle will also be held, in which thirty prizes will be distributed.

Captain Anderson, the athletic fireman, has charge of the gymnasium class of the Æolus Cycling Club, which meets every Friday evening. Twenty-eight men are being put through a thorough course of gymnastic training.

Those Sunday tramps inaugurated by the Lincoln Cycling Club last winter, will be continued this season, no matter what the condition of the weather. Much amusement and a great deal of exercise can be gained in this way.

A majority of the offices in the Royal League and National Union lodges of Ravenswood are held by members of the Ravenswood Cycling Club. Ever since the club's inception it has led in a social way in the town, and now leads in pretty nearly everything.

The Illinois Cycling Club has placed the following ticket in nomination for the election, which occurs on the first Tuesday of next year: President, True L. Sloan; vice-president, C. R. Sweet; secretary, George Kurtz; treasurer, C. S. Stein; captain, C. P. Smith, Ed. Bamberger; directors, E. G. Richardson, E. M. Baine and Edward Porter.

Joe D. Guinea, the purveying owl of the Midnight Wheelmen, has agreed to arrange for a grand spread on New Year's eve for those who attend the annual run from the old year into the new. Weather will make no difference, and all are welcome. Name and address should be sent at once to either the chief owl or purveying owl, care of the Lincoln Cycling Club, No. 1 Ogden Front, that arrangements may be made.

The Æolus Cycling Club nominations for the annual election, which occurs Jan. 4, are as follows: President, Harry J. Foot; vice-president, A. W. Roth; corresponding secretary, T. J. Swenie; financial secretary, H. J. Freeman; treasurer, C. P. Kenning, C. P. Dose; librarian, W. D. Keats; captain, F. Bodach, W. Bray; second lieutenant, Will Bodach; color bearer, J. D. Roth; directors, four to be elected; H. G. Keats, W. F. Wilk, Dave Wilson, E. Mohr, W. E. Bond, John Clancy, C. E. Crozet, C. W. Peters, C. Bodach, Jr. The Æolus club has 236 members.

Notes.

The Rovers B. C., of North Tonawanda, N. Y., has nominated the following officials: For president, W. F. Davis, Will Hardleben; for vice president, H. S. Sohnsen, Will Ackerman; for secretary, E. C. Koenig, Will Gardel; for treasurer, John Dick; for captain, W. C. Hubman, Charles Treat; for lieutenant, Phil Rumbold, George Zimmerman; color bearer, Edward Hardleben, H. Schwinger.

Prof. L. M. Haupt, of Philadelphia, and C. Heimberger & Son of New Albany, Ind., have been awarded the first two prizes for the best pictures in the bad roads competition organized by Good Roads. N. McDonald, of Augusta, Ill., was awarded the third prize, and several others were allowed honorable mention. The journal offers another \$100 for prizes for photographs of good or bad roads.

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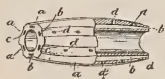
RECENT ENGLISH INVENTIONS.

New Ideas in Tires, Machines and Other Devices.

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 Nov. 2, give notice in the prescribed form of such opposition.]

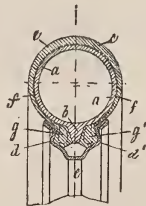
No. 20,628. W. G. Bradley's "Improved handle for velocipedes and other purposes." Nov. 27, 1891.—The objects of this invention are to provide a durable, cheap and serviceable handle which shall not cause any vibration to the hand.



The handle is preferably formed of vulcanized India rubber and has corrugations or recesses (a) formed on the outside thereof and longitudinally therewith the entire length of the handle is perforated with small holes (b) parallel with such corrugations, having at their outer ends metallic protecting eyes (c). Small holes (d) are then formed, passing from the outside of the handle into the small holes (b) before mentioned. As a modification the central hole may be made a little larger than the diameter of the handle-bar, and rings are formed at each end to fit the handle-bar.

No. 21,450. A. Decourdemanche's "Improvements in pneumatic tires and in means for securing the same to the rims of wheels." Dec 9, 1891.—The air tube (a) has formed upon its inner circumference a rib (b) of much harder

India-rubber, extending completely round the tire either continuously or with intervening spaces and having the form in transverse section of a more or less acute wedge. The outer cover (c) is thickened at the tread and is strengthened with one or more thicknesses of canvas (f), preferably formed with



double edges. The edges (g g') of the outer cover are made of hard India-rubber, are enlarged and made of such shape that their inner sides fit closely against the sides of the rib (b) while their outer sides fit into angular recesses (d d') formed in the sides of the rim (e). The pressure of the air jams the parts tight and consequently, the tire must be deflated when it is desired to attach or detach it.

No. 17,264. H. H. Lake's "Improvements relating to the improving of elastic tires and to devices for use therein." Sept. 27, 1892.—(Communicated by the Boston Woven Hose and Rubber Company, Boston, U. S. A.)—The object of this invention is to enable a small puncture in a pneumatic tire to be quickly and durably closed, and in such a manner that there will be no protuberance on the external surface of the tire and no liability of the re-opening of the puncture by the action of solar heat. Punctures are closed by injecting a plug

(p) composed of a material rendered plastic and adhesive by a degree of heat considerably exceeding that caused by the sun, but which becomes elastic without being plastic when exposed to maximum degrees of solar heat. A suitable material is unvulcanized rubber gum. The plug may be injected by heating the gum in a cylinder (s) having a nozzle (sl) formed to be inserted in the puncture. The piston (b) moves in the cylinder (s), and when moved toward the nozzle is adapted to eject a portion of the gum through the said nozzle. The stem (b) is screw threaded and provided with a nut (c), which is formed at its inner end to slide in the cylinder, and is provided with a shoulder (c2). The levers (d s) are pivoted at (dl dl') to ears on the cylinder (s), and are provided with short arms (d2), which engage with the shoulder (c), so that when the levers are swung

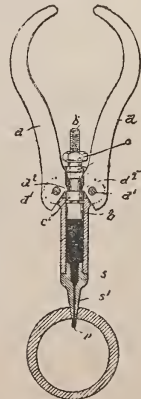
toward the nozzle. The piston (b) is brought to bear on the gum by screwing it down by the nut (c). The nozzle is inserted a sufficient distance into the puncture, and then the hot gum is caused to exude in the form of a plug (p) into the puncture, the nozzle being withdrawn during the operation, so that the plug entirely fills the puncture and the material of the plug is cut off about flush with the external surface of the tire. The condition of the plug when injected causes it to adhere closely to the walls of the fracture. The plug subsequently hardens sufficiently to resist the air pressure. The inwardly projecting end of the plug is preferably flattened against the inner surface of the tire, thus forming a head on the inner end of the plug. This may be done by pressing the tire flat while the plug is plastic.

Mere Mention.

The New Jersey Division, L. A. W., has elected the following officers: Chief consul, G. Carleton Brown; vice-consul, W. T. Holmes; secretary and treasurer, George C. Hennell; representatives, T. S. Gray, W. H. Stauffer, W. A. Drabble, H. C. Leavitt, F. W. Cramer, H. S. Fuller, J. H. Hinners, T. F. Merseles, J. S. Holmes, Jr., C. S. Mathewson, F. G. Wisse, C. B. Holmes, F. L. Martin, Joseph McDermott, James C. Doughty, E. T. Davis and F. C. Bennett.

The Baltimore Cycle Club's new officers are as follows: President, J. A. Arnold; vice-president, M. R. Mettee; secretary, Charles H. Meakin; treasurer, H. W. Barrington; captain, Joseph E. Gigan; first lieutenant, W. H. Jackson; executive committee, A. L. Cline, J. L. Cochran, Charles E. Laws.

George K. Barrett of the Marble Cycle Company is expected home from his eastern trip this week. The orders taken have been very satisfactory to the firm.



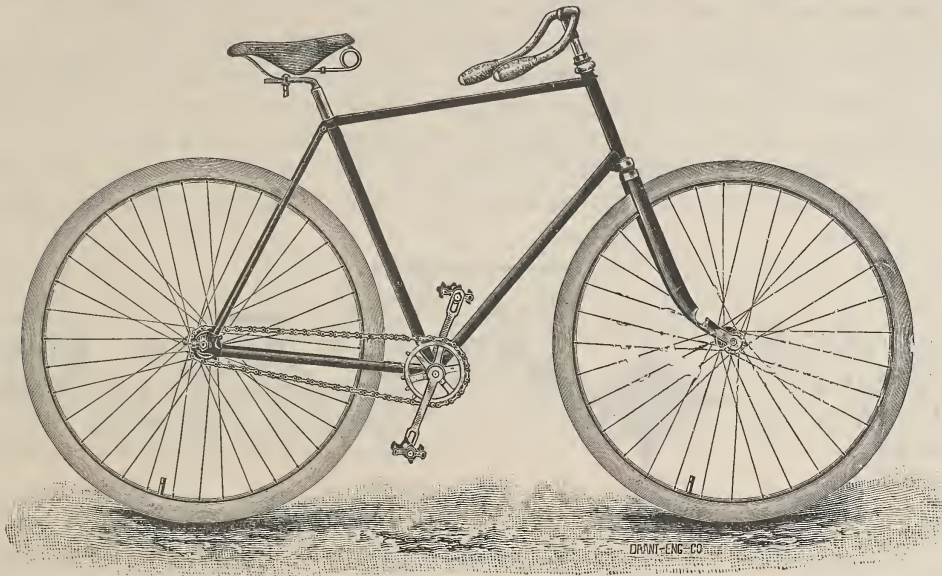
toward each other the short arms exert a powerful pressure upon the shoulder (c2) of the nut in the direction required to force the piston a short dis-

THE REFEREE.

Perfection Is The Result of Investigation.

We Have Seen 'Em All.

MONARCHS



==== ARE THE BEST. ====

YOU WILL ADMIT IT AFTER AN EXAMINATION.



FOUR STYLES,

AVERAGING IN WEIGHT FROM 32 TO 41 POUNDS.

34 - POUND LADIES' WHEEL.



Look us up at the Philadelphia Show. Active and Reliable Agents Wanted.

1893 Catalogue ready January 1st.

THE MONARCH CYCLE CO.,

42, 44, 46, 48, 50, 52 N. HALSTED ST., - CHICAGO.

"IMPERIAL" HISTORY

—SIXTH CHAPTER.—

THE CLOSE—

Of the past season witnessed the finishing touches put on the latest addition to our already large plant. The rapidly increasing demand for "IMPERIAL" wheels had forced us to patch on hurriedly addition after addition to our factories. We did our level best to increase our manufacturing facilities sufficiently to keep pace with the demand for "IMPERIAL" wheels. Our experience of the past season in positively being obliged to refuse all large orders taken after the 15th of March in order that we might take better care of the earlier trade, has determined us to increase our facilities for '93 FIVE FOLD.

Our 1892 output was well up in the thousands, and our experience in having MORE ORDERS than wheels, speaks volumes for the merit of the "IMPERIAL." We have just finished the construction of an immense seven story structure opposite our present factories. This building has been crowded full of the finest special machinery manned by hundreds of the best mechanics to be obtained. We are now in better position to handle the trade than ever, and most respectfully invite correspondence from representative dealers throughout the United States relative to "IMPERIAL" territory for the coming season.

There are many bicycles on the market to-day; how many GOOD ones you know fully as well as we. The BEST are always the BEST sellers, the most satisfactory for dealer and rider. "IMPERIAL" wheels are lasting; they will double your trade; they can't help it, they are built that way. Don't delay, delays are dangerous, but correspond with us at once.

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



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

Read carefully "IMPERIAL" Couplets next week.



ORDER CHRISTMAS NUMBERS.

The Christmas number of the REFEREE will contain much valuable information to the trade and general cycling public. The trade directory alone is worth the price, twenty-five cents per copy. Those who are not regular subscribers or advertisers should order immediately (enclosing the amount named) in order that prompt delivery may be made.

TRADE IN NEW ENGLAND.

A Referee Man Visits the Principal Makers and Their Shops.

A cycle journal representative has much to look after among the Boston trade people, for every "inducer" has a fairy tale to tell of "the immense sales last year and the bright prospects for '93," which makes time fly, and it generally flies too rapidly if the tales are very long.

After a good night's sleep on the Fall River Line boat from New York, we reach Boston feeling ready to grapple with all "inducers" and do a good day's work, but after the first two or three grapples you look at your watch and feel that the day sped all too quickly, and the injunction to "work, for the night is

coming, when man's work is done," seems too true.

WILLIAM READ & SONS.

Major Billy Atwell, of William Read & Sons, will greet you warmly and tell you the latest about New Mails and the Easy Club, of which he is president. The major will then switch off to general gossip and tell you that he has reformed and is now a model for all young men to copy. You leave him with a certain amount of incredulity regarding the last statement. Senator Read was away in the west, and while all was ready for '93 the firm was not ready to say anything definite regarding New Mails for '93.

THE McCUNE CYCLE COMPANY.

You take an electric car (this for the benefit of advertising canvassers of other papers), and in twenty minutes arrive at Everett, which is about eight miles from Boston proper. You walk down the railroad track for a mile and come to the McCune factory. You will be impressed with the looks of the factory from the exterior, and feel appearances are not always deceptive after getting inside, and receiving a warm greeting from President J. B. McCune. W. E. McCune, the secretary and treasurer, was away when the REFEREE man called, and the father (J. B.) piloted the visitor around. You will be told, and truthfully, too, that the entire output for '93 is sold, and if you are particularly well known to the firm it will show documentary proof—"just to show we are not talking through our head covering." Having

sold all the '93 output, they don't need to advertise (this also for the benefit of canvassers of other papers).

THE RAYMOND CYCLE COMPANY.

This firm is known all over America, through its famous skates, and is still making 300 pairs a day for Europe and India. The Raymond company saw a chance to increase its popularity by making bicycles, so that in case Europe goes back on roller skating, as America did, bicycle making will fill the void. It commences, like most new concerns, with a claim to some radical innovations, and a saddle post air pump, the post being used as a plunger, which forces air through the cross rod of the frame, to which a valve is attached, and a piece of rubber tubing with proper attachments is connected with the tire. "We claim that it does away with the pump, saves men and women many a backache by avoiding stooping to pump—and you can inflate the tires in a fraction of the time now consumed by use of the little blowers." The whole thing looks possible and practical. The new-thing crank will want 'em; so will some others, no doubt.

THE LOVELL ARMS COMPANY.

The John P. Lovell Arms Company is busy—not particularly with '93 wheel business, but in other heavy sporting goods and toy lines. Manager Harvey of the cycling department, however, is busy laying wires for '93, and presented the REFEREE man with something which appears in this issue, about the Lovell wheels. Mr. Harvey, like all true philosophers, has at last come down to the true Humber frame, and a pretty wheel it is, too. It will be seen at the show.

THE UNION CYCLE COMPANY.

Treasurer Walter Measure was a much sought-for man when this paper's representative reached Columbus avenue. A

delegation of "the people's party," several agents, drummers, and newspaper men besieged the Union office. "There is nothing new to say," was the answer I got to an enquiry regarding '93 prospects; "but"—and W. M. smiled—"they will all think P. D. Q. that we will be fairly among the scratch men this year as usual. Will see you at Philadelphia."

THE POPE MANUFACTURING COMPANY.

The marble front block looked a bit deserted and quiet reigned inside. Lon Peck and Kirk Corey told a few stories, while Albert Pope, Jr., talked of his hunting trip and its barren results, and a story of an interesting nature—of matrimonial intentions nipped in the bud by a fond but stern Pope. The colonel was up to his ears in work, bidding farewell to many business cares, as he started on a long pleasure trip the day following. The prospects for '93 were never better, was the opinion of all the Pope Manufacturing Company's staff.

GENERAL BOSTON NOTES.

W. C. Overman was on the road, V. Dagmore was in Europe, Underwood was guardian angel of Priest, Jr., of Quadrant fame, and A. O. Very was getting ready to boom Liberties and Warwicks in New England. George Seymour was making room for a large machine shop in the Coventry Machinists' Company's basement, and Sidwell & Sabin are pretty well, thank you, and hope to do as well with the Phoenix next year as they did last. W. W. Stall showed a 27-pound roadster, built in his own shop, which will list at \$175. The Singer Cycle Company is quiet, and awaits Manager Ross' return from Europe. The Elastic Tip Company is making tires and sundries, and the Revere Rubber Company, over whose tire department Stillman G. Whittaker presides, is making

ANNOUNCEMENT.

We are glad to be able to say to our patrons that we have already recovered from the effects of our small fire, and can now receive our friends in our new offices. We have been engaged for two months past, with a large force of men, in remodeling our entire factory, putting in a large amount of new machinery, which is now ready for operation. Our capacity will be double that of 1892. We learn that some of our competitors are circulating reports to the effect that we were entirely burned out, thus hoping to injure our business. This anxiety to marry our widow for the money there is in it, before we are cold, is enterprising, indeed, and we presume the said competitors are congratulating themselves on a rich haul. Wait a bit, boys. Western people don't die so easily.

Attention, Road Riders: PRIZES FOR THE SEASON OF 1892. PRIZES 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, . . .

SECOND PRIZE, . . .

THIRD PRIZE, . . .

FOURTH PRIZE, . . .

\$25.00

\$15.00

\$15.00

1 Set Road Tires

To rider who has ridden the greatest distance on M. & W. Tires without change of tires or any important repairs.

To rider making greatest number of Centuries on one set M. & W. Tires.

To rider making most meritorious single ride, weather, condition of road and distance considered.

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.)

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.

pneumatic tires and all kinds of rubber specialties for the trade. The Boston Tire Company is putting a really good tire of the Boothroyd type on the market, an invention of Frederick White. P. J. Berlo is cavorting around Columbus avenue on his 17-pound Berlo racer, and C. E. Schoff and Jack Holding are hoping for a good '93 trade.

Hunt, the Westboro saddle maker, is very well satisfied with trade so far, and is showing (and selling) a lot of nice saddles. Reed & Curtis, Worcester, are in their new building and turning out the Curtis pedal at the rate of 250 pairs a day.

PROVIDENCE, R. I.

In Providence the Tillinghast pneumatic Tire Company was found to be very busy and orders are commencing to float in from many directions. President George C. Vose says the Tillinghast tire will be as good as can be made, and its durability will be the great feature. The new factory is in full blast, and Mr. Vose is on the ground himself a good deal of the time. Between his wholesale jewelry business, assignee of a big concern in Providence, and the tire business, Mr. Vose says he has little time to crack walnuts after dinner.

Belcher & Loomis are getting in shape for next season's business, and expect to sell many wheels and do a good general business. Mr. Monroe, the cycle department man, had not put in an appearance at the early hour the REFEREE man called.

Rankin & Bruce have extended their large workshop and are doing quite a business in pneumatic and cushioned sulky wheels, besides a very fair general cycle and sundry trade for this time of the year.

Neither member of the firm of Whitten and Godding could be seen, but the

young man in charge said that trade was improving.

Campbell & Co. said things promised well for '93. They will make a specialty of their special built scorcher Phantom cycle and handle their usual full line of other cycles and sundries.

SPRINGFIELD, CHICOPEE AND HOLYOKE.

At Holyoke General Manager Keating was found hard at work; so was Capt. Murphy, who was hidden in a developing room, developing pictures of the factory and the men who will ride the Keating next year. A '93 wheel, twenty-seven pounds all on, was suspended in the salesroom by thin, almost invisible, copper wire. Treasurer Bosworth was in New York. Tommy Relph, one of the "pures," was in the stock room earning the same salary he gets the year round. This he told the REFEREE man through a speaking tube, and it cannot be taken as criminating evidence by the racing board.

The Warwick company was not "at home"—that is, Kennedy-Child and President Rood were away—But T. D. Howard received the traveler. "The same old story we expect to be repeated," said Mr. Howard, "and that is, a shower of telegram orders about Feb. 1. But not many before—that is, to ship—and they all will want them at twenty-four hours' notice, so we are getting ready for them, and are working full time right along.

"Come up to my residence to-night," telephoned President A. H. Overman from Chicopee Falls. By the moon's aid and an arc light the REFEREE man took in the outside of the big architectural place on the hill, which is handsome to a degree. The style is of the old Colonial, and a view all over Springfield can be had from any portion of it. The bell was answered by a pretty maid,

who showed the visitor into the reception room and presented his card to Mr. Overman, who sent word that he would be down in a minute. While awaiting Mr. Overman the splendor of the inside was duly noted. A magnificent library of new volumes, of Shakespeare, Burns, Byron, Memoirs of Napoleon, Dickens, Encyclopedias galore, histories of England and America, and other works which proved the owner of the house as an expert on the quality of literature, and scattered around were three well marked and thumbled bibles—the foundation of all literature, it has been said. Electric lights and call bells extend through the house, and the rooms are finished in old oak. While in the midst of "sizing up" the place, Mr. Overman appeared, looking in vigorous health, and greeted the REFEREE representative kindly.

Then Mr. Overman spoke of his European trip, and the delightful time he spent at Schevoigan, Holland, and as the writer had spent nearly a month there among the pleasant and interesting Dutch people, conversation did not lag. Mr. Overman said he was never in more robust health, and prospects of the company never better. We then talked business, and Mr. Overman said he was to leave the following night for Chicago. When giving men credit for actual work performed and a battle well won, don't forget to include A. H. Overman, of Chicopee Falls, in your category.

HARTFORD, CONN.

A visit was made to the League Cycle Factory. Mr. Gladwin, the well-known broker, who is secretary and treasurer of the concern, said: "Yes, we are going ahead, and two wheels are nearly ready. We have a large factory engaged and will increase our force daily from now on, although we are not ex-

actly ready for business. From what some of the best mechanics in bicycle making and some of Hartford's best riders say, we have undoubtedly hit on the right thing in our chainless wheel. We have plenty of capital and will be heard from pretty strongly in a short time."

David J. Post, secretary and treasurer of the Hartford Cycle Company, says 1893 will be a great year for Hartfords, and even now it looks as if the story of '92 will be repeated—not enough wheels to satisfy the demand. There is no doubt that the Hartford was the popular medium-priced wheel last year.

A. M. Stillman is getting ready to boom his upright oil can holder, and works during the day in the Hartford Screw Works.

NEW BRITAIN AND BRISTOL.

At the former place I had an interesting talk with George Corbin, Jr., of the great Corbin Cabinet Lock Company. Mr. Corbin is an old-time ordinary rider, and recalls with interest many interesting and exciting incidents of the pioneer days of cycling in America. Mr. Corbin will shortly place on the market two bicycle locks. This firm can compete in quality and price with the best.

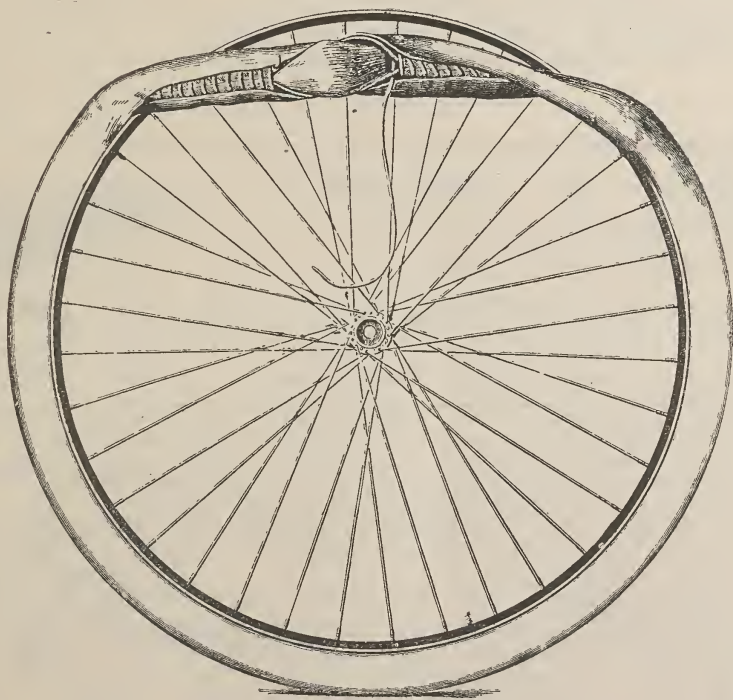
The New Britain Hardware Company, through Manager Wilbur, always greets a visitor cordially. A trip through the factory, where expensive machinery turns out everything in the way of parts with a thread on, was made.

A pleasant evening in the company of Harry Arnold, the crack Nutmeg State racer, and a look through his place, where he is building the Windle bicycle, called so after his bosom friend of Milbury, brought another day to a close. Mr. Arnold's wheel looks like the Relay Columbia, but has a larger head, and looks like a goer. Mr. Arnold may build a hundred, then again, he may

Can I Repair My Pneumatic Tire?

That is what it comes to finally with the rider—he wants to
know if he can repair easily and quickly.

THAT'S JUST WHAT YOU CAN DO
WITH THE 1893 BIDWELL TIRE. . .



GEO. R. BIDWELL CYCLE CO.

306, 308 and 310 WEST FIFTY-NINTH ST.,

NEW YORK.

Pneumatic Tire Factory,

49-51 W. 66th St., N. Y. City.

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
"71 Wabash Avenue, Chicago.

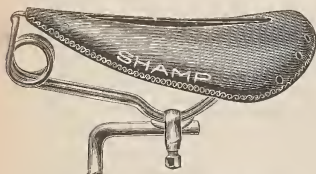
CHICAGO, Nov. 29, 1892.

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.



Weight, 21 oz.

SHAMP SADDLE, NO. 1.

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.

start a stock company. and build many. as he owns an entire brick building, the upper floors of which he uses as a factory.

At Bristol I found the New Departure Bell Company, and it was busy. Mr. Rockwell, the superintendent, who is responsible for the many clever bell productions, personally conducted me through his factory. The latest New Departure shows a neat looking double electric alarm, with lock clamp and key. This is a new idea and certainly a taking one. Mr. Rockwell had been laboring with a new idea in pneumatic tires the past few months in his spare moments, when he found a man in England exhibited the very same thing at the Stanley show.

EAST HAMPTON, CONN.

This place should be called Belltown, for out of the seven factories in the place of 3,000 people, five of the factories make bells. In this issue Starr Brothers Bell Manufacturing Company announces its ability and willingness to supply bell music to the thousands. One can get anything from a bell the size of St. Paul's to the tiniest sleigh bell. In bicycle bells they have four kinds. They show in this issue an open base of the cheaper variety, and will illustrate four more in their quarter-page "ad" next week.

Bevin Brothers is another big concern

in East Hampton, and, like all the other people, are courteous to the stranger. The Messrs. Bevin have been noticed in these columns before.

The American Gong Company, over whose destinies Mr. Clark presides, advertises five new styles of bells. The concern is reaching out in vigorous style for the bell trade. This house may have an exhibit at the Philadelphia show. The two other concerns make all other kinds of bells but bicycle bells.

NEW HAVEN, CONN.

The New Haven Metal Company is now making a neat-looking saddle, entirely different in construction from anything yet on the market. It is called the Best. Mr. Morgan, the manager, claim it is the only saddle that gives perfect downward and backward motion.

The Yale Cyclometer Company has sold its really useful article to Whitten & Godding, which firm, by the way, seems to be gobbling up many good specialties.

The Barnes Tool Company reports orders for its wrenches as fair.

Pomeroy Brothers are doing a nice business with their oilers, nipples and other specialties. Their oiler is having a wide sale.

BIRMINGHAM, CONN.

Wilcox & Howe feel elated because orders for their drop forgings have come from far-off Chicago, G. & J. being the

latest to patronize them. Many other concerns, including the McCune Cycle Company, have given pretty large orders for the Wilcox & Howe forgings. Mr. Howe and the firm are well spoken of all over, whilst at home it is a tower of strength.

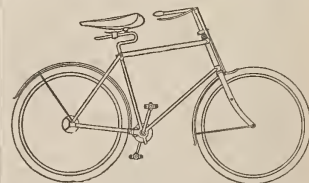
TORRINGTON, CONN.

Here the Eagle bird is hatched, and although early in calling, the secretary and superintendent were around. The REFEREE man was shown a '93 road racer, which Superintendent Gaylor was just taking to the photographers. It is strong and of graceful lines, and as the superintendent jumped on the crank the frame remained perfectly rigid. It is as pretty and strong-looking as any wheel seen this year. The roadster is a solid yet light wheel. The Eagle Bicycle Manufacturing Company means to be ready in time this year.

Another Hartford Factory.

The League Cycle Company, capital stock \$100,000, is the title of a new corporation organized at Hartford, Conn., last week Tuesday. The officers are: Gen. Henry C. Dwight, president; R. S. Gladwin, secretary and treasurer; L. A. Corbin, Henry C. Dwight, E. G. Parkhurst, C. H. Cooley, E. J. O'Connor, R. S. Gladwin, P. H. Billings, Leander Hall, and R. P. Chapman, directors. No vice-president was elected. The new con-

cern proposes to manufacture a new chainless wheel, patents for which were secured by E. J. O'Connor, of Provi-



dence, last September. Two wheels constructed according to his designs have been in long and successful use. One was ridden for 3,000 miles and the other 2,500, and they have, it is believed, shown the thorough practicability and excellent wearing qualities of the new machine. The power is transmitted from the crank shaft by a large beveled gear wheel to the end of the connecting shaft, which turns on balls inside the rear fork tube. From this the power is transmitted to the rear wheel by a pair of beveled gears at the rear of the rear axle. Many orders for the new wheel have already been received and a factory will be secured at once. The old building of the Hartford Cycle Company has been looked at and will likely be secured.

A Bicycle Canopy.

John S. Barnes, of Detroit, has brought out a neat little article which

STRONGEST OF THEIR WEIGHT WHAT?

THE KING OF SCORCHERS, THE QUEEN OF SCORCHERS.

*The Latest
Addition to
the KING of
SCORCH-
ERS'
Family.*



*As Light
As a Bicycle
Can Safely
Be Made.*

KING OF SCORCHERS, RACER, 20 LBS.

BEARINGS: Diamond Steel.

BRACKETS: All Drop Forged, from Best Steel.

CHAIN: Brampton's Block.

CHAIN WHEELS: Drop Forged from Best Steel.

CRANKS: Drop Forged from Best Steel; 6 1-2 to 7 1-2 inch throw.

FINISH: Best Baked Enamel, elegantly lined in color.

FRAME: Weldless Tube Co.'s Best Steel Tube.

GEAR: 66 1-2 inch.

HANDLES: Cork.

HANDLE BAR: 20 Gauge Steel Tube.

PEDALS: Rat Trap.

RIMS: Warwick's Hollow.

SPOKES: Tangent, No. 18 Best Steel Wire.

WHEELS: Both 28-inch.

—ALSO—

KING OF SCORCHERS, Semi-Races, 26 Pounds.

QUEEN OF SCORCHERS, Light Roadster, 33 Pounds.

QUEEN OF SCORCHERS, 33 Pounds.

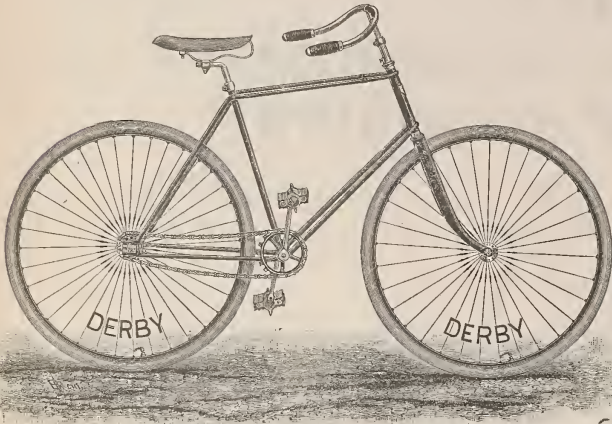
The Manufacturers: Centaur Cycle Company, Coventry, England.

The Wholesalers: Hulbert Bros. & Co., 26 W. 23d street. New York. The McIntosh-Huntington Co., Cleveland. Kingman & Co., Peoria, St. Louis, Kansas City, Omaha, Des Moines.

The Retailers: The leading and most experienced cycle dealers.

MY NAME IS
...

DERBY



Morgan & Wright Pneumatic, 32 lbs., \$150.00

DETAIL.—Frame, Derby pattern, double throughout, from continuous seamless steel tubing; 9 inch head; Wheel Base, 44 inches; Wheels, 30 inches; Gearing, 57 and 68 inches; Round Cranks, 6 1-2 and 7 inch throw; Hubber Chain; Garford Saddle; Drop Forgings throughout. We have the best and most simple Spokes made; they can be replaced by the rider without removing the tire, and are fully explained and illustrated in our catalogue. Tangent Spokes if desired. For beauty and simplicity there is no equal. For service none can be made better. Manassman's Spiral Tubing. Tool Steel Bearings.

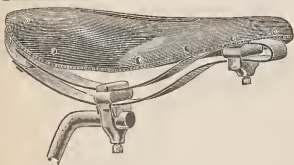
SEND FOR CATALOGUE.

RESPONSIBLE AGENTS WANTED.

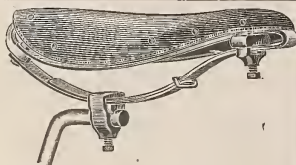
DERBY CYCLE CO.,
161-163-165-167 S. Canal St. **CHICAGO.**

SCHULMBURG CYCLE CO., Ag'ts—State of Michigan, 100 Randolph St., Detroit, Mich.
GEO. F. LUTZ & SON, 265 High St., Buffalo, N. Y.
NOVELTY CARRIAGE WORKS, Rochester, N. Y.

THE H. H. KIFFE COMPANY, 478 Broadway, N. Y. City and Long Island.
E. W. VINE, Albany, N. Y. W. A. MEEKER, Troy, N. Y.
FISCHER GOVERNOR COMPANY, Marshalltown, Iowa.



SCORCHER.



LOW SPRING SADDLE.

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

**WE HAVE
GOT
THERE!**

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.

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A Stamped Metal Top.

HANDSOMELY NICKELED.

GUARANTEED NOT TO CRACK.

A Clear Sharp Tone.

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J. C. DONNELLY,

2113 Ridge Avenue. 1209 Buttonwood St.
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Price 50c. Agents Wanted Everywhere. Liberal Discounts.

Pneumatic Tires. Cushion Tires. Cork Handles.

Pumps.
Elastic
Cement.



Rims.
Hollow or Solid
Tire
Cement.

BICYCLE HORNS.

BALLS. CORK AND RUBBER HANDLES. ENAMEL.

Ball Pedals, Spokes, Adhesive Tape, Oils, Patch Cloth, Pedal Rubbers, &c., &c.
Mould work solicited. Send for catalogue and discounts.

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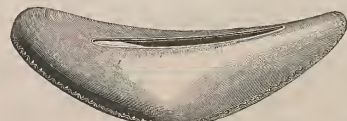
370 ATLANTIC AVE., 154 LAKE ST., 14 FREMONT ST.,
BOSTON, MASS. CHICAGO, ILL. SAN FRANCISCO, CAL.

J. J. WARREN COMPANY,

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

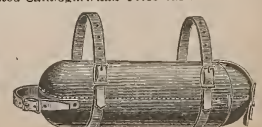
—MANUFACTURERS OF—

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.



ought to prove a blessing to the tourist and those who desire to ride in the sun. It is nothing more or less than a bicycle umbrella, called a canopy, and is made by the Bicycle Canopy Company, of Detroit. We show in a group of illustrations the many uses to which the little article may be put. The pictures are from drawings made from photographs.

The canopy is suited to all wheels, conditions, position of the sun, direction of wind, size of riders, etc., easily adjusted, light in weight, easily folded and put entirely out of the way when not needed as a sun shade, in which position it becomes a handy package carrier. The canopy is nearly flat when open, and pointed in front, from which fact the wind has little or no effect on it.

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.:

487,419, india rubber tire; Henry N.



Lee, London, England; filed Jan. 12, 1892; serial No. 417,833. Patented in England June 27, 1891; in Belgium Jan. 4, 1892, and in France Jan. 4, 1892.



487,473, bicycle stand; George S. Crosby, Buffalo, N. Y., assignor to Pratt & Letchworth, same place; filed July 7, 1892; serial No. 439,309.

487,522, pneumatic tire; William Golding, Manchester, England; assignor to Charles Macintosh & Co., Ltd., same place; filed Sept. 18, 1891, serial No. 406,051. Patented in England Feb. 21, 1891.

487,577, bicycle attachment; Allen Marthens, Pittsburg, Pa.; filed June 21, 1892; serial No. 437,482.



487,596, bicycle tire; George R. Bassett, New York; filed March 7, 1892; serial No. 424,036.



487,669, pneumatic tire; Walter B. Hardy, Boston, Mass., assignor to the Revere Rubber Company, same place; filed July 9, 1892; Serial No. 439,451.

The Morgan & Wright Fire.

The fire at the Morgan & Wright tire factory harmed the concern's business comparatively little. None of the machinery was seriously damaged and the engines were started within twenty-four hours after the fire. The new three-story building recently erected was not injured, and the old building on the corner of May and Lake streets had only the windows broken out. These were at once replaced and the damage by water quickly remedied. On Saturday the manufacture of tires was resumed and early the present week a full force was put on night and day to make up the few days lost. By push and energy this hustling firm has overcome what to some would have been an irreparable loss at this season. They deserve success.

Enlarging the Lozier Plant.

A rumor was about last week to the effect that the plant of H. A. Lozier & Co., Cleveland, has been purchased by

the Studebaker Brothers Manufacturing Company, of South Bend, Ind., who would move the same to that city. Word comes from South Bend that the Lozier people have had a conference with the Studebakers relative to the purchase or capitalization of the concern, but the latter have refused to accept the terms and the matter has been dropped. This was all there was to it. The Lozier plant at Cincinnati will be greatly enlarged and building will begin very shortly.

Bright Idea, This.

A Cleveland paper tells of a clever scheme and one which cannot fail to work with success: It has been announced that a number of English bicycle manufacturers propose to open agencies in New York city and Chicago from now up to the time the World's Fair is opened. They very shrewdly propose to import a large number of wheels under the law which permits exhibits at the fair to come in without payment of customs duty. If the wheels are sold all well and good, then the duty will be paid, but if they are not, then they will be shipped back to England. It is said,

few days. They will show samples of these wheels at stand No. 31, Philadelphia cycle show.

Chicago Trade Notes.

Colonel Albert A. Pope, of Boston, arrived in Chicago early this week.

W. C. Anderson is traveling through Illinois territory for A. G. Spaulding & Bros.

P. Cease, of the Eagle Bicycle Manufacturing Company, is at the Great Northern Hotel.

H. W. Jenney, of the old firm of Jenney and Graham, has entered the employ of Thorsen & Cassady.

Harvey and Alf. DuCros arrived in Chicago early this week. The Dunlop tire deal will be closed shortly.

G. W. Cushman has left the employ of the Taylor Cycle Company and returned to his old home in New York city.

The Heywood & Morrell Rattan Company denies the report that it is about to begin the manufacture of bicycles and is to open a retail store. However, a local reporter interviewing the son of one of the proprietors, gained an admission that



THE BICYCLE CANOPY.

however, that the prices will be made so tempting that very few will be sent home.

Peoria Trade Affairs.

P. W. Tillinghast, inventor of the Tillinghast pneumatic tire, of Providence, R. I., was in Peoria last Saturday with a sample of his '93 tires.

E. F. Rolle, formerly in the employ of A. Featherstone, will open a large bicycle house at Atlanta, Ga., on Jan. 1. Mr. Rolle was in Peoria last week looking at the different lines of bicycles handled here. He was on his way home from a southern trip, and reports the cycling business in that section in a flourishing condition.

C. W. Mallery, representing the New Departure Bell Company, was in Peoria showing samples of the 1893 New Departure bell.

Stephen Garber, Jr., of the firm of Dinwiddie & Gaddis, Frankfort, Ind., was in Peoria in company with Mr. Dinwiddie, purchasing bicycles for the '93 trade.

Kirkwood, Miller & Co. will receive a large shipment of Telephone cycles in a

there was much truth in the report. This firm is said to have lately built a large addition to its factory.

The Marion Cycle Company will manufacture 1,500 H-T. scorchers this year, of which the company reports 1,070 sold.

W. E. Lee, of Devany, Hopkins & Co., 511 to 515 Stanyan street, San Francisco, was in Chicago Monday, on his way to England.

Harry Leaming has accepted a position as superintendent of the Standard Bicycle Manufacturing Company's plant at Indianapolis.

A. J. Marrett, of the Coventry Machinists' Company, now in England, will sail for America on the first boat that leaves after Christmas.

It is reported of western traveling men that they did well in the west but found poor trade in the east, dealers waiting until after the cycle show.

J. F. Ives, an old resident of Chicago, an employe of A. G. Spaulding & Bros., is in Chicago, introducing T. M. Plumb to the western trade of the New York Belting and Packing Company. Mr. Plumb will take the place of Mr. Strauss.

He has had no experience in the cycle line, but had charge of the hose department.

W. E. Sanborn, of Codman, Shurtleff & Co., Boston, was in Chicago this week. Mr. Sanborn exhibited something very fine in the way of a floor pump.

Thorsen & Cassady have contracted for a large stock of Warwick Perfection cycles, which they will handle in the territory west of the center line of Michigan and north of Peoria.

Said a prominent local wheelman: "You talk an hour with Stephen Golder and you know him as well as you ever will and can't help liking him." Surely an eloquent testimonial.

Cycle salesmen of ability have no excuse for remaining out of a job nowadays, as it is reported that over fifty good men are wanted by jobbers and manufacturers in the west.

W. E. Newton of W. E. Newton & Co., Portland, Ore., handlers of Imperial cycles, is in the city on business with Ames & Frost. This firm's business covers Oregon and Washington.

George M. Hendee gave up the idea of going west to the Pacific, returning to Chicago from Kansas City. He will return east for Christmas and take the western trip the first of the year.

The Crane Manufacturing Company is bidding with a number of prominent makers for a hundred bicycles for employees. This gave rise to the statement that this great firm would enter the cycle trade next fall.

The Charles F. Stokes Manufacturing Company has placed an order with the Indiana Bicycle Company for medium grade wheels. This lively Chicago concern sold 18,000 of the Indiana company's output last season.

A. Kennedy-Child remained in Chicago just a week and then skipped as quickly as possible. He says Chicago is expensive and he don't like it, anyway. Warwicks will be distributed throughout the west by Thorsen & Cassady.

John Read, the Boston cycle dealer, and manufacturer of the New Mail, is a state senator, having been recently elected. Mr. Read was in Chicago the early part of this week, conferring with A. W. Moore, his western representative.

M. C. Henley, the manager of the Coventry Machinists' Company's American factory, at Richmond, Ind., was in Chicago last week. Mr. Henley achieved fame in the manufacture of rollerskates, used the world over, the Henley being considered the best.

W. H. Masters, of the Demorest Company, of New York, is in the city. This company manufactures the New York safety, which weighs thirty pounds, stripped, and lists at \$125. A Chicago store may be opened as a distributing point for western territory.

Thomas Sanders closed a large deal with Sidwell & Sabin, of Boston, for Æolus parts and British seamless steel tubing. This firm will manufacture a line of wheels. Mr. Sanders is now in Chicago seeking to place a western agency for Æolus wheels.

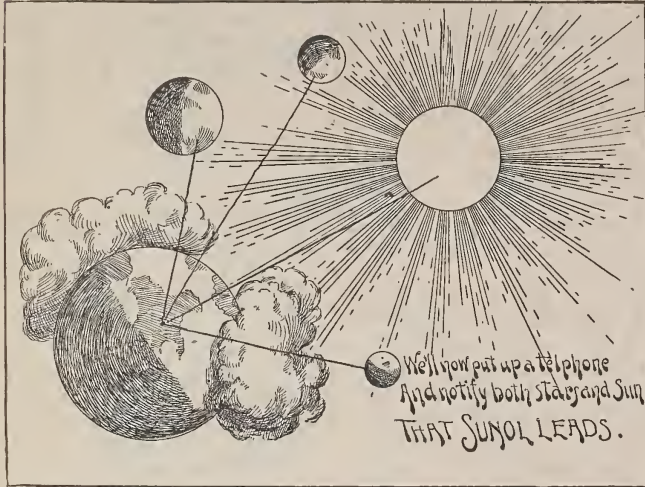
General Trade Notes.

The REFEREE and all latest cycling papers, periodicals and hand books from all parts of the world, received regularly and for sale. Send for list. FLETCHER & Co., 43 E. Van Buren St., Chicago.—Adv.

Harry C. Tyler is traveling for the Union company.

The Cleveland Rubber Company will have its new tire on the market in a few days.

The manufacturers of the Sunol, the McIntosh-Huntington Company, of Cleveland, O., has a surprise packet in



It has the best Cranks

These are the celebrated "Southard" the strongest cranks made, and yet the lightest by several ounces.

Our catalogue describes them. The McIntosh Huntington & Cleveland, O.

Save Your Wheel

by oiling it properly with the best oil can in the world—the "PERFECT" POCKET OILER.



No leakage. Only a small quantity of oil at a stroke. Handsomely nickel plated. Price 25 cents each.

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

Racer 23 Lbs.

Light Roadster 33 Lbs.

*Won Over 30
Races This
Season.*

Lyndhurst

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

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

Holland Automatic Safety Stand.

(PATENT APPLIED FOR.)

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

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

Send along your name, address and two dollars and receive

THE REFEREE

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



Dueling on bicycles is reported to be a new diversion in Spain. Two members of the bicycle club of Granada recently met in a knife duel, which is probably the first duel ever fought on wheels. Accompanied by their seconds they wheeled out some distance on the road to Malaga, to a secluded spot. There, posted seven hundred feet apart, at a sign they wheeled for each other, each directing his machine with the left hand, and brandishing in the right that terrible knife of Spain, the navaja. At the first clash Perez pierced the left arm of Moreno, but at the third encounter Moreno thrust his knife into Perez's right breast. In a few minutes the latter died of internal hemorrhage.—Ex.

store for the trade, which it will exhibit at the Philadelphia show.

It is said A. Strauss received a salary of \$20,000 per year from the New York Belting and Packing Company.

The Anglo-American Iron & Metal Company announces something startling in the line of rims, and says "something is going to drop."

So well pleased is the George Worthington Cycle Company, Cleveland, over this year's trade that the company will for '93 largely extend its trade.

The Bingham Company, Cleveland, controls the output for next year of the Hackney Bicycle Company and the Yost Bicycle Manufacturing Company.

The Falconer bicycle factory at Falconer, near Jamestown, N. Y., is nearly completed. The company expects to make a hundred wheels during the winter.

The American Ormonde Cycle Company, which first brought the geared ordinary to the United States, will show a front driver safety at the Philadelphia cycle show.

The capacity of the Freeport Bicycle Manufacturing Company's plant is about 1,200 wheels, orders for nearly all of which have already been received. These will be in three styles, the '92 pattern, the '93 pattern somewhat changed in style from that of '92, and the ladies'. A number of racing ma-

chines will be constructed. This company made the machine on which Johnson established his wonderful record.

The Reform Cycle Company, successor to Flavel & Co., Coventry, has issued a neat little catalogue showing the Reform roadster, light roadster, racer, special Reform and a handsome ladies' wheel.

The New Howe Machine Company will place on the market next season a detachable rubber mud guard weighing only three-quarters of a pound, and easily rolled up so as to put snugly away in the pocket.

At a competition of makers at Rockaway for the sale of wheels to the Oceanus Club, a new organization, the selection was made of eight New York cycles, ten Raymond and two Lovell Diamonds.

Lindsay Brothers, of Milwaukee, are placing on the market a special wheel designed for them called the Lindsay Scorcher. This firm also handles Rudge, Sylph, Overland and Western Wheel Works goods.

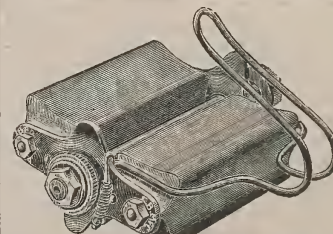
The Rudge Cycle Company's new catalogue shows illustrations and descriptions of no less than twenty-three different vehicles, including roadsters, racers, ladies', front drivers, triplets, tricycles, quadracycles and parcel-carrier tricycles.

The McCune Cycle Company, of Everett, Mass., is sending out a neat folder giving the general description, special features and fac-simile of colors of its new wheel, a description of which was published recently in the REFEREE.

Durant McLean, captain of the Kings County Wheelmen, has resumed from a business trip to England. While in London he spent some time at the Stanley show. Mr. McLean will probably open a New York agency for Roulette cycles.

Models of the Tourist are being shown by the George R. Bidwell Cycle Company. The company is now rushing things in its tire department. Rumor says that Mr. Strauss, late of the New York Belting & Packing Company, will join the company.

W. A. Whitmore has left the employ of the Luberg Manufacturing Company to accept a position as manager of the Norman Wheel Company, 2118 West Susquehanna avenue, Philadelphia, which is now engaged in the manufacture of bicycles, with the Union Real Estate Company as guarantor. The machines will be known as Norman "A" and "B" and will be strictly high grade.



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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. RANKIN & CO.,
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