

THE Referee.

AND
CYCLE-TRADE JOURNAL.

A Weekly Record and Review of Examiner Skinner Room 240 U S pat. office and the Cycle Trade.

Vol. 9. No. 21

CHICAGO AND NEW YORK, SEPT. 23, 1892.

\$2 Per Year.

"There isn't a road in Christendom untried by woman."

"THE JOY OF FAIR WOMEN"

Nowadays everybody cycles—the wheel is a family affair—women vie with husbands, brothers, lovers, upon the macadamized* road of health—in May, 2413 lessons were given in the Columbus Riding School, at Boston—in warmer June, 1539—in later July, 1518 lessons were recorded—of the 5470, over 4000 were to women—These are women's days—in the bright cycling millennium, fair women, strong as men, will lead men in cycling as in about everything else—The Ladies' Columbia is built for women—it is simply a Columbia with all Columbia's excellence—all about it in the Columbia catalogue—free for the asking.

POPE MANUFACTURING CO.,

BOSTON. NEW YORK. CHICAGO.

*For most roads will soon be macadamized.

BREAK AWAY THERE!

Break away and let the world know that the mile has been ridden in

2:08 4-5

BY

Harry C. Tyler,

On a Union Bicycle fitted with Airtite Tires.

UNION CYCLE MANUFACTURING CO.,

166-170 Columbus Ave., BOSTON, MASS.



THE OWL(D) RELIABLE.

THE WARWICK CYCLE MFG. CO.,

NEW LONDON, CONN., Aug. 26, 1892.

Springfield, Mass.

GENTLEMEN:—This organization used nine of your Cushion Tired Bicycles at Camp White, State military rendezvous, Niantic, Conn., from Aug. 13 to Aug. 20, 1892, inclusive.

It was a question of much debate what machine should be used for the occasion, as the work required of mounted signal men and messengers in this service is such as to necessitate cycles of the most durable and tenacious qualities. The Warwick was finally decided upon and the result was most judicious.

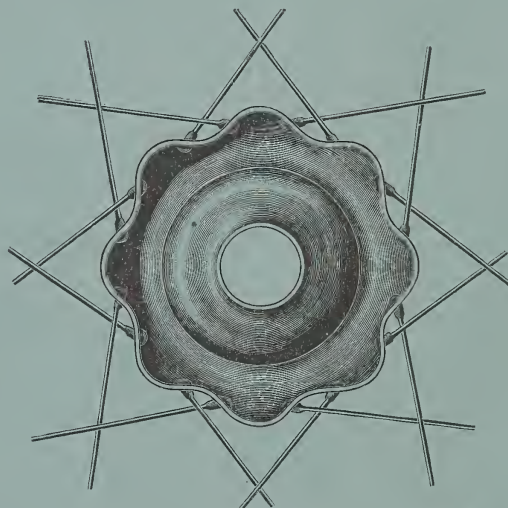
The wheels were severely tested on the rough roads outlying Niantic and over the turfen and lumpy fields, and the result was perfect satisfaction to every member of the corps, some of the members of which are owners and riders of wheels of other makes. All are loud in their praise for the Warwick and prefer it either for work or pleasure.

Yours very respectfully, ALBERT A. BEACH, First Lieut. Com'd'g.

THE STERLING— —CORRUGATED HUB



Combining the best of the two styles of construction, known as DIRECT and TANGENT SPOKES.



DIRECT TANGENT SPOKE.



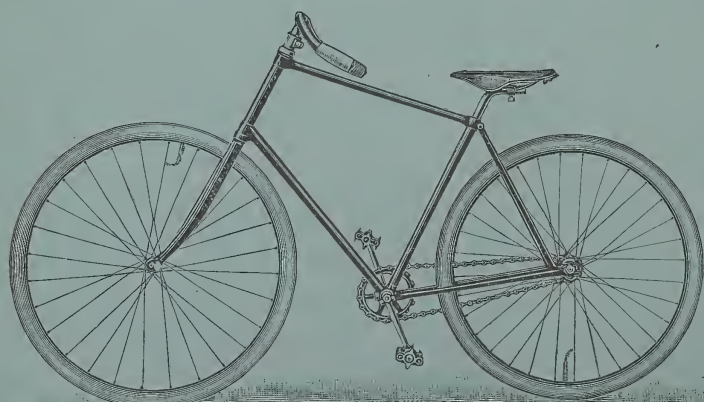
The object of this method will be appreciated at a glance, as we secure all the advantages of the Direct as well as the Tangent form, and do not have to disturb the fibre of the spoke by either hot or cold bending.



CHAS. F. STOKES MFG CO.,

293 Wabash Ave., Chicago.

BRANCHES, DENVER, MILWAUKEE, CHICAGO.



REFORM RACER

REFORM CYCLES

WRITE TO THE
T. D. GANSE CYCLE COMPANY,
508 STATE STREET, CHICAGO
FOR PRICES. THESE WHEELS ARE IN IT.

Flavell & Company, Coventry, England.

THE Referee.

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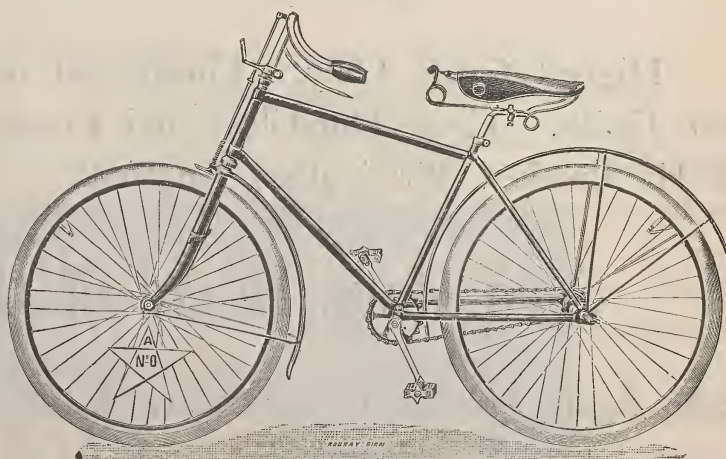
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Manufactured by SHARRATT & LISLE.

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Fitted with Solid, Cushion or Pneumatic Tires.



All the “STARS” are made of Weldless Steel Tubes and Steel Stampings.

The Very Best Machines Extant.

Sole Agents for Chicago, SPOONER-PETERSON CO., Madison St.

eow

STAR CYCLE WORKS, WOLVERHAMPTON, ENG



This illustration shows a man of average height on a 36 inch F. D. Safety, geared to 60 inches.

THE CYCLES OF THE SEASON.—

THE CRYPTO

GEARED ORDINARY

....AND....

THESE ARE THE.....

MACHINES OF THE FUTURE...

F. D. SAFETY

And will in the course of the next year or two quite supersede the chain-driven Safety, for they are far ahead in both speed, comfort and durability. We invite applications from responsible dealers throughout the United States. Our traveler will be over in September, when he will arrange agencies. At present the machines may be seen and particulars obtained from

The McIntosh-Huntington Co., Cleveland, O.
The Bidwell Cycle Co., New York.

The Taylor Cycle Co., Chicago.
Kingman & Co., Peoria, Ill.

Sole Manufacturers,

Crypto Cycle Co., Limited, 47 Farringdon Road, London, E. C.

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STANDARD GUARANTEED BICYCLE OF THE WORLD.

Highest Grade Only. Constructed on Scientific Lines. Distinguished for Perfect Finish. Great Durability, and Freedom From Repairs. Manufactured by J. & H. Brookes, Birmingham, England.

You Have Heard of the BROOKES Saddle,

Sole Agent for the United States and Canada,

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176 and 178 Portland St., Boston, Mass.

 LIVE AGENTS WANTED EVERYWHERE.

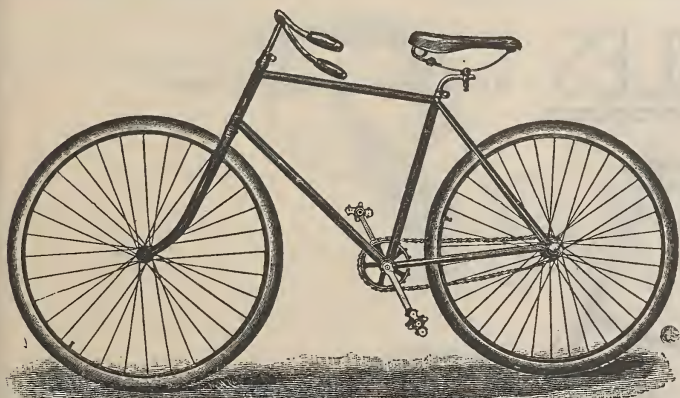
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 ... GOOD AS GOLD. —
 Cushion Tires \$90.
 Pneumatic \$120.



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To See it is to be Convinced
 That it is the Finest on the Market.

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For a silvery
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 Pure Anodes
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 American,
 Plain Spanish,
 Felt Wheels, or
 in Sheets.
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HERCULES DYNAMOS AND MOTORS
 FOR LIGHT AND POWER.
 AMERICAN GIANT DYNAMO
 FOR ELECTROPLATING
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 CHEMICAL CO.**

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**NICKEL & ELECTROPLATING
 SUPPLIES & POLISHING MATERIALS**

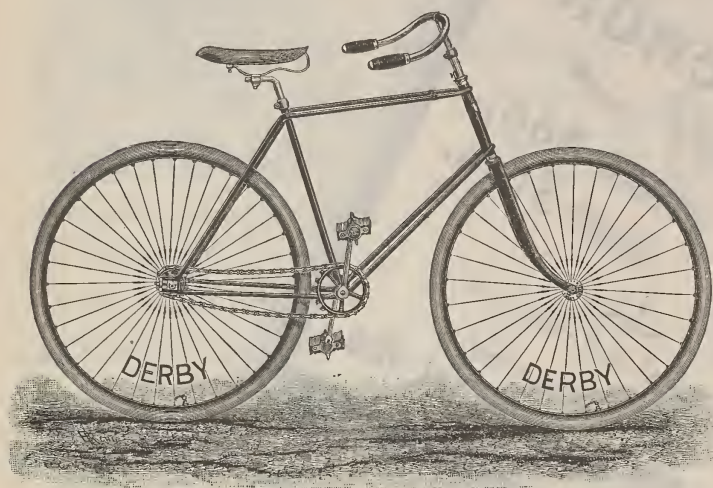
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Walrus Leather
 in wheels or
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 of Potassium
 Fused Cyanide
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 positions.
 Tripoli Compo-
 sitions
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DERBY



Morgan & Wright Pneumatic, 37 lbs., \$140.00

Strauss Pneumatic, 35 lbs., 140.00

Dunlop Pneumatic, 38 lbs., 150.00

DETAIL.—Frame, Derby pattern, double throughout, from continuous seamless steel tubing; 9 inch head; Wheel Base, 44 inches; Wheels, 30 inches; Warwick Hollow Rims; Gearing, 57 and 63 inches; Round Cranks, 6 1-2 and 7 inch throw; Humber 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. For beauty and simplicity there is no equal. For service none can be made better.

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Strictly High Grade.

For Ladies or Gentlemen.

Pneumatic Tires
\$115.00.

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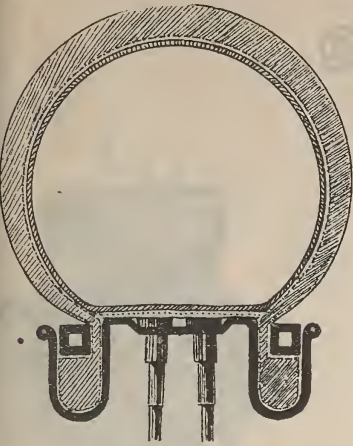


Solid Tires,
\$85.00.

Boys' and
Youths
\$45.00. \$65.00.

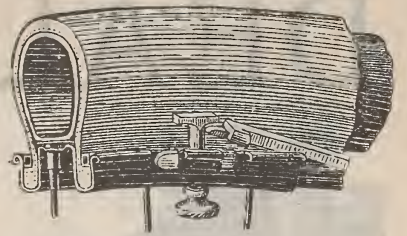
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Cycle Catalogue free. Send for one.



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THE MICHELIN PNEUMATIC

Is the Most Reliable and the Quickest Repaired. | The Air Chamber can be Changed in Less than Five Minutes.

THE MICHELIN PNEUMATIC

Is the Best and the Cheapest in the End.

A FEW RECORDS AND VICTORIES

TO THE CREDIT OF THE "MICHELIN" PNEUMATIC:

The 50 Kilometres and the 100 Kilometres Records.

Paris-Brest and back, 750 miles, in 71 hr. 37 min; Charles Terront finishing 8 hours in front of the second man, Jiel Laval. Corre, on the "Michelin," rode from Basle to Strasburg and back, 300 kilometres, in 13 hr. 10 min. record, beating by 2 hours all the German competitors.

In the "LYON-REPUBLICAIN" race, 326 miles, the first, third, fourth, fifth and seventh men were on the "Michelin" Pneumatic.

In the great race from Paris to Clermont-Ferrand, 242 miles of mostly rough and hilly road, purposely strewn with nails in many places, 61 men finished out of the 75 starters; the largest percentage ever known in competition. All mounted the Michelin Pneumatic Tyre, and had to do their own repairs on the road.

In the Paris-Nantes race, 620 miles, the five first in were on the Michelin Tyre, and the best riders of the day, on other tyres, were hopelessly left.

Mr. Dubois, on the Buffalo track, Paris, on the Michelin Tyre, beat all World's Records, from 100 to 300 miles, and the 12 hours Record, accomplishing 230 miles 536 yards in that time.

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Telegrams, "ATHLETICISM, LONDON."



And we GUARANTEE EVERY ONE. Send for Catalogue.

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HOLMES & COMPANY.

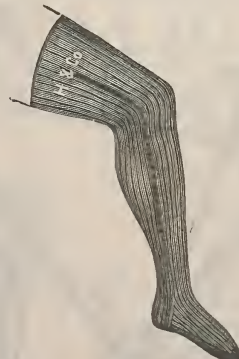
FULL PANTS.
Pat. Dec. 3, 1889.



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BICYCLE,
ATHLETIC AND
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For comfort and service they are the most satisfactory garment made. Manufacturers and dealers are cautioned against making or using our Patent Garments, as we shall hold them responsible.

KNEE PANTS.
Heavy Rib Patent
Improved Double
Seat.



Our 3-8 Stocking Full Fashioned, narrowed at the ankle and foot, will not require an elastic of any kind to hold it up.



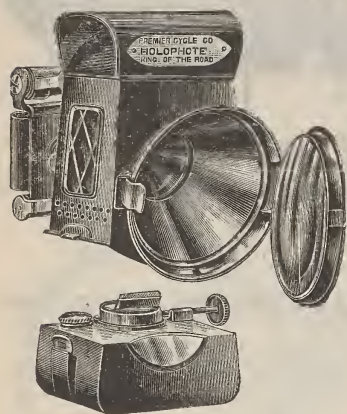
This Supporter is used by bathers under the bathing suit. Bicycle riders, base ball players, athletes, gymnasts tell us that it is the best and most satisfactory Supporter made.

Let every sportsman try it

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SEND YOUR
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FOR _____

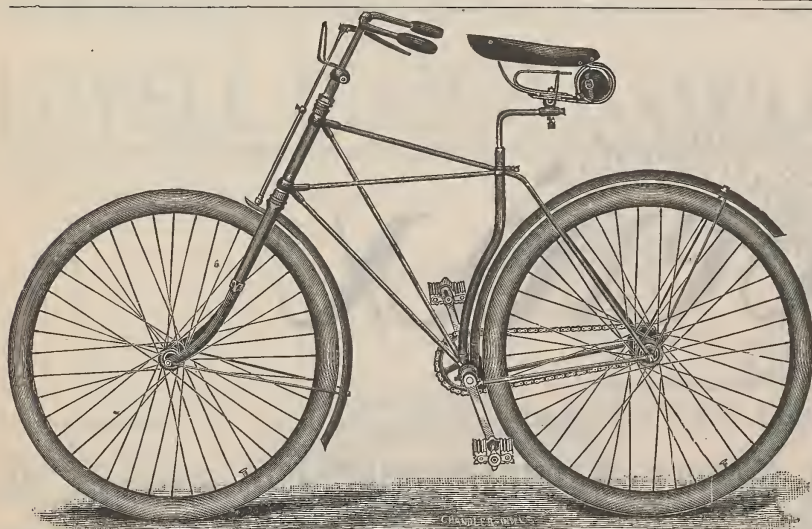


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...FINEST IN THE WORLD....

*Discount Sheet on Application.
Free Supply of "Wrinkles
For Riders" with your first order.*

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IS SECOND TO NONE.

IS KNOWN AS THE POPULAR WHEEL.

Did You Hear What Was Said?

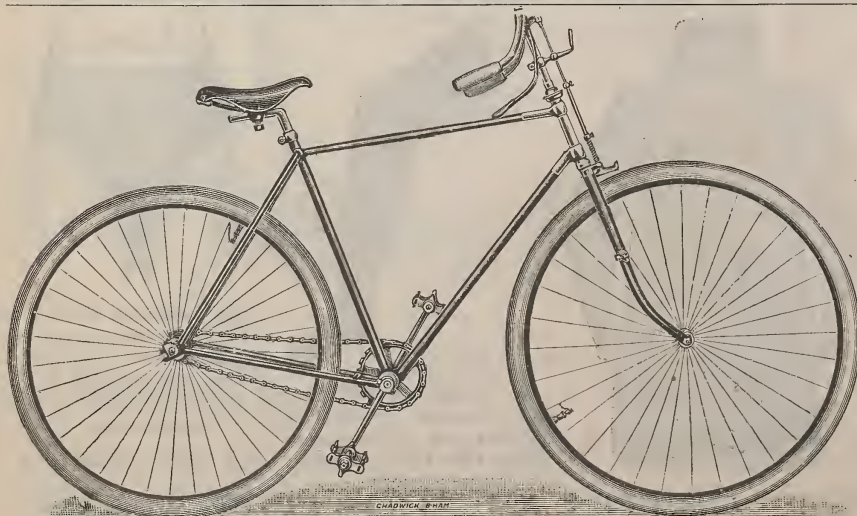
One says to a friend: "I am exceedingly pleased with my new PLANET wheel. I have ridden several other wheels since you were here, but nothing gives me entire satisfaction as the PLANET.

RANKS HIGH GRADE EQUAL TO ANY.

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WORLD'S RECORDS

ON A

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By MR. T. A. EDGE.

Land's End to John O'Groate's, 874 miles, in 4 days, 40 minutes, beating Mr. G. F. Mills' record by 10 1-2 hours.

1,000 miles in 5 days, 11 hours, 38 minutes.

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The above World's Records are the most recent successes this year obtained by riders of the "Peregrine," and are the most meritorious performances on any machine.

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R I D E

The Liberty

R I D E

- 55 -

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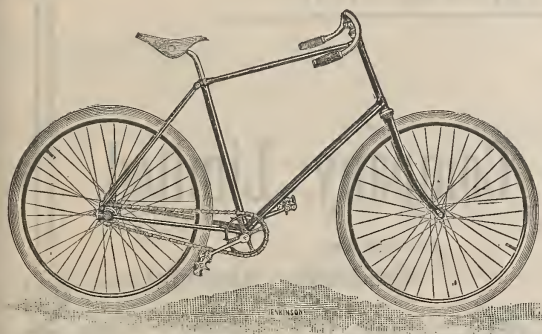
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SOUND, FAST and SMART.

PULLINGER & CO.,

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PARADE CYCLES

"A Good Wine Needs no Bush."
Neither do the "PARADE" CYCLES.

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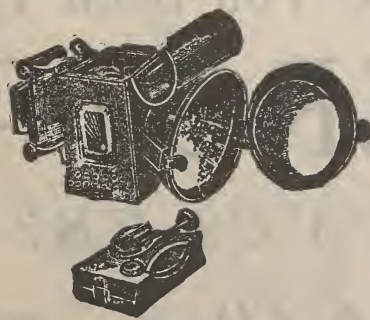
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HELIOTROPE
SAFETY LAMP.



Front view.



This cut shows Oil Container Detached.



This cut shows top of Lamp open.

The Great Light Giver.
Unique in Design.

Gives an Extraordinary Light.

POWERFUL LENS AND REFLECTORS. LARGE
OIL CONTAINERS. ALL BEST MATERIAL
AND WORKMANSHIP PUT IN. EVERY
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297 WABASH AVENUE.
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“Finest Quality Produced in the World.”

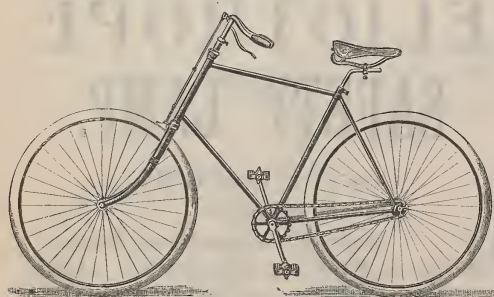
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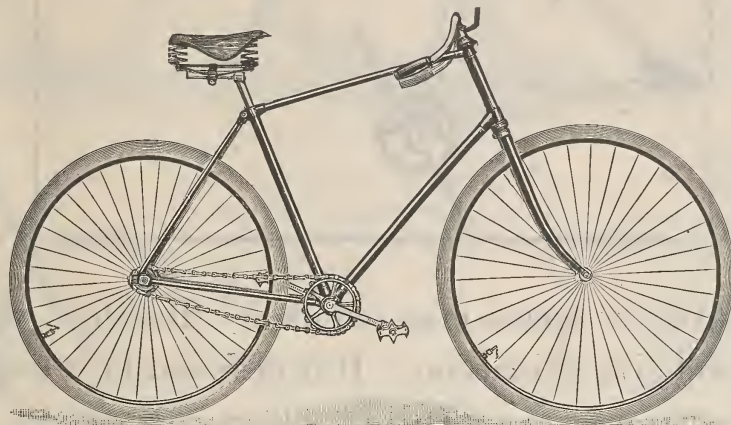
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OVERSTONE WORKS,
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Day made the best
Sewing Machines,
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Make the best
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Will be in America
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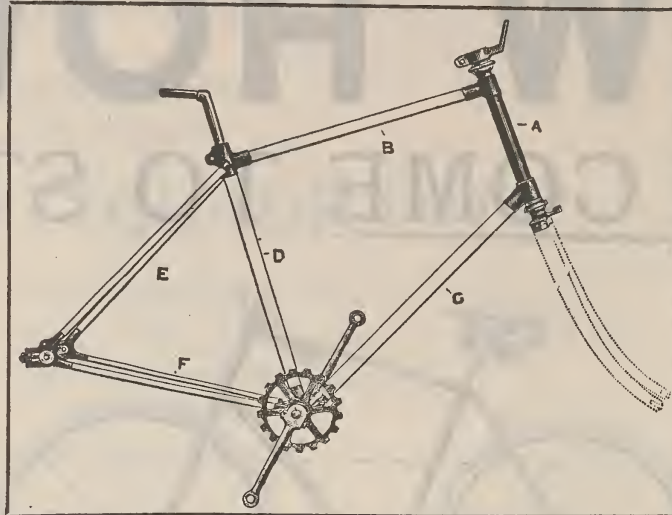
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A frame upon which makers or agents may put their "transfer" with a knowledge that the machine will give satisfaction. It is designed for a long wheel base.

PERRY & CO., BIRMINGHAM.

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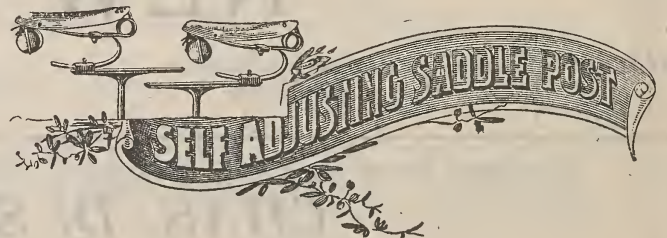
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Gives you the very greatest ease,
Slides your saddle ahead to climb a hill,
Then slide it back to suit your will.*

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HANDSOMELY NIQUELED.

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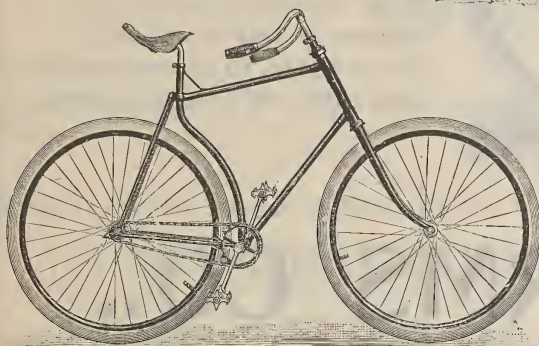
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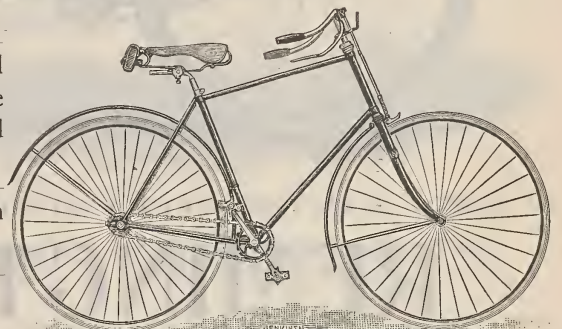
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The "Sanspareil" our finest of English Safeties.

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We have a line that is unexcelled and we invite responsible Jobbers & Dealers to write us for prices and territory.

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HIGH GRADE WELDLESS COLD DRAWN STEEL.

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| Featherstone's Dunlop Pneumatics, | - - | 140. |
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| N. Y. Belting & Packing Co.'s Protection Strip, | - | 135. |

Highest Grade Throughout.

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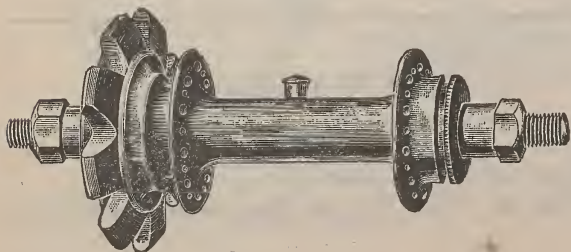
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Lamps, Bells, AND ALL Cycle Accessories

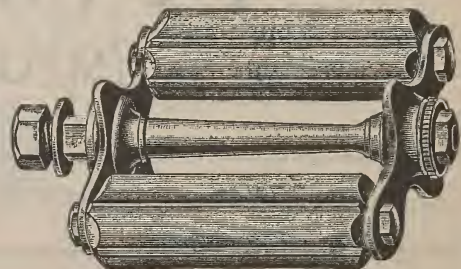
SANSOME, TEALE & COMPANY,

Manufacturers of

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PREMIER WORKS,
SALOP STREET,
BIRMINGHAM,
ENG.



No Terror Now! THE SILVERTOWN

English Patent No. 1015, Jan., '91
Am. Pat. No. 452,876, May 26, '91

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.....REPAIRS ITSELF.....

No Solutioning.

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NO REPAIRING OUTFITS.

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SO PERFECT, YET SO SIMPLE!

IMPORTANT! See that every tyre is stamped Silvertown "Closure" with date of patent.

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Hubs, Cranks, Brackets, Sprocket Wheels, Weldless Tubing, Fork Blades, Chain Roller and Humber Pattern, Cycle Cement, Spokes, and all Component Parts of Cycles.

Apply at once for Estimates and send Sample Order.

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1892 LISTS POST FREE.

A really high-class machine, built with Steel Tubular Frames and Steel Stampings; Ball Bearings to all parts, including Head.

This machine still leads the way, both on Road and Track, riders of it having won many Races and Club Championships during the past season.

1892 LISTS POST FREE.

Dunlop, Clincher, Boothroyd, or Smith's
Pneumatic Tyres Fitted to Order.

THE OLD ORIGINAL FIRM.

ESTABLISHED 1876.

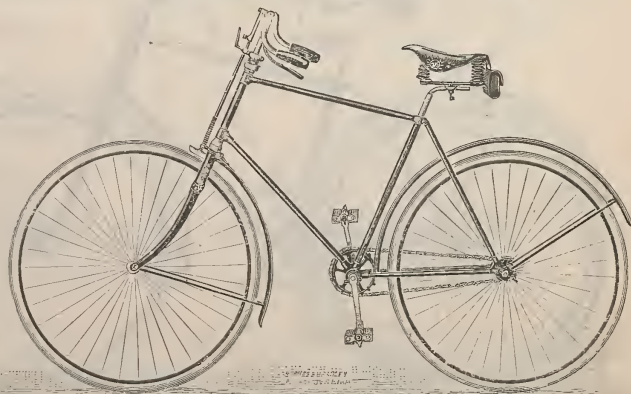
J. DEVEY & CO.,

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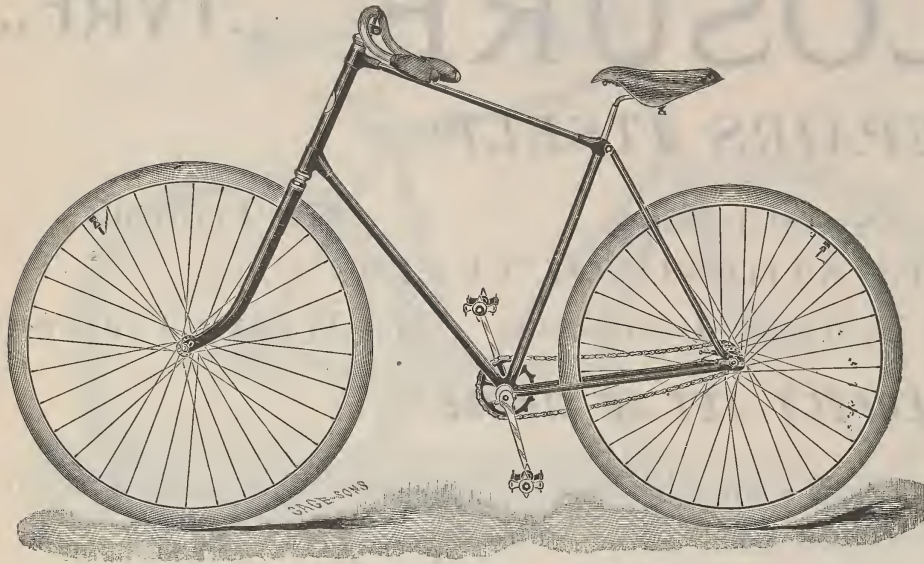
Good Agents Wanted.

England.



With 1 1/8 in. Solid or 1 1/4 in. Cushion Tyres, £14.

ROYALS.



ROYAL SCORCHER.

Weight, 32 lbs.

PRICE:

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| N. Y. B. & P. or Morgan & Wright | |
| Pneumatic, - - - | \$135. |
| Dunlop Special Pneumatic, - - | \$150 |



ROYAL CYCLE WORKS,

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THE "LION" ROAD RACER OR SCORCHER.



"The fact that the 'Lion' jumped with a bound into the front rank of racing wheels, proves conclusively that its qualities and pace-producing powers were far in advance of the new makes, and they quickly became, and remain, formidable rivals to the old established firms."—Sport and Play, Nov. 10, '91.

The LION CYCLE MANUFACTURING CO., Limited,
Broad Street, Birmingham, England.

Responsible American Agents wanted in the Eastern and Western States.
Apply at once.

THE WYNNEWOOD

Bicycle is now fitted with either 28 or 30 inch wheels. With increasing age its popularity becomes more pronounced. It is sometimes mistaken for a certain well-known \$150 machine, which it resembles very much, only that our double tube frame is below, where it belongs. To persons who desire a different saddle from the one shown in cut we can make the change by a slight increase of price. As already advertised, we furnish Wynnewood at the following, popular prices:

Wheels 28 or 30 inches, with either Morgan & Wright, New York Belting or Sercombe-Bolte Pneumatic Tires, \$100.00. Wheels 28 or 30 inches, with one and one quarter inch Cushion Tires, \$90.00.

Agents wanted. Discount liberal. Address

A. M. SCHEFFEY & CO.,
Sole Agents, - 92 Reade Street, New York.

A Pronounced Success, Boys.

WHAT?

The Common Sense Bicycle.

BEST STEEL DIAMOND FRAME, SUPERIOR HICKORY WHEELS, PNEUMATIC AND CUSHION TIRES.

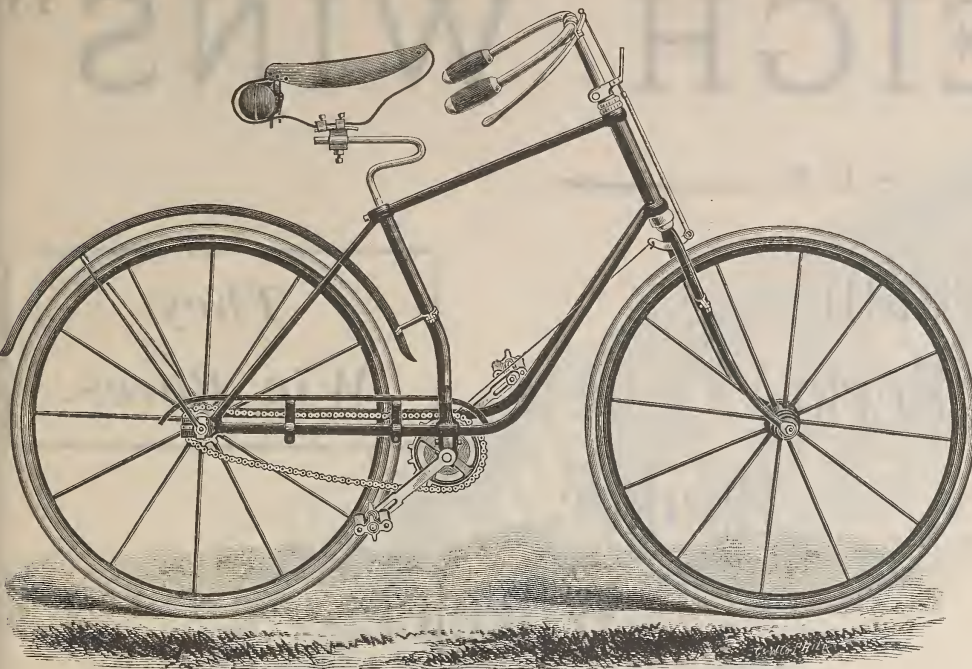
The Best Hill Climber and Easiest Runner.

Our Improved Roller Bearings are the thing.

Price, Pneumatics, \$110. Cushions, \$100

Send for Catalogue. Agents Wanted Everywhere. Liberal Discount.

THE COMMON SENSE
BICYCLE MFG. CO.,
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MANUFACTURING CO.,

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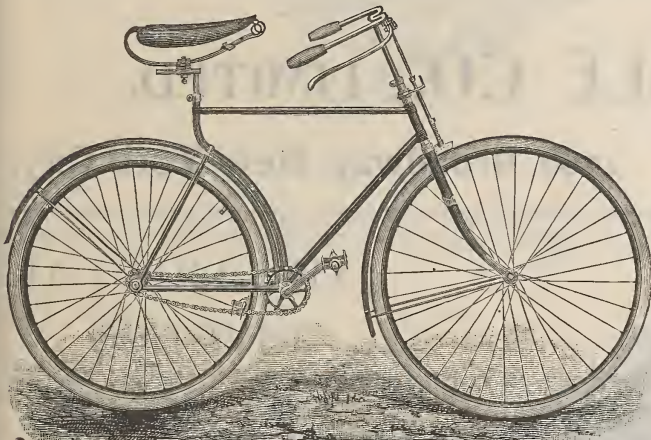
Are shipping the

Scorcher Safeties

to the best people in the land.

HADN'T YOU BETTER TRY ONE YOURSELF?

Hollow Rims on all our Machines.



Cushion Tires, \$135. Pneumatic Tires, \$150.

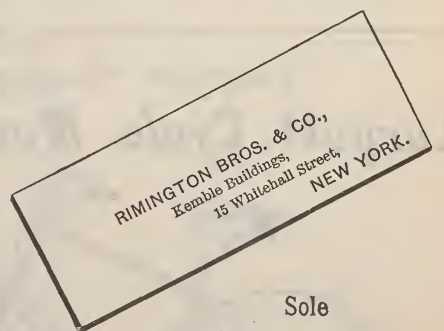


I. A. WESTON & CO.,
JANESVILLE (near Syracuse), N. Y.,
**SAFETY BICYCLE
WHEELS.**

Wheels only. Solid, Cushion and Pneumatic.
Everyone using our wheels can tell you about them.
Send to us for lists with prices and discounts.
To those going to manufacture bicycles later
On, we shall be especially glad to hear from.
Newmatics of any make wanted.

IMPORTED— QUICK DELIVERY,
LOW PRICES,
QUOTATIONS GIVEN.

BEST BRITISH MAKE.
Brackets,
Balls,
Chain,
Cranks,
Forks,
Frames,
Hubs,
Mudguards,
Pedals,
Rims, &c.



Sole
Licensors of the

SANS-PAREIL PATENT CRANK
SPROCKET WHEEL AND DUST-PROOF PEDALS.

Sets of these popular fittings supplied with or without Bottom Brackets.

THE REFEREE, \$2.00.

NEVER MIND THIS!
JOHN SHAW & SONS, Coventry,
THE OLDEST AND LARGEST
Hollow Fork Manufrs. in the World.
MAKERS OF ALL KINDS OF TUBE WORK.

"RALEIGH WINS"

SEE _____

Zimmerman,
Berlo,

Banker,

Wheeler,

Hess.

*They
Ride Raleighs.*

*They
Win Races.*

THE RALEIGH CYCLE CO., LIMITED,

BEST AGENTS WANTED.

1790 Broadway, New York City.

A NECESSITY

IN THE

MANUFACTURE

OF

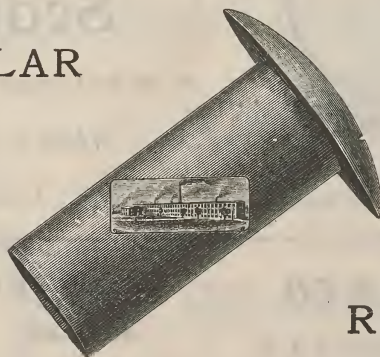
.SADDLES...

AND OTHER BICYCLE

LEATHER WORK.



TUBULAR



RIVETS



THE TUBULAR

RIVET CO.,

BOSTON, MASS.,

MANUFACTURERS

OF

TUBULAR

RIVETS

AND MACHINES FOR APPLYING.

Telegrams: "Goodby," Wolverhampton.

ESTABLISHED 1875.

Largest Cycle Manufacturers in Wolverhampton, England.



Our New Pattern Diamond Frame Safety '92.

Solid Tire, £11; Cushion, £13.

BEST and CHEAPEST MACHINES IN THE WORLD.

SEND FOR LISTS, FREE.

S. GOODBY & SON, "RELIANCE" CYCLE WORKS,
Petit Street, Wolverhampton, Eng.

Good Agents Wanted all over America to push the sale of our machines.



We Don't—

Claim to have the very best wheel on earth—
that's a chestnut. We aim to be original; but
we do say, that, if you will ride a **Cleveland**
No. 4, geared to 63 inches, you will smile.
Rides like 53.

The Thread Tire is like the girl you love—
different from others. No others on our
wheels.



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TO ADVERTISERS:

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

SUBSCRIPTION, \$2 PER ANNUM

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

WHAT DOES A BICYCLE COST?

The following letter, written on a plain sheet of paper and enclosed in a plain yellow envelope bearing the Chicago postmark, reached us one day last week:

DEAR SIR:—An impression prevails that the manufacture of bicycles affords an unusual opportunity for profit. Articles in the daily press have expressed the opinion that wheels would be sold much cheaper in the near future, and riders and dealers generally have an idea that makers are on the high road to wealth. For the purpose of affording a better understanding of the actual situation of the matter, I submit the following actual results of our business for the fiscal year ending Sept. 1, 1892:

What it cost us to build a bicycle:
Labor, machine and blacksmith shop.....\$37.90
Nickel-plating, labor, materials, fuel, waste. 4.62
Enameling..... 3.65
Tools, machinery, estd. wear, tear and waste 1.77
Materials used and wasted..... 31.74
Expense, rent, power, supt., clerk hire, traveling, postage, stationery, advertising, freight, etc..... 9.38

Total..... 89.04
Number of full days of ten hours each shop was in operation, 233.

Number of men employed full days of ten hours each, 48.

Average earnings of each man, \$379.58.
Average earnings of each man per day, \$166.12.

Actual capital employed, \$32,700.
Actual loss sustained, \$2,869.44.

For obvious reasons I can not give you my name, but the figures I publish will prove interesting to makers, dealers and riders. The shop has been in operation about three years. A part of the goods were sold to jobbers, as it now turns out, for much less than actual cost. All materials have been bought for cash at the lowest market prices. Morgan & Wright and New York Belting & Packing Company's pneumatic and cushion tires were used, the larger part being cushion. It seems certain to us that higher instead of lower average prices must be realized to put the business on a paying basis.

These figures were submitted to a gentleman well known in the trade with a request for his opinion thereon. It will be found in the following:

"I have no doubt whatever that many small makers find, often at too late a day to render their experience valuable, that wheels cost more than they are sold for. In this particular case, however, mismanagement sticks out at almost every line.

"Let us first take the item for 'materials used and wasted.' In the average wheel of forty-five pounds weight there will be found about eighteen feet of tubing, which costs about \$3.50. Twenty-five to thirty pounds of steel, making up the remainder of the metal portion of the wheel, will cost somewhere in the neighborhood of \$12. Add to this the cost of tires (the remaining five pounds) and the material can not cost, at the outside, over \$25. According to the showing,

the maker quoted has wasted a full one-third of his material.

"Now, as to the cost of labor. It is, of course, true, that in a factory turning out hundreds of machines weekly, a wheel can be built cheaper than in a small shop. A shop employing forty-eight men should be able to turn out four complete machines daily. This maker, then, with his forty-eight men, each working 238 days, should have been able to make 912 machines, provided his shop was in good running order at the commencement of the season. At this rate each machine should cost, for labor, a fraction of a cent less than \$19.98, including the labor expended on nickeling and enameling. Yet, according to the statement, labor, exclusive of the nickeling and enameling shops, cost \$37.90, or nearly double the correct amount.

"There must be some good reason for this, and it will probably be found in the class of workmen employed. If this maker has been employing men at one dollar, sixty-six and a half cents a day and selling his wheels as high grade, he ought to be ashamed of himself. Even in the east, where machinists are far more numerous, the hands employed in the big factories earn \$2.50 a day, and some even as high as four dollars. And the cheaper the man the cheaper the work.

"Finally, as to the item 'Expense, rent,' etc. In comparison with other items, this is ridiculously low. Most factories include in this list such items, besides those named in the maker's list, as wear and tear of machinery, insurance, expense of experimental department, etc., and the cost of all these things runs up to one-third of the total cost of the machine. Figuring on this basis, this maker's machine would cost him over \$100! As a matter of fact this item—\$11.15, including wear and tear of machinery—is not very far from what it should be, but in comparison with the others it is preposterous.

"It would seem then that this maker—'Wastes over one-third his material, at a loss of over \$10 per wheel,

"Employs cheap labor to save money, but in the end finds that such men do half the proper amount of work, besides wasting, on an average, about \$2.50 worth of material per man daily,

"And gives too little time and attention to those methods which sell the wheel after it has been produced.

"To show that all small makers do not experience the same difficulty I may use the case of a gentleman who, not long ago, thought seriously of investing in an established business. He was assured by the head of the concern that the wheels actually cost less than fifty dollars. This, of course included only material and labor. The selling expenses, etc., must be added. I have since been assured by an expert that the wheel in question could be very easily made for the sum named, with the facilities possessed by the maker."

Despite all that can be said to the contrary the price of wheels will certainly come down. We have recently talked with a number of men who know whereof they speak, and in nearly every case they agree that World's Fair year will see a reduction of ten dollars. Some even predict that in 1894 there will be still another reduction, and that in 1895 the highest grade wheel will sell for \$125.

A BIT OF HISTORY.

In a pamphlet recently issued from this office, W. R. Pitman of New York was given credit for being the first holder of the professional one-mile record, 3 min. 47 sec., made at Brockton, Mass., on July 4, 1878. We now learn,

through the *Sporting Life*, that Pitman declines to accept the honor, claiming that he is, and always has been, an amateur. We are extremely sorry to have so injured the gentleman's sensitive feelings, but the information of which we are possessed seems to show that Pitman was not always one of the pure and unspotted.

Pitman declares that Louis Harrison was the first professional, and that he accepted five dollars to ride in the race above referred to. In this Pitman is certainly wrong. The first American professional was probably W. E. Harding, who, in March of 1877 was ingloriously defeated in a match race by David Stanton, then a very celebrated English rider. This was fourteen months before, as alleged by Pitman, Harrison became a professional.

The first American professional champion was W. M. Wright, who, under the name of D. Butler, defeated Stanton in a fifty-mile race.

In an article on cycling, written by the editor of this paper in 1884, in which the progress of racing was traced with as great accuracy as the documentary and other evidence at command afforded, we find the following:

It must be borne in mind that, there being no association of any kind governing bicycling at this time, there was little or no distinction between amateur and professional riders.

This year found the following noted riders: W. M. Wright, W. R. Pitman, C. A. Booth, A. DeWitt Lyon, Thomas Harrison, DeNoie, W. E. Harding and McClellan, and here let us remark that although the majority of these claimed to be amateurs, under the present ruling they have not the slightest claim to be so considered.

From this time forward Pitman competed against all classes, including Harrison, whom he admits was a professional. Early in 1879 Wright was disqualified in an amateur race at Madison Square Garden, but Pitman escaped. The only rule governing the case was that of the New York Athletic Club, the accepted authority, which barred any one who had ever "taught, pursued or assisted in the pursuit of athletic exercises as a means of livelihood." Pitman had, we believe, been guilty of all these things. If we recollect correctly, he had been employed by the Pope Company and others, it being part of his duties to perform such tricks as he was able, teach all comers, and race whenever he was told to. Whether he actually received a money prize we can not say.

On July 4, 1879, races were held on Boston Common. Two were for amateurs, and Pitman competed in both. He was protested, however, and adjudged a professional.

Later, still, when the National Association of Amateur Athletes of America had asserted its right to govern cycling, the writer remembers seeing Pitman ride in an amateur event at Williamsburg, N. Y., but whether the association was aware of it or not can not be told. The association allowed Wright to compete, although his previous performances were well known, for the chronicle of those days tells us that "he was a great public favorite, well known as a skillful rider three years ago."

We should be glad to learn of Mr. Pitman that he was an amateur at that time and to print his statement that he never transgressed the amateur law by receiving, directly or indirectly, money for services rendered in connection with cycling.

While on this subject it may be well to question "The Commentator's" claim that on July 4, 1878, in the first bicycle race ever held in America, Pitman won a mile at Lynn Common in two heats, the fastest of which was done in 3:11, thus making those figures record.

We find that Pitman on that day rode

in and won three one-mile heats at Brockton, and, says our authority, "on the same day he defeated C. C. Fletcher in a race around Boston Common. The location may be an error. The distance was 'about a mile,' and the winner's times were: First heat, 3:31; second heat, 3:11."

Neither of these events, however, was the first race in America, several men having become famous before that time.

A COMMON ERROR.

A certain young man of Waybackville, Ill., has asserted that because he is not a member of the league the racing board has no power to suspend him or prevent him racing. This, we find, is a common error. Even in so enlightened a center as Chicago we have known similar cases. Young men, be warned in time. The league does not pretend to govern you if you don't want to be governed. You are at liberty to ride for money if you please. But the league does say that all races must be run under its rules, and that you, if you disobey those rules, cannot compete. If you can find any meeting run under other than L. A. W. rules, that is the place for you to compete. But you can't do it. The league has the upper hand but is not a hard taskmaster. Pay the same attention to its rules as you would to those of any other organization and you can't go wrong. But don't foolishly imagine that you are boss.

Good handicaps, we admit, are the exception rather than the rule, but this is, first, because there are too few handicap events, and, secondly, because there are too few handicappers. A man in New York, for example, handicaps Buffalo, while a Chicagoan looks after territory from northern Michigan to southern Illinois and Indiana. Ridiculous, of course, and good results impossible. A step which might be taken to secure better results is a regular league entry blank. In many cases, contrary to rule, no details are given or asked for. We maintain that when a secretary applies for permission to hold a meet he should be required to show that he is familiar with the rules and prepared to carry them out. They don't do it at present.

WHEELMEN are slowly awaking to the fact that most tournament promoters place too many events on their programmes. One of the most able writers advocates one scratch race and three handicaps to each day's sport, and the entire elimination of novice, lap and consolation races. In our humble opinion this is not far from the correct thing, though we might favor the introduction of one class event, fast enough to shut out the "tip-toppers" and give the second-raters a chance for a race among themselves. The advocates of all other classes of racing may argue as they please, but any well-arranged handicap will prove conclusively that no other race is as exciting to the public or as fair to the contestant.

SOME of the records made this season will have to be thoroughly overhauled before acceptance. We understand that Zimmerman's records at Birmingham and Clifton were made on tracks measured three feet from the pole? This shows carelessness on the part of the management.

ALTHOUGH this country is crowded with inventions from England, that is, inventions which originated there, few, indeed, are the American ideas in use in the old country. The Victor spring fork, the G. & J. tires and some of Overman's old-time tricycle ideas are still, we believe, in use, but little else.

EASTERN DEPARTMENT

21 DARK ROW

NEW YORK

Misleading the Public.

The people of the Hub are waking up, and John C. Kerrison of the *Herald* is responsible for it to some extent, although he said in his report of recent races that "Captain A. D. Peck's services were invaluable." Boston is not only the hub of cycling, but the fountain-head of the broad stream that has spread all over the United States. Boston was once the home of the fastest amateurs and professionals, but decay set in, and then her cracks as well as her great clubs dwindled into small potatoes. At No. 11 Water street the pioneer cycling journal of this country sprang into existence. The writer first saw a copy of it in 1879, and the march of cycling progress could not be better illustrated than by comparing an issue of the paper of that period with the *REFEREE* of today. Cyclists of America owe much to the sturdy Boston pioneers, who undertook to publish a paper which could not have been self-sustaining at that time, but which materially paved the way for the magnificent triumphs which followed. All honor to such men as Weston, Hodges, Chandler, Bassett, Cunningham, Kendall, Pitman and others who ran the gauntlet of criticism, opposition, and often abuse, when paving the way for the young men who now "take the town" at meets and never give a thought to the hard work of those who made all this possible. Therefore we must not be too flippant and wise, and should put on the brakes when alluding to this ancient burg, its "has been's," its "organ" and its fallen heroes. It was with a feeling of respect and reverence that I boarded a train at the Eastern depot and with a crowd of people, who went principally to see Zimmerman and Windle meet, got off at Saugus, near Lynn, where Franklin Park is situated. Zimmerman was not there, although the club men had pretty thoroughly advertised that he would be. Perhaps they knew he would not or could not come. Considering that he had been entered for the Athletic Union two-mile championship in New York some time, it looked as if Kerrison and committee were misleading the public a little. They knew the power of the "skeeter" as a gate drawer. The statement in the next day's *Herald* that Zimmerman had met with an accident looked as if the committee wanted to square themselves with a deluded public. How long will the L. A. W. allow clubs to bunco people in this fashion? That is what it is, pure and simple, and by amateurs at that. The people read in another portion of the *Herald* that Zimmerman rode in New York and won the ten-mile championship. There was loud complaint over his non-appearance, and this is how Kerrison explained it in his report:

All the cracks advertised to be present did not put in an appearance, yet many of the popular riders were on hand and gave an excellent exhibition of their marvelous powers.

The absence of Zimmerman was regretted by all, but not more so than by the members of the clubs under whose auspices the meeting was held.

This premier of the wheel telegraphed his entry Wednesday evening, and sent on the regular fee, but late yesterday afternoon it was learned that he had met with an accident which unfitted him to keep his promise.

You observe that it "was late yesterday

afternoon" when the club learned that "he had met with an accident." What a barefaced, unblushing falsehood to utter, when the same paper announces his winning in New York. Tyler was also entered—well advertised, at least. It looks as if Zimmerman wanted the piano for the mile, but either had too much pressure brought on him by the N. Y. A. C., which pays his expenses, or had pity on Taylor, who had not up to that time won a piano. So now all have pianos, Taylor being the last of the "big four" to get music.

The Springfield Meeting.

Springfield was a success, as everybody expected and knew it would be. There was no doubt in the minds of the throng that invaded the beautiful Massachusetts town that the diamond tournament could be anything but a record-breaker, either in point of attendance or fast times. The historic half mile in Hampden Park was never fitter for the smashing of records, and Sandy Sinclair and his band of workers placed a silk-

form the Springfield club, and several of those looked on at last week's success. Ducker at the *REFEREE* representative's elbow talked a little club history and a little about the amateur definition and cash prizes. He is the same Ducker in spirit, a trifle better looking, perhaps, but the same Ducker whose audacious management and schemes commanded the attention of the entire cycling world. Say what we will, there has never been anything to equal the '85 and '86 tournaments. And what did it? Nothing but the genuine international character of the racing and the electric finishes between the riders of ordinaries of those days. Ducker says he is writing an article on what he knows about amateurism and what he would advise in regard to racing in the future, which will no doubt command wide attention. Ducker is a thorough

BELIEVER IN INTERNATIONAL RACING, and thinks the present style of pure amateurism one big round joke. So does Kennedy Childe, by the way, who is also "writing a letter for publication," so he tells me. But to return to Springfield and the tournament. Everything was first-class. If anybody left Springfield feeling slighted, the failure to enjoy themselves must be attributed to causes which the Springfield Bicycle Club could not reach. It was with heavy



FOURNIER, THE FRENCH RECORD BREAKER,
Who, on the Buffalo five-lap cement track, Paris, rode 25 miles in 1 hr. 1m. 21s.

like touch on the surface over which cycling kings have battled for supremacy for many years past. There was one element lacking to put on a further and finishing touch to the great interest in the racing, and that was a team say of French, Scotch, English and Irish riders. If Osmond and Edwards, of England, Macredy, Du Cros, O'Callaghan, of Ireland, Stephane and Fournier, of France, Rademaker, of Holland, Lehr and another German representative had been there the string of international flags that waved over the track would have had a proper significance. Of course, the Springfield Bicycle Club was equal to the important duties of the occasion, and handled the managerial ribbons as only Springfield can. From President Miller down the boys worked as if a large cash prize depended on their efforts, but it is not known whether the Springfield committee got twenty per cent, like the Hartford committee. Perhaps they did; they certainly deserved to.

* * *

The Origin of the Meet.

It was twelve years ago that Messrs. Johnson, Morgan, Bradley, Terry, Billings, Ducker, Whipple, Dumbleton and Bloomer signed a call for a meeting to

form the Springfield club, and several of those looked on at last week's success. Ducker at the *REFEREE* representative's elbow talked a little club history and a little about the amateur definition and cash prizes. He is the same Ducker in spirit, a trifle better looking, perhaps, but the same Ducker whose audacious management and schemes commanded the attention of the entire cycling world. Say what we will, there has never been anything to equal the '85 and '86 tournaments. And what did it? Nothing but the genuine international character of the racing and the electric finishes between the riders of ordinaries of those days. Ducker says he is writing an article on what he knows about amateurism and what he would advise in regard to racing in the future, which will no doubt command wide attention. Ducker is a thorough

THE SPRINGFIELD GIRLS

are very much in sight during tournament days, and from the havoc wrought by them among the boys, Springfield will be of much interest to them from now until the next great diamond and cash tournament on the banks of the beautiful Connecticut.

* * *

Minus Their Expenses.

It might be well to mention here that the league people got in their deadly work by recruiting for the L. A. W. both days, Bassett and Charlie Howard of the *Boston Globe* being fairly burdened with

cash, and the \$350 appropriated to help entertain the crowd by the Massachusetts division was well spent. Howard simply raked the stuff in with both hands, but would not accept Whittaker or "Andy" McGarrett as recruits.

The usual division meeting took place Wednesday night at the Haynes, and Treasurer Howard reported a full treasury and everybody happy. But those representatives who did not turn up at the meeting, and who had important engagements with "Major Billy" Atwell at Holyoke, felt sorry the next morning when they read that a motion was carried not to pay the expenses of any representative who found star-gazing. Holyoke and tripping the light fantastic more to their liking than attending the officers' meet, especially those who left their spare change on the piano, expecting the usual expense allowance. Report says several had to borrow to get out of town. Others won enough on Zimmerman the second day to pull through all right.

* * *

Trade Men Were There.

Among those present were Edward Mushing and Mr. Lucas of Coventry, who were taken in charge by Mr. Lozier of Cleveland, who was telling Mr. Lucas that he ought to settle in America and not live "on that little island, for," said Lozier, "some night you will get up in your sleep and walk off into the sea." Lucas and Mushing in their turn "went for" Lozier. It was suggested and claimed that Stokes got the name 2:10 for the Union wheel through McCune weighing those figures. Then Whittaker thought the Cleveland should be called 2-80, which the stout man objected to. Whittaker, who is fast establishing a claim to be considered the Bill Nye of cycling, scared the city by giving away *REFEREE* Pictorial Souvenirs with a blood-curdling shout, "all about the cholera," and many other startling claims. A young man named Schaff, from Maine, looks enough like Whittaker to deceive the majority who know "Whit," and several greeted the Maine rider, thinking he was "the only," which fact came to Whittaker's ear. He hunted up his double in the Cooley house, and after the greeting, "Who in the devil are you?" warned him to carry himself straight while in Springfield, "because I have a great reputation here," said Whit. The double was so pleased to be taken for the original Whittaker that he got terribly full and was carried to bed, and the news got around that Stillman G. was "unfit for publication," a rumor that worried him much.

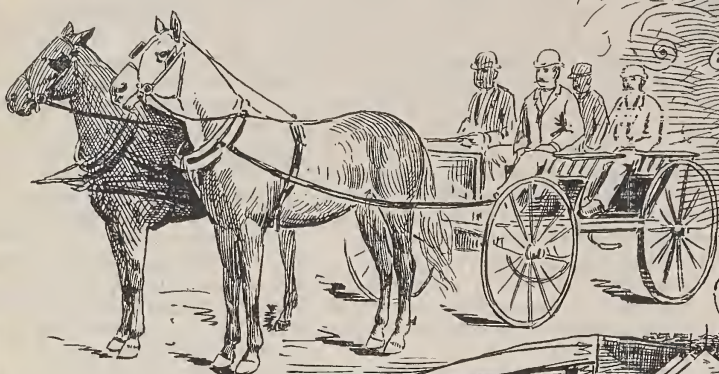
One of the features of the tournament was the struggle for prominence between the employees of the two big firms, and it was about an even thing between them. Colonel Pope and Charles Overman sat in the colonel's private box and partook of bon-bons out of the same box. Here's scripture coming true, "the lion and the lamb, etc."

* * *

Zimmerman's Strange Tactics.

Manhattan Athletic Club officials were not numerous at the meet, neither was that cart-load of money, that the papers had been saying they would have on hand to bet on Windle, in sight. Possibly they took the advice I tendered Messrs. Moneypenny and Betting and left it at home in the club safe. Quite a few were looking for that cart. If it had appeared its fate would have been worse than Pharaoh's experience in the Red Sea. Zimmerman acted queerly the first day, and the people with one accord thought the "skeeter" was playing a deep game with the hope of seeing the Manhattan cart later, but after a careful

D. E. Miller
Pres't.
S. B. C.

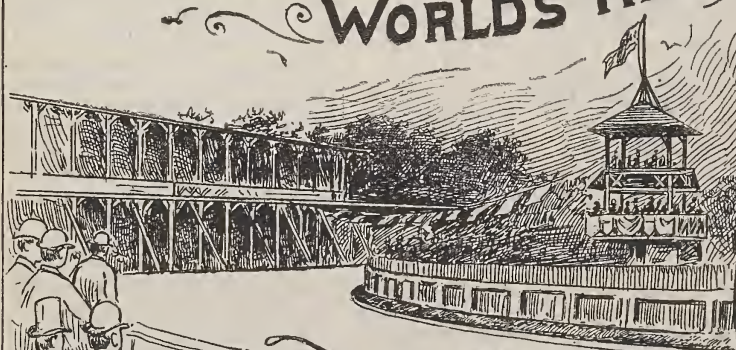


1000 Team Won By
"Zimmie"



SPRINGFIELD
MASS
1892

WORLD'S RECORD RACE



H. E. Ducker, First Pres't.
S. B. C.



G. S. Payne

and thorough investigation I could find no evidence that Zimmerman had been up to the little game everybody avowed he was playing. "Papa" Zimmerman Joseph McDermott and Willis Troy assured me that the "skeeter" was suffering and was off that day, but, of course, they would not be likely to tell anything, if they knew, to a newspaper representative. Having watched Zimmerman closely in all his races his altered tactics aroused my suspicion. For instance, in the mile invitation he moved off slowly and took about last position, neither did he seem to try to improve that position until it was too late. Now, his plan (and everybody's who wants to try and win) should be and has always been to get second or third place and hold it, if possible. Then the last quarter, 32 1-5, was slow for Zimmerman, and that was Tyler's, Zimmerman finishing behind Windle. In the half-mile Zim. adopted different tactics. He got his position, his last quarter was 30 1-5, and he won. In the mile handicap he did what he never should have done with such a man as Taylor for company. He started the pacemaking at top speed and Taylor finished alone. The second day he adopted his old tactics and his last quarter in the half-mile, 29 4-5, and his finish in the world's record, 31 2-5, were more like his old form. These facts render my suspicion excusable. But there is now no doubt he did his best, and the fact that he was feeling very badly is sufficient excuse.

* * *

Nearly All Had Stage Fright.

That mile-record race proves one thing and that is that a big, important race gives men stage fright or heart wabbles. George Taylor and Harry Taylor had them for attendants last week in that mile. Windle and Zimmerman were the only two besides Taxis who hadn't. Willie Windle is game to a high degree, depend on that. So is Taxis; so may be Taylor and Tyler, but they get flurried some and their faces showed it at the start. Taylor's mile the previous day and Tyler's world's record showed that the pair did not do what they should have done on that last lap. It is pretty sure betting that in a race Zimmerman is the best man and Windle next.

* * *

Miscellaneous Mention.

The management of the races was, of course, good, and the club can afford to offer big cash prizes next year if the racing board says so. By the way, the Warwick company offered the club \$250 as a cash prize, an offer the club refused.

The cycling press was represented by Egan, Crowther, Dimon, Root, Berger, Whittaker, Merrick and the REFEREE's eastern representative.

There is no doubt in my mind that racing is demoralizing to a young man, and George Taylor agrees with me that any young man who wants to make a success in life should leave racing severely alone. There is no doubt that many who lingered with "the flowing" at Springfield will bear out the statement that racing is tough on all people, including those who do not race. To show what a hold prizes of a convertible nature have on the racing men, and that leg power is valued by them more highly than brains, the race for the child's scholarship had only six entries, and two competitors, while the other races, for bicycles and diamonds, had scores. A sermon on "Brains vs. Legs" could be preached to advantage in Springfield.

The send-off Zimmerman got at Springfield was a rattler. Colt's band and the Hartford and other clubs marched to the depot and serenaded the champion, who walked out of his car

accompanied by the REFEREE representative, who did all in his power to get that maiden speech. But Jimmy broke away saying: "Father, you tell them all about it," and with the words, "I can't be forced to make a speech, and I can't and won't," he flew into the car after a snile and a bow to the crowd.

A Doctor A-wheel.

"Never too old to ride a bicycle," is being exemplified daily by the sight of bicycles being ridden by men who have entered the shadowy and declining stages of manhood. Patriarchal gray beards, their owners astride the modern down-shod chariot, pedaling madly through the perspective of their venerable years, while the zephyrs toss their hats and send their coat-tails streaming, is one of the many visions of the day that have ceased to surprise the multitude.

The modern political phrase, "the doctors know a good thing when they see it," is about to be verified, for the doctors who ride wheels are now so numerous that they contemplate forming a club. A committee on name is at work at present and will probably report soon with a christening something like "The Sawyer Cycling Club," or "The Pathological Pedalers."

Dr. Wardner is another of the many recent candidates for rejuvenation and has become inoculated with the virus known as "curremus pedilus."

"I am sixty-three," says the doctor, "and a year ago I should have ridiculed any one telling me I should ever ride a bicycle, but I have given myself an allo-



pathic dose of the unexpected, for I have now been a wheelman of considerable weight for three months. I weighed at the start 213 pounds, and now I scarcely disturb the 200-pound weight. In June I wandered into a basement on Wabash avenue where an athletic young man was giving lessons in balancing and catching to a young lady on a safety, and asked whether it would be possible to teach a man of my age to ride.

COULD TEACH THE DOCTOR TO RIDE.

"No doubt of it," said the young pedagogue of the cycle shop, and he afterward verified his optimacy on my aptitude by teaching me to ride in four short lessons. I found that the balancing of the wheel, once fairly understood in theory, becomes very easy and intuitive in practice. Anybody but the person who is too corpulent to go between the saddle and handle-bars can learn to ride. The muscles get a new, post-graduate education, the lungs expand for more air to feed the new blood, and a man turns over his stock of tissue in less time than the proverbial seven years.

CALL HIM JOPLY NAMES.

"See that old codger on a wheel," 'Looks as though he had some vim left,' and 'Hello, Santa Claus,' are some of the many epithets that to me come greeting.

"The bicycle has come to stay, and I believe that we old fellows are entitled to some of the benefit and pleasure in its use."—Chicago News.

RECOLLECTIONS OF SPRINGFIELD.

Tyler received a perfect ovation after he had finished his ride of 2:08 4 5 for the mile, and hundreds of his friends, the officials and his racing opponents crowded about to extend hearty congratulations. He took the matter coolly, but was, nevertheless, greatly elated. His clubmates went wild, for they knew him capable of the performance, notwithstanding the fact that he was badly beaten in the race for the team of horses. A big sign, "2:08," was fastened to one member's wheel, and through the streets he rode with this.

* * *

Zimmerman's Dual Defeat.

Zimmerman's defeat on Thursday by both Tyler and Windle caused any number of rumors to float about. Considering his previous performances and even those of the same day and on Friday, it must be said the matter did look a little queer. There were a good many who thought Jimmy would be willing enough to give a race to Tyler, but they did not see how it was possible, above all things, he should let his old enemy of the path, Windle, beat him. But Jimmy says he could ride no faster, and as Tyler got the inside he had a little the advantage of him. But how the lanky gentleman did work down the homestretch! His head was turned to the left and his eyes were on Windle and Tyler, while he was pedaling for all he was worth and wabbling mightily. A mighty cry went up at the finish.

"Zimmerman beaten!"
"Tyler wins!"
"Willie is still in it!"
"What'd I tell you?"
"Yes, but look out for Zimmerman tomorrow."

Then when Taylor lowered the world's competition record and beat Zimmerman while doing it, the people thought better of the cry of "fraud" and "fake" and really believed the man out of condition. Jimmy didn't make many excuses, but he did say he did not feel well and was suffering somewhat from a strain. In the mile handicap, the race in which Taylor beat him, he was unfortunate enough to have to go on the outside to get past the bunch, while Taylor got through at the pole. Lumsden said he thought his game was to follow Zimmerman, but made a mistake. He was right on Jimmy's wheel at the finish and rode the last quarter just as fast.

* * *

Lumsden Hopes to Beat Zim.

Lumsden's hope is to beat Zimmerman, and it is not stretching the truth to say he will do it at Chicago if he gets good training in the meantime. He has beaten everybody but Jimmy, and this includes those who have beaten the "Jersey skeeter." He came pretty close to beating him at Philadelphia Saturday, and with more work will improve. Every day he rides better, and with the work the western circuit will give him his chances of a victory are excellent.

* * *

A Couple of Chicagoans.

Bliss and Rhodes are also riding splendidly. So far the former, who is known as "Pie" among the members of the Chicago team, has won more firsts and more prizes on the eastern trip than any other member of the team. In the big race at Springfield he beat Dornatge, Hess and George C. Smith. Usually he is not at all excited and "rides with his head" to a great extent. But in that race—so he says himself—he didn't know whether he was first or last at any point of the game, and when a man went out for the quarter Bliss would follow. He lost his

head altogether, else he might have made a good showing. Rhodes pushed well to the front in several races, and a little more work will put him on a good level with the scratch men. At Philadelphia he showed his heels to a good lot in the heat in the half-mile handicap.

* * *

Cyclists as Thespians.

Thursday night the attraction at Springfield was "Cupid's Chariot," at the pretty Court Square Theater. Munger was there dressed as a dude—that is, he was on the stage in the fair scene—and his make-up, for which Van Sicklen was chiefly responsible, was something awful. Zimmy was on the stage, too, and received several rounds of cheers, but he paid no attention to them whatever. And how that pretty actress did hang on to his arm! Dan Canary, Billy Murphy, Asa Windle and several lesser lights in the cycling world were also there. A Boston crowd, during a solo, did not gain admiration from the fair singer nor from the audience, when they made a show of themselves by jeering and hooting at the lady. If they had been put out it would have served them right.

* * *

The Mile Record Race.

"Sire" Zimmerman got to be one of the boys at Springfield, and the father of "my boy," as he calls Arthur, was as proud as a peacock when the lad won the team of horses. He received the congratulations of the crowd while Zimmy sneaked to his dressing quarters. It was an exciting time at the finish of that race, and every one of the 15,000 people was on tip toes to see the desperate finish. Down the stretch came Zimmerman, Windle right on his wheel, while Taxis was nearer the pole, but within a foot of the line of the Milbury lad's rear tire. And Lumsden was lapping Taxis' wheel, while Tyler, Berlo, Munger, Smith, Wells, Dornatge and Bliss brought up the rear.

George Smith went out for the quarter and got it in 33 4-5 sec., being a full fifty yards ahead at that point. Then Munger hauled the crowd up and Smith dropped to the rear of the bunch, while Munger got the half in 1:12 1-5. Dornatge was well satisfied with being first at the three-quarter pole, and from that point the great struggle commenced. Zimmerman, Sr., drove the team to Hartford and there it was taken by boat to New York, from which point it was driven to Freehold, N. J.

* * *

The Management Perfection.

What a healthy, robust, man's size smile was spread on President Miller's face as he stood and saw the big grand stands filling up with humanity. He knew the meet was then bound to be the greatest on record, and he rejoiced—as did the club's treasurer. The Springfield boys are not old except in the matter of running successful tournaments, and in this they are grey. There wasn't a hitch about anything; everybody was well treated—particularly the press, for which thanks, gentlemen; and the events were run off with a promptness that was surprising. The bell tapped once, and the men marched up the track to the tape in good, quick step; once again it stroked and every man was on his wheel; then "Are the timers ready? Are the starters ready?" and bang, and the race was started. That's the way they run things at Springfield.

* * *

The Track To Be Widened.

There isn't another track in the world that has a surface like the one at Hampden Park—no, not one; not even a per-



Mrs. Joseph McDermott.

Howard S. Zimmerman.

Mrs. T. A. Zimmerman.

Carl McDermott.

A. A. Zimmerman.

T. A. Zimmerman.

Joseph McDermott

THE ZIMMERMAN FAMILY.

fectly smooth cement track. This track is constructed of four layers and is as firm as stone, yet is just springy enough to be perfect. The first layer put down consisted of six inches of broken stone, then another half-foot of coarse red clay and small stone, then a layer of fine red and gray clay and a top dressing of the finest clay obtainable. It is most excellently cared for and there isn't a lump or roll in it—it is perfect so far as surface goes, but it is ten feet too narrow for use nowadays, when such big fields are started. The boys expect, later on this season, to widen it considerably, and then no track in the world will equal it. Those who have not seen the Springfield circuit have never seen a real bicycle track.

Whittaker's Temperance Lesson.

All the big trade people were there—the colonel, W. C. and Charlie Overman, Stokes, Lozier, McCune, Measure, Llewellyn Johnson, Lucas and a score of others. The big dailies were all represented and the cycling papers by Betts and Merrick, the *Wheel*; Crowther, *Bicycling World*; Kelcey, *American Wheelman*; Berger and Van Sicklen, *Bearings*; Dimon, *Cycling*, and Root and Morgan, *REFEREE*. Whittaker and Morgan put up a brace game on a party of trade people. They invited them into a room at Cooley's hotel to enjoy some champagne on the Revere Rubber Company, which was represented by Whittaker. Then Lozier seated himself in an easy chair, Stokes leaned against a table, Asa Windle (Asa Swindle, Whittaker calls him) smacked his lips, and even Willie's mouth watered. Stokes made a speech, so did others, and Whittaker was requested to crack a bottle. Well, he monkeyed about awhile, got out a corkscrew and talked. Then he took up one of the straw-covered bottles, a row of

dainty glasses having first been arranged about the table. But what was the surprise of Whit's guests when he brought forth a two-ounce bottle labeled "extra dry" instead of the regulation size! Those present simply wilted, but they couldn't get away; the door had been locked. Whit had two dozen of those small bottles of champagne and had them repacked in regular-sized straw covers and put into a regulation case. Then he tied one to the coat of each guest and bade them good-bye.

Joy On An Alleged Sleeper.

Nobody who went on the "special" train from Springfield to Philadelphia Friday night will ever believe that George M. Pullman was the originator of the sleeping car. If the two on the train don't ante-date those first made by Pullman, or even George M. himself, then queer things have happened since he first put a car out for the public's use. They belonged to the "M. P. Car Company," whatever that is, and were simply marvelous. They were not like an ordinary sleeper. The berths when not made up were against the sides of the car and entirely concealed, while the car presented the appearance of a chair car. To make up the berths the chairs were taken apart, the berths pulled down and arranged, and the pieces of chairs packed under the berths. It took three hours to make up the berths and then there was linen and blankets enough for one car only. As a result, there was a wild scramble for these articles. Crowther had charge of the train, and if he ever attempts such a job again we miss our guess. The cars were run over every "jay" road west of the Hudson, behind freight engines and freight trains, and pulled into Philadelphia two hours and fifty minutes late. Dr. and Mrs. G. Carleton Brown, Zimmerman Lumsden,

Berlo, Wheeler, Bliss, Winship, Tobey, Crowther, Van Sicklen, Anderson, Kirk Brown, Wells, Dimon, Draper, Troy and many others were aboard. It was a wild night, akin to being aboard the Cephys off Fire Island.

NOTES AND COMMENTS.

It gives me considerable pleasure to see that there is a movement on foot to organize a veterans society, and I shall at once send in my name, for although I am the very least of the old-timers, still I have ridden a bicycle since the fall of 1878, have been a league member since 1880, and have preserved every card. I used to know everybody, but in these days I feel like a cat in a strange garret when I happen to attend a race meet or go into a club house. I was once a member of the Chicago club; also of the Lincolns; likewise of the Rockford Cycle Club; ditto of the Massachusetts, the most famous of old-time clubs, and at one time I really thought that I was in it; but now, alas, like the G. O. O. and a whole lot of my contemporaries, the back shelf is my somewhat uncomfortable resting place. Therefore it warms the cockles of my heart to think of a periodical reunion of old-timers who could, over pipe and mug, brag and bluster and generally enjoy themselves without being in anyway identified with the "push" who could take a bit of a run through the country at a pace which would allow of conversation and enjoyment with never a thought of a record or a scotch; who could sit in the front row of the grand stand with wives and children (most of us have both) and enjoy a race meet without a single idiotic club call, and who could originate and wisely discuss schemes and plans for the good of the sport. Old heads are good things to have in any business, and I

trust that the association will be a success.

"Oh, wonderful, wonderful, and still again, Oh wonderful!" Where is this record breaking going to stop? I mind me well the time when Sanders Sellers waxed "our George" in 2:35 1-4, and the round-eyed wonder with which the record was received. Further back I remember Asa Dolph's 2:41, which was considered phenomenal, and Rowe's wonderful 2:29 1-4. How we threw up our hats and bawled when we heard of it! And Windle's 2:25, and Osmond's 2:16. We thought that the line had been reached each time, and now comes the raw-boned, long-legged, kindly-faced lad from New Jersey, and puts it so close to 2:08 that it is not worth while to name the fraction. Bicycling has come to stay. Until this year it has been a struggle against popular prejudice and bullheadedness, but this year a change has come. The world has recognized cycling as the prince of sports and as a practical business. Horsemen have learned that cyclists are men of brains; manufacturers in all lines have learned that cycle builders were far in advance of their brethren in a mechanical sense, and the great public has learned that no other sport can give it the excitement that is afforded by cycle racing. Base ball, the popular fad, has died or is rapidly dying a deserved death. Horse racing was falling into "innocuous desuetude" until the cycle builder came to the rescue and contributed a mechanical device which enabled the horse to increase its speed; and this device, with the wonderful work performed by Zimmerman et al. has turned the attention of the world. From now on bicycling, bicyclists and the bicycle will take their places where they belong, in the foremost rank of pleasure and business. With the encouragement and increase in skill which come with time, what will our grandsons ride and how fast will they cover a mile? Pretty rapidly, I promise you.

LA COTT MAL TAILLE.

TELEPHONE CYCLES

WIN RACES!

They are FAST, STRONG and DURABLE. No better wheels built. Our QUEEN and RACERS weigh, all on, 36 pounds. The lightest Ladies' Wheel on the market. The MODEL D. weighs 36 pounds, and is "a bird."

Kirkwood, Miller & Company,

Send for Catalogue.

PEORIA, ILL.

NEWS FROM ENGLAND.

ENTRIES ARE ALREADY COMING IN
FOR THE BIG SHOWS.

*The Dunlop Tire For 1893—Conference
of National Cyclists' Union and
L. A. W. Men—Professionals
in Trouble—Records.*

LONDON, Sept. 10.—The week which is just past has been an eventful one, although in actual racing there has not been much done. The weather has been all against it. Osmond has been training at Herne Hill and waiting for a favorable opportunity to go for the fifty-mile safety record, but he has waited in vain. On Tuesday at this track A. F. Ilsley and J. Rowley, on their Raleigh safety tandem put in a new set of records for this type of machine for a number of miles, and on Thursday at Putney, where the track has been cemented, Lewis Stroud, the old Oxford University man, reduced the mile tricycle record by the merest fraction. On the road the London to Brighton record, which has stood for several months to the credit of S. F. Edge and the geared ordinary, has been beaten by E. Dance on a New Howe rear-driving safety. The fifty miles tandem safety record has also been beaten by Robertson and R. J. Ilsley, the latter being the younger but bigger brother of the Ilsley before mentioned.

Some of our professionals, too, have been distinguishing themselves, but in not quite so praiseworthy a manner. At the North Shields police court, on Saturday, Willie Wood was brought up in custody charged with stealing two half sovereigns, the property of George Stephenson. It appears that on the pre-

vious evening the two men met at the Criterion hotel, North Shields, and Wood claimed acquaintance with Stephenson's parents. Stephenson offered to bet him a sovereign that he did not know them, and in order to satisfy the bet placed two half sovereigns on the counter to be posted with a third party, and challenged Wood to do the same. Wood, instead of responding, picked up Stephenson's money and decamped. When before the magistrate, Wood stated that at the time of the occurrence he was the worse for liquor and now had no recollection of what took place. He was fined twenty shillings and costs. On Wednesday Richard Howell, A. H. Robb and A. A. Robb were brought up on a warrant at Wolverhampton charged with embezzlement and obtaining food and lodgings under false pretenses. It was stated that they had on the previous Monday promoted some professional bicycle races at Merthyr Tydvil, in Wales; that A. A. Robb, who had taken the entrance money, had decamped with the receipts without paying over the prizes, and that the other two had gone off from the hotel where they had been staying owing a bill amounting to £8 odd. The magistrate after hearing formal evidence ordered that they should be sent back in custody to Merthyr Tydvil for the case to be gone into there.

THE QUARRELSOME SHOWMAN.

The two shows are providing a good deal of food for discussion. The Manufacturers Protection Association held a meeting in Coventry last Monday, and the prospectus of their exhibition is now out. It is to be called the National Cycle Show, and is to be held at the Crystal Palace from January 20 to 28 next. The entries of manufacturers, factors or agents who show at any other exhibition previous to January 1 will be declined;

but in the case of makers of accessories, etc., no such rule will be made. In the meantime entries for the Stanley Show are coming in very fast. Although the lists do not open until Monday, a large number of applications for space have already been made.

There will soon be quite a number of representatives of English cycle firms in the States. S. Golder, of the New Howe Company, did not leave a fortnight since, as he had intended to do. His departure was delayed until Wednesday last. He is accompanied by his wife. C. V. Pugh, of the Whitworth Works Cycle Company, has either already left or is leaving immediately. Frank Bowden of Raleigh Company is back after two flying visits to America, and is extremely pleased with the location which Mr. Angois has chosen for the Raleigh factory which is to be started in New York.

DUNLOP TIRES FOR 1893.

The Pneumatic Tire Company, whose shares are now valued at just five times their original price, have just completed arrangements for supplying its new tires. I had the pleasure of inspecting a sample this week. It is simplicity itself. A specially shaped rim made either in hollow or solid form is used and in it are two ridges. The outer covering forms two-thirds of the circumference of the tire. It is of molded rubber, slightly thicker in the middle and with a canvas backing vulcanized on the inside. Round the edges are two endless wires, made of a special metal, including a large proportion of copper to prevent any likelihood of rust. The inner casing is a bladder of the same material as at present used in the Dunlop tire. When the tire is inflated the wires are blown into the ridges in the rim and kept in position by the expansion of the tire. I saw a pair of tires which had been ridden for many

miles by Lawrence Fletcher, and neither showed the slightest sign of wear or chafing either within or without. The Woods valves are now being made lighter and neater, and I think this new tire is altogether as near perfection as it is possible for a pneumatic tire to be.

I understand that the N. C. U. has received a favorable reply from the L. A. W. to its communication concerning the promotion of international championships and that a conference is to be held in London at the end of November—during the time of the Stanley show—to formulate and adopt a scheme.

Cyclists—Take the Great Rock Island to Peoria next Monday. One fare.

The Triumphs In America.

As will be noticed in our advertising columns, the Triumph Cycle Company, of Coventry, is about to establish agencies in this country, and one of the directors, Mr. Bettman, can be communicated with in care of the REFEREE. A great deal could be said in favor of the Triumph but the trade is thoroughly familiar with its best points. Throughout England and the continent these wheels have been very successful on the road and track.

The Rock Island is the route for cyclists to take to go to Peoria.

Springfield was well supplied with music by the Overman and Colt bands.

Peoria Tournament—The Rock Island offers special inducements to those attending this tournament next Tuesday. One fare.

The Illinois Cycling Club ran a sealed handicap, distance ten miles, last Saturday. Fred Nessel won from scratch, Emil Ulbricht second from the same mark.

RAGLAN CYCLES

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LONDON, 33 HOLBORN VIADUCT, E. C.

JOHNSON'S MILE, 2:04 ³/₅

MARVELLOUS PERFORMANCES BY
THE MINNEAPOLIS RIDER.

*All the Records From a Quarter to One
Mile are Reported as Being Badly
Beaten—Defeating a Run-
ning Horse.*

(From Tuesday's Inter Ocean.)

INDEPENDENCE, Iowa, Sept. 20.—(Special Telegram.)—John S. Johnson, the phenomenal young Minneapolis bicyclist, whose remarkable time on the Independence kite track for a quarter and half-mile electrified the riding world last Saturday, made another record look pale to-day in the presence of a good crowd. It had been announced that he would attempt to beat the world's record for a mile from a standing start, and elaborate preparations were made to have the performance correctly timed and rendered eligible to record. The following were chosen as timers: Fred Seacord and Judd Seacord, leading breeders of trotters, of Galesburg, Ill.; F. D. Stout, owner of Nutwood and proprietor of the Highland Farm at Dubuque, Iowa; M. Ladque, Luverne, Minn.; Sam Caton, Dubuque, Iowa, and C. A. Thompson, of Independence. For judges the following well known local bicycle men were chosen: J. W. Evans, C. F. Tucker and W. S. Tidbal.

Johnson came out at 5 o'clock in charge of his trainer, T. W. Eck, and his well-knit, athletic figure evoked many expressions of admiration from the crowd. The track was freshly planed and C. W. Williams appeared behind his running horse, Ned Gordon, to make the clip.

The first performance was a start against the best record for a quarter-mile from a standing start, which was 31 1-5 seconds, and Johnson easily made it in 30 flat. Twenty minutes later Johnson came out again fresh as a rose, ready for the greater spin of a full mile. The regulation bicycle track is one mile eighteen inches from the pole. The kite track here measures a mile three feet from the pole, and in order to have the performance safe and legitimate, John-



son was started ten feet back of the wire.

Dr. A. E. Spalding was chosen as starter, and as he said go, the watches snapped and Johnson launched out on his journey. The runner swung in ahead and the bicyclist trailed along snugly behind. The first quarter was not timed, as Johnson had already beaten it. The half was reached in 1:03 1-5, which was behind the record for that distance from a standing start by

about a second. At the three-quarters the watches split at 1:34 1-5, beating the record for that distance, which was 1:35 3-5.

At this point Johnson shouted to Williams to urge the runner faster or get out of the way, and as Old Ned was already at the limit of his speed, Williams turned him out and Johnson passed him by a mighty spurt and came up the stretch alone, reaching the wire twenty lengths ahead of the horse in 2:04 3-5, beating the best previous record of Zimmerman, which was 2:08 4 5 from a standing start. The last quarter had been covered in 30 2-5 seconds. Johnson's next effort will be to beat the best record from a flying start, and no one doubts that he will accomplish it in two minutes or better. The attempt will be made some day this week.

(From Thursday's News Record.)

INDEPENDENCE, Iowa, Sept. 21.—The Minneapolis boy, Johnson, took another shy at the one half-mile bicycle record to-day and made the one-half in :58 3 5, standing start, breaking the world record. In this performance he also broke the flying-start quarter-mile record by going the last quarter in :26 1-5. This performance was accurately timed by official timers.

An Outrageous Proceeding.

Judge Thomson, of Louisville, has just given a most extraordinary decision. In substance, he decided that wheelmen are entitled to the usual rights of the road, and then discharged a defendant who admitted that he was driving on the wrong side, at an illegal rate of speed, and who ran into two riders, severely injuring one of them! Said the judge:

In this case the doctor was on the wrong side of the road, and admits that he was driving at the rate of nine or ten miles an hour, but it is con-

tended by him that he was on the boulevard beyond the end of Third, and that both the public and the city authorities have acted upon the idea that the ordinance did not apply to that part of the boulevard, and the doctor claims that his horse was frightened at the cars and he was obliged to pull to the left of the road to avoid other vehicles.

The remainder of the opinion was delivered orally. Judge Thompson said that while the laws referred to above apply to all thoroughfares within the city limits, it was generally believed by those not conversant with the provisions of the law, that they do not apply to the boulevard. Dr. Hendricks shared this belief with others, and did not wilfully violate the ordinance. Taking this view of the case, Judge Thompson dismissed the defendant.

We have always been given to understand that ignorance of the law could not be accepted as an excuse. Under the ruling of Judge Thompson, any man may escape punishment for an offense by setting up a "didn't know it was wrong" claim. The defendant was a Doctor Hendricks. It is ridiculous to state, as the judge does, virtually, that the doctor did not know it was wrong to run over the wheelmen, regardless of technical points involved. Had the offenders been the wheelmen and the prosecutor the horseman, how would the decision have been effected?

For some reason, if we are to judge by the Louisville papers, the wheelmen are satisfied with having obtained a decision that the wheelmen are entitled to the usual privileges of the road. If they allow the matter to stand as it is, there is no telling how soon some miscreant may repeat the doctor's performance.

At Owosso, Mich., 29th, the following events are open: Half-mile, \$25 suit; one-mile, \$25 watch; three-mile, lap, \$30 water pitcher; quarter-mile, \$15 guitar. L. A. BURHANS, Secretary.



The Cracks at Philadelphia.

The spacious grand stand, the bleachers and the grass plats about the track on the Tioga Athletic Club's grounds at Westmorland, Philadelphia, were simply jammed with people last Saturday. The 6,000 people went to see Zimmerman win his eighth piano and to see what the local idol, Taxis, and the Chicago men could do. They expected to get a glimpse of Tyler and Windle, but these flyers remained at Springfield. Berlo, Mulliken, Wells of Toronto, George Smith, Charles M. Murphy and Wheeler were there, so that the talent was well represented.

The track was in its best condition, and while by no means the equal of the one at Springfield, it is quite capable of record breaking for any distance over a half. A portion of the bleacher boards fell during the races, and several people were badly shaken up, while a young man named Cooper had his leg broken. There were officials enough for two meets, yet the races dragged and were not run off with that promptness characteristic, seemingly, only of Springfield.

The races were refereed by O. W. Bunnell, judged by Dr. G. Carleton Brown, C. H. Luscomb, S. A. Boyle and Albert Mott; timed by J. B. Fontaine, H. G. Fitler, F. H. Garriques and S. Wallace Merrihew. There were committees by the score, but Mr. Crowther seemed to have had the full management on his hands; at least he was a very busy individual.

In the first heat of the quarter-mile open Rhodes got a good start and beat out Berlo for first, and in the second heat Lumsden crossed the tape easily, two good lengths ahead of Bilyeu and three in front of George Smith. Wells, Mulliken and Munger did not qualify in this heat, nor did Wheeler in the first. In the final Smith went away at a fearful pace and won handsomely, while Rhodes and Lumsden fought it out for second, the former winning by a foot or more.

The 2:40 class had a limit of 2:50 placed on it, and such loafing was never seen. On the last lap Murphy went out and won by two lengths from Donnelly, but as the time was only 2:59 3-5 it was run over, the result being the same except as to time, that being 2:37 4-5.

Zimmerman from scratch, Wunder (35 yards) and Bahl (80 yards) qualified in the first heat of the half-mile handicap; Donnelly (60 yards), Mulliken (50 yards) and Keyser (85 yards) got in on the second heat, while Bilyeu (55 yards), Geyler (75 yards) and Pawley (95 yards) were the first three in the third heat. Munger, Murphy, Rhodes, Wells, Bliss and Wheeler did not get placed. Zimmerman could not get through the field and Pawley won, with Bilyeu a close second.

Special prizes were offered for the quarter and half in the "world's record" or piano race, and George Smith went out for the former and got it, Munger and Taxis being close up, while Munger took the half. Munger started the spurt on the backstretch, but Zimmerman and Lumsden caught him, the former beating the Chicagoan in for first, while Taxis was third, Rhodes fourth and Berlo fifth.

In the mile tandem Wheeler and Mulliken, from scratch, soon caught Donnelly and Bilyeu (55 yards), but the latter team won on the spurt.

In the mile handicap Bliss was at twenty yards, with no one back of him. Rhodes quit on the first lap and Munger went out at a good clip. Bliss overhauled the field at the last turn and would surely have won had he been able to get through; but this was impossible, for there were twenty or more inside a space of ten yards. As it was he was fifth or sixth, while Coates won, though there were three or four that might have been called first, so close was the finish.

In the lap race there were only three starters, Bliss, Murphy and Rich. The first lap it was Murphy, Bliss, Rich; second, Bliss, Rich, Murphy; third, Bliss, Murphy, Rich. Bliss had his own way all through.

The mile invitation race had a limit of 2:37 placed upon it, and as it was a glorious loaf all the way around it was not run inside the limit, the time being 2:48 1-5, Zimmy being first, Taxis second, Rhodes third, Munger fourth and Berlo fifth. In the run-over Munger set the pace for a quarter, when Zimmerman and Rhodes went up side by side. Zimmy took the pace on the second lap, then Munger and Rhodes went up, and at the bell lap Zimmy was leading, the others all being bunched. On the backstretch Lumsden started the spurt, but "Jersey lightning" was after him and passed him fifty yards from the tape. Lumsden, as soon as Zimmerman passed him, sat up, thinking Taxis a couple of yards back; but he wasn't, and Lumsden was beaten out for second by an inch or two.

The summaries are as follows:

One-mile, novice—E. Vassalo, Hartford, 1; George N. Rocket, 2; Howard C. Smith, 3; time, 2:43.

Quarter-mile, open—George C. Smith, U. C. R., 1; W. A. Rhodes, C. C. C., 2; A. E. Lumsden, C. C. C., 3; time, :38.

One-mile, 2:40 class—Charles Murphy, N. Y. A. C., 1; J. C. Donnelly, O. W., 2; Louis Geyler, C. W., 3; time, 2:37 4-5.

Half-mile, handicap—Raymond Pawley, A. P. W., 95 yds., 1; S. H. Bilyeu, P. A. W., 55 yds., 2; Charles Bahl, Q. C. W., 80 yds., 3; time, 1:07 1-5.

One-third mile, flying start—A. E. Lumsden, C. C. C., 1; P. J. Berlo, M. A. C., 2; G. C. Smith, U. C. R., 3; time, :48.

One-mile, world's record—A. A. Zimmerman, N. Y. A. C., 1; A. E. Lumsden, 2; W. W. Taxis, P. A. W., 3; time, 2:20 1-5.

One-mile, tandem, handicap—S. H. Bilyeu and J. C. Donnelly, 120 yds., 1; W. A. Mulliken and H. C. Wheeler, scratch, 2; time, 2:25 2-5.

One-mile, invitation race—A. A. Zimmerman, 1; W. W. Taxis, 2; A. E. Lumsden, 3; time, 2:35 1-5.

One-mile, handicap—G. M. Coates, 165 yds., 1; W. N. Price, 125 yds., 2; R. Pawley, 175 yds., 3; time, 2:20 2-5.

One-mile, lap race—J. P. Bliss, nine points, 1; C. M. Murphy, six points, 2; A. B. Rich, four points, 3.

* * *

Buffalo Racers' Expenses Stopped.

BUFFALO, Sept. 19.—Unless something unforeseen transpires cycling in this city is reduced again to the ranks of pure amateurism, for a while at least. The Buffalo Athletic Club has declared that it will not send any more cycling teams abroad for competition. So whatever racing is done must be paid for by the individual. When one reviews the most unhappy chain of circumstances connected with the members of the B. A. C. while abroad, the reason for this proclamation is apparent. In looking backward one is amazed at the unfortunate accidents happening to these plucky riders, and it is a marvel that in many cases they escaped so easily. The men

of the B. A. C. have shown that they are capable of great things and have done much for the interests of wheeling, and their work has been such as to give the B. A. C. a world-wide reputation; but ill luck has fallen upon them just when they were to do better work, and in spite of all precautions they seem to have been marked for all accidents.

These circumstances are very deplorable, as this club has always been distinguished for its broad and liberal policy, and has a like reputation abroad. The B. A. C. is about the only club in Buffalo which has adopted these lines, and for a time at least Buffalo's speedy ones will have to go deeply into their own pockets. I learn from reliable sources that many prominent clubs of other places have been compelled to adopt the same measure. A club must have a bank with unlimited capital to successfully carry out a scheme of this kind.

THE FIFTY-MILE ROAD RACE

of the Ramblers' B. C., which was to have taken place on Saturday, did not materialize from lack of interest, there being but few entries, and so it is postponed indefinitely. The Rose road race, to take place Oct. 1, is the all-absorbing topic. It will be a team race of fifty miles, and is expected to draw entries from every cycle club in Buffalo. The Rose Brothers have offered a magnificent trophy, and the winning team will be the giants for a time.

F. C. Fuhman of the Ramblers' B. C., not being satisfied with breaking the record over the Corfu course—fifty miles in 3h. 10m.—attempts to lower Van Wagoner's record over the Erie-Buffalo run—7h. 40m. for the 100 miles—and succeeds in bringing it down to 7h. 05m. This record was made yesterday, at which time Captain Klipfel of the Ramblers B. C. also broke a record over the Buffalo-Dunkirk—and return course (distance, 100 miles) making it in 8hs. 45ms. Among the centurians of yesterday may be mentioned F. A. Foell, who made his eighteenth century over the Le Roy course. George Klipfel and C. L. W. Reister also made centuries over the Dunkirk course. Nearly all the wheelmen who love road riding took a spin through the country yesterday.

* * *

Denver Will Have Races.

Denver is to have a cycle tournament this year after all. That infant organization, the Colorado Wheelmen, is the promoter, and it promises to be a beauty, too. Oct. 8 is the day set, and the open and handicap events are open to the world. The programme, as at present made up, is as follows:

One-mile, novice; half-mile, open; one-mile, three-minute class; two-mile, lap open; quarter-mile, open; one-mile, D. A. C. championship; one-mile, Capitol Cycle Club championship; one-mile, Denver Wheel Club championship; one-mile, Colorado Wheelmen championship; two-mile, handicap; half-mile, tandem, open; five-mile, handicap; one-mile, final heat, championship; one-mile, consolation.

The winners of the club championship races are to meet in the fourteenth event for the city championship.

Committees are out and working hard, the prize committee has met with excellent success in its field and all promises well for a most successful termination to the Colorado Wheelmen's enterprising endeavor. With the D. C. U. in a state of inactive hypnotism the efforts of this pushing young organization are now acceptable.

The races at the Denver Athletic Club's field sports resulted as follows:

Half-mile, open—First heat—Block, 1; Taylor, 2; time, 1:17.

Second heat—Boles, 1; Banks, 2; time, 1:18.

Final heat—Boles, 1; Taylor, 2; time, 1:14.

Two-mile, handicap—A. Banks, 125 yds., 1; B. J. Sylvester, 75 yds., 2.

One-mile, open—O. E. Boles, 1; N. B. Taylor (Moline), 2; time, 2:37 3-5.

Five-mile, handicap—O. E. Boles, 1; J. A. McGuire, 2; E. R. Pynchon, 3; all scratch men, who staid together and overhauled the limit men (350 yds.), in the third mile. Time, 14:18 2-5.

Boles, who won all the races he started in, is on elegant rider and was in great condition, never seeming to be pushed. The time made by him is state record in all events. Block, holder of the state championship, did not come up to expectations; lack of condition was likely the cause.

The state record (amateur) is now 2:34, Louis Block setting it at that notch one day last week. He claims to be able to ride it under 2:30 on a quarter-mile track.

SPHINX.

* * *

The Milwaukee Races.

With excitement running at the highest pitch, hats, parasols and handkerchiefs waving, bands playing and nearly twenty-five hundred people on their feet cheering like mad at the conclusion of the last race, the Milwaukee Wheelmen's race meet may rightly be called a tre-



F. J. SCHROEDER.

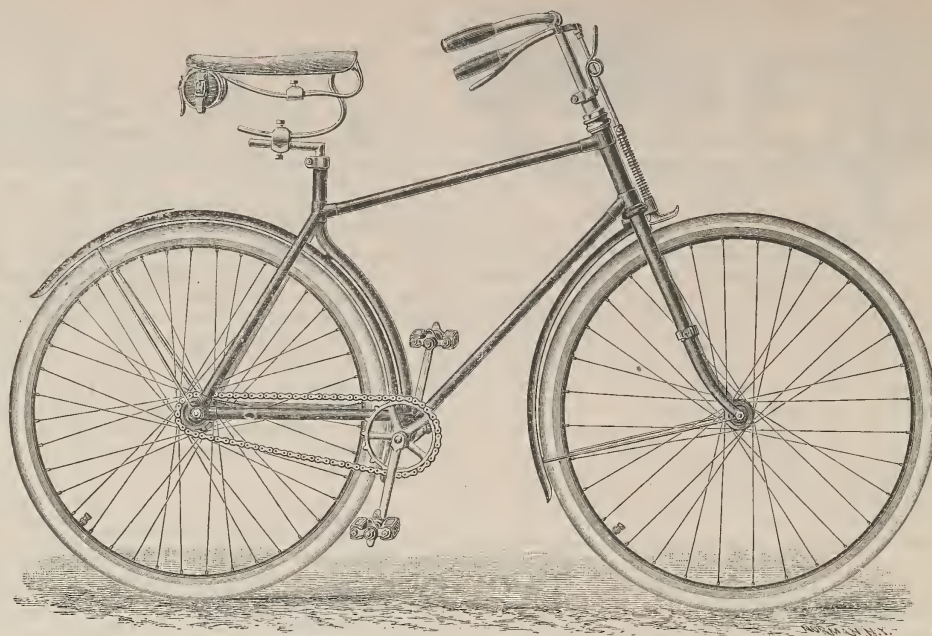
Chairman Racing Board Milwaukee Wheelmen.

mendous success. The wildest visionary of the club had not had the nerve to prophesy anything like it, and it was a surprise party all around. The weather was auspicious, cool and delightful. The track, while not in a record-breaking condition, was fair, and gave no cause for particular complaint. This was the first exclusive bicycle event ever given in the Cream City, and the great success, notwithstanding the postponement and various other attractions, including the state fair, makes it clearly evident that cycling is the premier of athletic sports.

Sprinkled around through the crowd was an occasional farmer from the interior, who took a day off from the fair to witness the races and size up the speedy machine that made it possible to lower the colors of Nancy Hanks.

No remarkably fast time stands to the credit of the meet, but each race was a splendid work of the handicapper's art, and as a result the finishes were so well bunched that a blanket would have covered them, while the excitement ran riot with the spectators.

The world's fair city was represented by a number of her most prominent riders, who gave a fine exhibition of the racing talent for which it is famous throughout the country. The coterie consisted of Cy Davis, W. F. Knott, Gus Steele, A. L. Leonhardt and E. W. Ballard. Among other outside riders were Louis Reed, of Ripon, who made the



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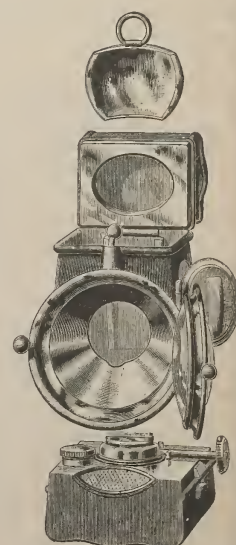
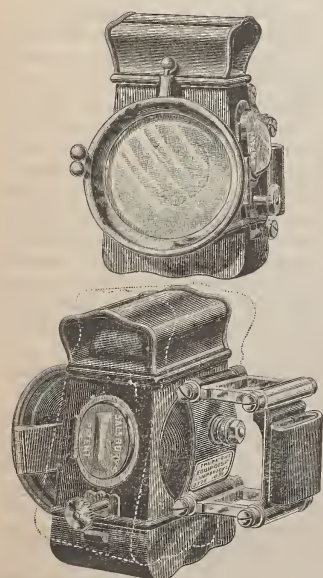
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The Quarter-Mile in 27 Seconds.

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One Mile Beating Nancy Hanks.

Two Miles in 4m. 37 2-5s.



And, in fact, all the World's Records up to five miles are on Bidwell [Thomas] Tires. They don't burst, they don't leak and they are very fast. We want you to NOTICE these statements for we shall refer to them in our adv. on 1893 tires which will shortly appear. We shall prove that the Bidwell (Thomas) Pneumatic is a long way ahead of all competitors.



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fastest mile of the meet, 2:38 in the three minute class.

The idol of the crowd was Sanger, who was in excellent form and who proved the hero of the day. In every event he was heavily handicapped, and especially so in the five-mile race, where twenty-five starters qualified. This was the greatest event of the day's sport, and for genuine riding and unalloyed excitement at the finish was simply grand.

Sanger pushed his wheel over the tape with only a few inches to spare, amid the cheers of the crowd. Gus Steele of Chicago made a heroic effort to hold Sanger, but his spurt at the finish proved of no avail against the wild rush of the badger flyer. E. W. Ballard of Chicago finished third, Charles Price of Milwaukee fourth. The time was 13:11 2-5. Some wild enthusiast claimed that Sanger had broken the five-mile competition record, which, however proved incorrect.

At the request of the spectators Sanger consented to ride against the world's record, but had no expectation of doing anything to speak of, as the track was not in condition. He got away with rather a poor start, paced the first quarter by Louis Reed and the second quarter by Cy. Davis, who pulled him through in 1:03. Holmes paced him in the other quarter and Andrae brought him home; time, 2:20 1-5—not equal to his former trial on same track of 2:19 1-2.

Milwaukee may well feel proud of her racing talent, as the summing up of the several events will attest. With a racing track for cycling only, there is every reason to think that next year will develop flyers of the first water and equal if not superior to any in the country. The officers of the meet were Henry P. Andrae, handicapper; E. A. Savage, referee; N. E. Oliphant, R. S. Baird, G. Anssen and Peter Gillss, judges. E. J. Meisenheimer, H. Krockner, R. P. Wheeler and G. F. Berger, timers; Frank J. Morawitz, clerk of course; John J. Baumgartner, chief marshal. The racing board had the meet in charge, and labored diligently for its success.

SUMMARIES.

One-mile, Milwaukee Wheelmen—George F. Kneutzel, 1; Henry J. Schmitt, 2; Walter N. Durbin, 3; time, 2:40 2-5.

Two-mile, handicap—W. C. Sanger, scratch, 1; John C. Reitzner, Mercury Cycling Club, 150 yds., 2; A. L. Leonhardt, Chicago Cycling Club, 3; time, 4:53 3-5. Handicap limit, 500 yards.

Half-mile, scratch—W. C. Sanger, Milwaukee Wheelmen, 1; Cy. Davis, Chicago Cycling Club, 2; F. Terry Andrae, Milwaukee Wheelmen, 3; time, 1:15.

One-mile, three minute class—First heat—John C. Reitzner, Mercury C. C., 1; W. F. Knott, Oak Park, C. C., 2; Ed Roth, Milwaukee Wheelmen, 3; time, 2:44.

Second heat—Louis Reed, Ripon, Wis., 1; G. F. Kneutzel, Milwaukee Wheelmen, 2; W. W. Hughes, Oak Park C. C., 3; time, 2:34 1-5.

Final, first three out of each heat—J. F. Ritzner, 1; Louis Reed, 2; W. W. Hughes, 3; time, 2:45 1-5.

Five-mile, handicap, for Andrae trophy—W. C. Sanger, scratch, 1; Gus Steele, 450 yards, 2; John F. Ritzner, 300 yards, 3; time, 13:11 2-5.

One-mile, 3:40 class—W. C. Wegner, 1; Gus Steele, 2; Fred Holmes, 3; time, 2:47.

One-mile, invitation race—Cy. Davis, 1; W. C. Wegner, 2; Gus Steele, 3; time, 2:57 2-5.

* * *

Manhattan B. C. Races.

The annual races of the Manhattan Bicycle Club occurred Saturday at Englewood, N. J., in the presence of several hundred people. The events were run off on the road, which was not in the best shape. C. A. Sheehan acted as referee. The mile handicap was captured by R. Debes, with R. G. Betts second and John F. Ives third; time, 2:29 2-5. E. J. Stern, from 50 yards, won the mile novice, handicap in 2:35 2-5, J. Nonnenbecher and J. Thompson being second and third, respectively. R. H. Bartsch (140 yards) was first in the two-mile

handicap, and C. P. Stanbach and W. H. Pederson second and third respectively; time, 5:49.

The five-mile handicap, the last event on the programme, was the most interesting, and R. G. Betts, formerly of Chicago, was first across the tape, his time being 17:20. W. J. Monohan was second and W. H. Pederson third.

* * *

A Speedy Chicagoan.

The accompanying photograph is an excellent one of C. W. Davis, one of the Chicago Cycling Club's speediest riders. Davis is the man who recently rode a



quarter-mile in 32 1-2 seconds, a world's record at the time. He has won many races at Parkside and elsewhere, but, singularly, devotes very little time to training. He will be seen at the western circuit races.

At Woodbury, N. J.

The Reta Bicycle Club, of Woodbury, N. J. held its annual meet Saturday on the Greene track, 500 people being present. The track was in good shape and fair times were made. The summaries, which follow, tell the story.

One-mile, novice—C. A. Kean, 1; George Sweeten, 2; time, 2:57.

Half-mile, open—T. M. Jones, 1; C. L. Lodge, 2; F. G. Hooper, 3; time, 1:19 3-4.

One-mile, C. C. C. championship—C. A. Holdcraft, 1; A. H. Dilks, 2; time, 3:14.

One-mile, 3:10 class—H. Butcher, 1; Henry Wolfer, 2; time, 2:57.

Quarter-mile, open—H. C. Barnetta, 1; F. G. Hooper, 2; time, 3:04.

Two-mile, open—H. N. Swank, 1; C. W. Pierson, 2; time, 6:08 1-2.

One-mile, for R. C. and C. C. C. members—Geo. Sweeten, 1; W. R. Satch, 2; time, 2:55.

One-mile, Camden and Gloucester Counties championship—T. M. Jones, 1; C. W. Pierson, 2; time, 2:50.

One-mile, R. C. championship—George Sweeten, 1; J. H. Van Hest, 2; time, 2:53.

* * *

The Western Circuit.

It is now sure that a majority of the eastern fast men will be seen on the western circuit, some of them at all the meetings and some of them at part. Harry Rouse of Peoria turned up smiling in Chicago Monday, loaded with Springfield gossip. What pleased him most, however, was that he had secured promises from most of the men to ride at Peoria.

"Zimmerman will be there sure," he said. "He says he regards Peoria as next thing to home and can't miss it." It seems that some difficulties which stood in the way have been removed. Taylor will ride at Peoria only. He has to return to college (Harvard) Oct. 1.

Tyler comes west for all the events at the expense of the Springfield club.

The Manhattans will be well represented by Berlo, Banker, Wheeler and Hess.

Arnold and Taxis are among the probabilities—not quite certain.

It goes without saying that the fast western men will all go the rounds. Sanger will meet the cracks for the first time.

Half rates are granted to Peoria from all points in the state. Illinois day, on which the races are to be run, usually draws from 50,000 to 60,000 people to the fair.

The Evansville programme consists of the following:

OCTOBER 6TH.

One-mile, novice; half-mile, handicap; one-mile, class 2:45; one-mile, open; one-mile, race for men forty years old and older; quarter-mile, flying start, open; half-mile, scratch, Evansville Cycle Club; five-mile, handicap.

OCTOBER 7TH.

One-mile, scratch, Indiana riders; two-mile lap race, half-mile, one-mile, one and one-half mile, two-mile; one-mile, handicap; half-mile, boys under eighteen; two-mile, handicap; half-mile, open; one-mile, handicap, Evansville Cycle Club.

* * *

A Coming Road Race.

The Mercury Cycling Club is making extensive preparations for holding their second annual road race Saturday afternoon, Oct. 1. The distance to be covered is twelve miles. The start will be from Oakwood Station on the Howell road, and the finish will be on Kinnickinnic avenue, which is very accessible from all parts of the city. It is expected that about fifty entries will be made. The prizes will be numerous. The club has selected Casper M. Sanger to officiate as referee. The judges will be the president of the local club, and Captain Neville of the Mercury will act as starter.

* * *

A Track at Erie, Pa.

At the last meeting of the Erie Wanderers Cycling Club, the following officers were elected: President, G. A. Walmsley; vice-president, W. J. Sands, Jr.; recording secretary, H. E. Tidman; financial secretary, Charles Mertens; treasurer, Wm. C. Brehm; captain, G. J. Kuder; lieutenant H. H. Stern.

The Erie Wanderers and the Liberty Cycling Clubs will jointly build a mile bicycle track on the grounds of the Erie Athletic Association.

* * *

Another Mistake at Louisville.

A complete list of officers for the tournament has not been made out, but Judge Sterling B. Toney, of the law and equity court; William L. Jackson, of the criminal court, and Reginald H. Thompson, of the city court, have accepted invitations to act as judges.—Louisville Times. Will the promoters never learn to select men of experience. These men may be excellent at their own specialties, but probably know little or nothing about judging a bicycle race.

* * *

Johnson's Wonderful Times.

If the reported performances of John S. Johnson prove to be correct, it would seem that the form shown by that rider at Chicago, Indianapolis and elsewhere was a long way below his true form. Johnson has, for a year or more, been a rapidly improving rider, and, without other assistance than the exercise of common sense in his training, has advanced from his novitiate to the front rank of flyers.

According to information received, Johnson commenced by riding a flying quarter in 27 2-5 sec. This was not record, as claimed, Zimmerman having done 27 sec., assisted, however, by a strong wind. This performance, how-

ever, was totally eclipsed two days later when Johnson, in the presence of 200 people, rode a half-mile in 55 1-2 sec., and later a quarter in 26 3-5 sec. In both he was paced by a running horse (a trotter was too slow, of course) driven by C. W. Williams, a horseman who has taken considerable interest in cycling lately. It is even said that he was slowed at the finish of the quarter, the horse being unable to keep away!

How are we to account for these phenomenal times? Johnson has never before shown anything like them. The track on which they were made is at Independence, Ia., and is kite shaped. It is owned by Mr. Williams. No information is given as to the timing, except that "all the officials were professional trainers of trotters and skilled in the use of the watch." Many details will have to be forthcoming before the records can be accepted. Tom Eck has been training Johnson since Parkside races. It is reported that a two-days meeting will be given at this track.

The report of Johnson's mile performance was received after the above was placed in type.

* * *

At Waterloo, Ia.

Race held on the 14th by the W. B. C. Result: Sixteen-mile road race—H. L. Helsing, 14m., 1s; J. R. Cheesbro, scratch. 2; time, 1h., 13m., 30s.

* * *

At Eau Claire, Wis.

Races at the fair 14th: One-mile, novice—O. Chappell, 1; F. Thompson, 2; A. Williams, 3; time, 3:07.

Two-mile, open—G. B. Thomas, 1; S. Twiner, 2; D. Connell, 3; time, 6:19.

* * *

Waller Meets With an Accident.

STOCKTON, Cal., Sept. 17.—[Special telegram]—George W. Waller started yesterday in an attempt to beat the twenty-four-hour record. While riding well, however, he touched the fence and, being thrown heavily, was knocked insensible. He covered seventy-one and a half miles in 3 hrs. 48 min.

* * *

At York, Pa.

One-mile, novice—W. H. Wilson, Pittsburg, 1; time, 2:45 3-4.

Half-mile, open—A. A. Zimmerman, N. Y. A. C., 1; time, 1:13 3-4.

One-mile, handicap—J. C. Donnelly, Philadelphia, 1; Raymond Pawley, Asbury Park, 2; time, 2:22. The last quarter was made at 20 4-5.

One-mile, open—George F. Taylor, New York, 1; A. E. Lumsden, Chicago, 2; time, 2:37.

One-mile, ordinary, open—W. W. Triss, Philadelphia, 1; C. M. Murphy, 2; time, 3:15.

Two-mile, handicap—A. A. Zimmerman, 1; J. P. Bliss, Chicago, 2; A. E. Lumsden, Chicago, 3; time, 5:01.

Quarter-mile, open—A. A. Zimmerman, 1; A. Lumsden, 2; time, 38 1-4.

Two-mile, lap, open—A. A. Zimmerman, 1; W. W. Taxis, 2; time, 5:34 3-4.

One-mile, three-minute class, open—Charles P. Culver, Springfield, Mass., 1; time, 2:57 1-4.

One mile, 2:40 class, open—J. C. Donnelly, Philadelphia, 1; time, 2:37.

Half-mile, scratch, open—H. C. Tyler, Springfield, Mass., 1; time, 1:24 1-2.

One-mile, 2:25 class, open—J. P. Bliss, Chicago, 1; C. M. Murphy, New York, 2; time, 2:39 1-2.

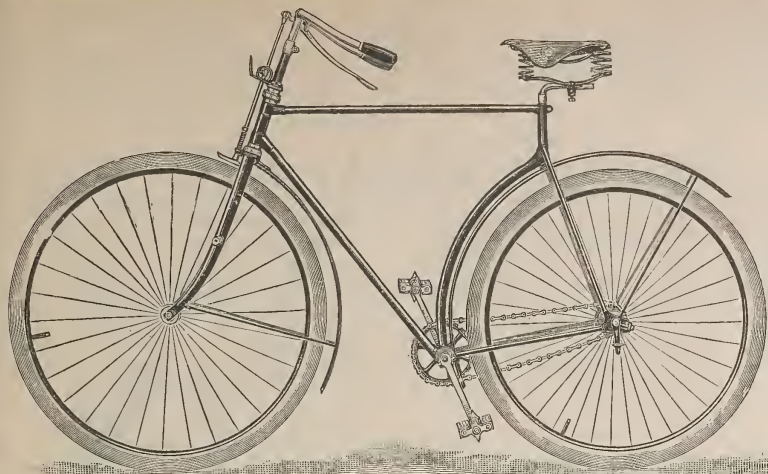
One-mile, tandem—W. W. Taxis and George F. Taylor, 1; A. A. Zimmerman and Berlo, New York, 2; time, 2:41 1-2.

* * *

Coming Events at Detroit.

The Business Men's Cycle Club will hold a club tournament on the Belle Isle track Saturday, Sept. 24. The events were advertised for last Tuesday, "rain or shine," but a forty-eight-hour rain reduced the ambition of the B. M. C. C. scorers, who prefer riding to swimming.

The new bicycle track of the Michigan Athletic Association will be opened next Saturday evening with four races—one-mile, open; two-mile, handicap; three-mile, handicap, and one-mile club.



THE "TOWNEND" MODEL M. (1892 PATTERN)

HIGHEST GRADE MACHINES

—AT—

Lowest Possible Prices.

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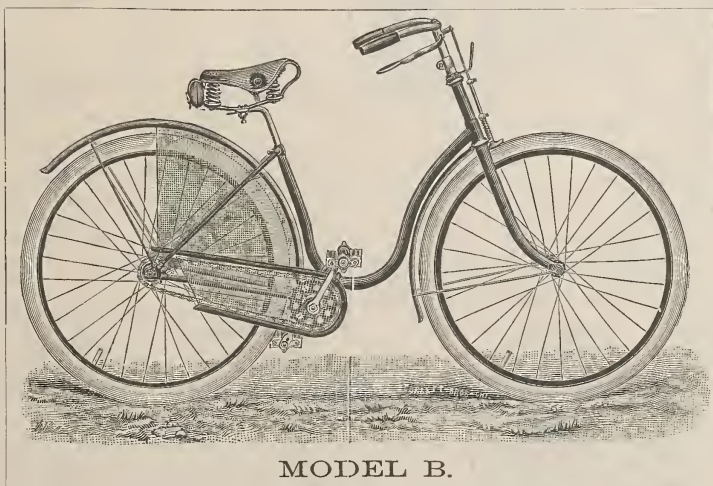
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NOTHING FINER MADE THAN THE _____

"Imperial Wheels"

OUR LADIES' WHEEL
IS A PERFECT
LITTLE BEAUTY
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CONSTRUCTED.
WEIGHT, - - 4½ LBS.



MODEL B.

OUR MEDIUM GRADE
WHEELS, MODELS C.
AND D. ARE NOT SUR-
PASSED BY ANY IN
MATERIAL and WORK-
MANSHIP. CUSHION
and PNEUMATIC TIRES

Our line consists of wheels for all, from \$40.00 upwards. Send for Catalogue containing details of construction.

AMES & FROST COMPANY,

Sieg & Clementi Company, Chicago, sell hundreds of them.

302 WABASH AVENUE, CHICAGO.

ARE YOU OR ARE YOU NOT AWARE



We are in the midst of the best part of the cycling season, and that now is as good a time as any to push the trade?

That we are offering bargains in new wheels that cannot possibly be duplicated in any market—bargains that will surely catch your trade?

That we are the oldest and largest jobbers of cycles and sundries in America, if not in the world, therefore buy in much larger quantities than the small concerns, and name bed-rock prices?

That we handle all the leading makes, and manufacture, import and job the most complete line of cycles extant, and that our inducements are such that we get orders from every state, territory and large city in the United States, Canada and Mexico, also sell in England and South America.

Get our Catalogue and Terms to dealers and agents and you will be more thoroughly convinced we can do you good.

ROUSE, HAZARD & CO.,

89 G STREET,

PEORIA, ILL.

Electric lights with strong reflectors will make the grounds as light as day. The association is also arranging a big meeting to be held Oct. 10 in order to catch the eastern flyers on their way through the west. A twenty-five-mile road race on Belle Isle is also being agitated in connection with the meet. MARS.

The Indiana Century Record.

Nine members of the Zigzag club started on the century for record Sunday, Sept. 18, and every man finished, five of them within record, which was 7:50. The course was the old Cambridge City run over the National road, and was in good condition though quite dusty. Minor and Hunter made the hundred in seven hours flat, riding the last six miles in 23 minutes. The following summary is for the whole distance, 106 miles: Minor, time 7:23; Hunter, 7:23; Crawford, 7:45; McCain, 7:41; Kurtz, 8:54; Ribble, 7:45; Fox, 8:58; Fisher, 9:00; Kipp, 9:00.

Peoria Entries.

Up to Tuesday night the following men had entered and entries were still coming in:

Lumsden, Bode, Van Sicklen, Young, Davis, Thorne, Bliss, Merrill, Githens, Munger, Ballard, of Chicago; Rich, Hess, Wheeler, Banker, of New York; Myers, Steenson, Wood, Shreffler, Conway, Bates, Haffner, Distler, Scofield, Kircher, Miller, Wills, Snyder and Bickmore, of Peoria; Minor, Indianapolis; Gates, Racine, Wis.; Sanger, Milwaukee; Anderson, Canton, Ill.; Boychon, Davenport, Ia.; Brindley, LeRoy, Ill.; Anderson, Roodhouse, Ill.; Johnson, Minneapolis; Dorntge, Buffalo; Berlo, Boston; Taxis, Philadelphia; Palmer and Brittingham, Danville; Tyler, Springfield; Arnold, New Britain, Conn.; Zimmerman, Freehold, N. J.; Matthiesen, La Salle, Ill.; Thompson, Jackson, Mich.; R. P. and J. N. Sholl, Baitonville, Ill.

At Butte City, Mont.

BUTTE, Mont., Sept. 18.—At the state bicycle tournament held here, Swender, man, of Helena, won the five-mile championship in 14:45. Swederman also won the mile, two-mile and half-mile championships, all safety, standing start.

At Freeport, Ill.

Races were held on the 16, the closing day of the Northern Illinois Agricultural Association's fair. Results:

One-mile, Stephenson County championship—William Miller, 1; Albert Green, 2; John Haller, 3; time, 2:52.

One-mile, open—E. W. Ballard, of Chicago, 1; Harry Dever, Rockford, 2; F. J. Rosbrook, Dixon, 3; time, 2:35 1-2.

Quarter-mile, boys' race—Claude Ernest, 1; Willie Smythe, 2; Albert Moogk, 3; time, 1:44 2-5.

Five-mile open—W. F. Reumon, Elgin, 1; E. W. Ballard, Chicago, 2; H. H. Scoville, Dixon, 3; time, 18:51.

One-mile, handicap—W. F. Henman, Elgin, 80 yds., 1; Harry Dever, Rockford, scratch, 2; H. H. Scoville, Dixon, 60 yds., 3; time, 2:35 1-5.

Half-mile, open—E. W. Ballard, Chicago, 1; Harry Dever, Rockford, 2; H. H. Scoville, Dixon, 3; time, 1:21.

At Iowa City, Ia.

Races at the fair, 14th, resulted thus:

Half-mile—J. G. Lindsay, 1; R. N. Carson, 2; Charles Cammack, 3; time, 1:30 1-2.

Quarter-mile—Ralph Himball, 1; Roy Close, 2; Homer Hughes, 3; time, 1:44.

Quarter-mile—Jack Lindsay, 1; Tom Kimball, 2; R. N. Carson, 3; time, 39 3-4.

The Greatest Novelty Yet.

It is true that the Pope Manufacturing Company will build a track. It will be near the factory and one-third of a mile in circumference. In connection with it there will be the greatest novelty yet produced—wit, an automatic pace-

maker! Close to the inside edge will be figure mounted on a wheel, operated by electricity, which can be made run at any pace desired. Now, ye two-minute men, there will be no more poor pace-making.

Trainer Stackpole's Benefit.

Unfortunately for Arthur Stackpole, nearly all Chicago's fast men were away last Saturday when his benefit occurred at Parkside. The attendance was slim. Tuttle made his reappearance and rode fairly. He is not in shape yet. O. C. Green of Blue Island won two firsts, two seconds and a third. He is an improving man and has been gobbled by the Chicagos. Results:

One-mile, handicap—O. C. Green, 110 yards, 1; F. H. Tuttle, 50, 2; time, 2:38 3-5.

Two-mile, handicap—O. C. Green, 225 yards, 1; E. W. Ballard, 60, 2; A. W. Sweigart, 300, 3; O. R. Barnett, 300, 4; time, 5:16 2-5.

One-mile, lap race—H. A. Githens, 1; E. W. Ballard, 2; time, 2:44 2-5.

Quarter-mile, scratch—E. W. Ballard, 1; O. C. Green, 2; A. Helmich, 3; F. H. Tuttle, 4; time, 37 3-5.

Half-mile, open—E. W. Ballard, 1; O. C. Green, 2; A. Helmich, 3; A. T. Heywood, 4; time, 1:15 4-5.

One-mile, open—E. W. Ballard, 1; F. H. Tuttle, 2; O. C. Green, 3; time, 2:38.

At Baltimore, Md.

BALTIMORE, Sept. 21.—(Special telegram.)—The second race meeting on the Baltimore track occurred to-day. The attendance was marred somewhat by rain, which fell slightly, but about a thousand people attended. Another reason for the comparatively small attendance is the fact that the grounds are a long way out and not easy of access.

The success of the meeting might have been greater had the management been better. It was very far from good. The racing, however, was very fine. Results:

One-mile, novice—Magers, 1; Weber, 2; French, 3; time, 2:46.

Quarter-mile, open—Bliss, 1; Murphy, 2; Wheeler, 3; time, 36s.

Half-mile, open—Zimmerman, 1; Lumsden, 2; Berlo, 3; time, 1:17.

One-mile, 2:35 class—Banker, 1; Bliss, 2; Rhodes, 3; time, 2:41 2-5.

One-mile, handicap—Weber, 160 yards, 1; Hartford, 175 yards, 2; Pawley, 140 yards, 3; time, 2:27.

Quarter-mile, handicap—Hartford, 45 yards, 1; Holland, 30 yards, 2; Magers, 35 yards, 3; time, 34 1-5 sec.

Quarter-mile, open—Zimmerman, 1; Lumsden, 2; Rhodes, 3; time, 35 1-5 sec.

Half-mile, handicap—Murphy, 30 yards, 1; Taylor, scratch, 2; White, 55 yards, 3; time, 1:09 4-5.

One-mile, lap—Zimmerman, 13 points, 1; Lumsden, 7 points, 2; Banker, 5 points, 3; time, 2:45 4-5.

One-mile, invitation—Zimmerman, 1; Taylor, 2; Rhodes, 3. A time limit of 2:40 was placed on the this event. Zimmerman won by ten yards, but the time was 2:55 2-5. Declared no race. Result of second trial—Zimmerman, 1; Berlo, 2; Taylor, 3; time, 2:33 1-5.

At Springfield, Ohio.

The races of the Springfield Bicycle Club occurred Tuesday at the Clark County fair grounds in the presence of a somewhat slim attendance, probably eight hundred persons. The total value of the prizes was \$1,000. T. J. Kirkpatrick, ex-president of the league, officiated as referee, and E. A. De Blois, of Hartford, as one of the timers. Results:

Mile, novice—Harry Grant, Springfield, 1; W. L. Wood, Springfield, 2; S. F. Wilson, Columbus, 3; time, 2:47.

Half-mile, open—E. W. Ballard, Chicago, 1; A. L. Baker, Columbus, 2; Arthur French, Columbus, 3; time, 1:12 4-5.

Mile, handicap—Arthur French, Columbus, 1; A. L. Baker, Columbus, 2; Con Baker, Columbus, 3; time, 2:23 2-5.

Half-mile, county championship—Harry Grant, Springfield, 1; time, 1:18 2-5.

Quarter-mile, open—Arthur French, 1; C. C. Vantine, Finlay, 2; Con Baker, Columbus, 3; time, 35 2-5.

Two-mile, handicap—Arthur French, Columbus, 1; Con Baker, Columbus, 2; C. E. Tudor, Cincinnati, 3; time, 5:05.

Mile, county championship—Wayne Casper, Springfield, 1; L. C. Worthington, Springfield, 2; W. L. Wood, Springfield, 3; time, 2:53.

Mile, safety, open—Arthur French, Columbus, 1; E. W. Ballard, 2; A. L. Baker, Columbus, 3; time, 2:51 2-5.

Three-mile lap race, open—C. E. Tudor, Cincinnati, 1; Con Baker, Columbus, 2; A. L. Baker, Columbus, 3.

At Canton, Ill.

Races were held last week by the Canton Bicycle Club. Results:

Half-mile, novice—Bert Overman, 1; Ernest Dean, 2; George Baron, 3; time, 1:27.

Half-mile, three heats—Perry Anderson, 1; Sydney Stevens, 2; Howard Held, 3; time, 1:20.

Half-mile, boys' race—Frank Hayes, 1; Fred Thomson, 2; Harry DeWolf, 3; time, 1:50.

Quarter-mile—Sydney Stevens, 1; Perry Anderson, 3; E. Guilbault, 3; time, 39.

One-mile, handicap, for gold medal—Perry Anderson, scratch, 1; Howard Held, thirty yards, 2; Sydney Stevens, scratch, 3; Bert Overman, sixty yards, 4; time, 2:52.

Half-mile, flying start—Bert Overman, 1; Frank Wafer, 2; Morris Kirby, 3; time, 1:10.

Two-mile, handicap—Sydney Stevens, scratch, 1; H. B. Heald, scratch, 2; Perry Anderson, scratch, 3; E. Guilbault, 100 yards, 4; time, 6:44 3-5.

Half-mile, consolation—F. W. Plattenburg, 1; C. M. Bardwell, 3; R. A. Perkins, 3.

World's Tandem Safety Records.

On Sept. 6, at Herne Hill, Condon. A. F. Hsley and J. Rowley of the Stanley Club created on a Raleigh world's tandem safety records from four to twenty-three miles, inclusive. The following were the times, as taken and certified by Pembroke Coleman, the N. C. U. official time-keeper:

| Miles. | | Miles. | | Miles. | |
|--------|-----------|--------|-----------|--------|-----------|
| 1 | 2:36 4-5 | 9 | 23:09 4-5 | 17 | 43:59 1-5 |
| 2 | 5:13 3-5 | 10 | 25:43 4-5 | 18 | 46:35 1-5 |
| 3 | 7:47 1-5 | 11 | 28:19 2-5 | 19 | 49:12 2-5 |
| 4 | 10:21 2-5 | 12 | 30:56 1-5 | 20 | 51:50 2-5 |
| 5 | 12:53 3-5 | 13 | 33:35 2-5 | 21 | 54:27 2-5 |
| 6 | 15:27 4-5 | 14 | 36:11 2-5 | 22 | 57:07 3-5 |
| 7 | 17:59 4-5 | 15 | 38:49 1-5 | 23 | 59:40 |
| 8 | 20:32 4-5 | 16 | 41:23 3-5 | | |

Distance covered in the hour was 23 miles, 250 yards.

At Lansing, Mich.

The bicycle races at the Michigan state fair at Lansing were run Friday, under the auspices of the Lansing Bicycle Club, and were very successful. Results:

One-mile, novice—Henshaw, Detroit, 1; time, 2:35 3-5.

Two-mile, handicap—Keator, Chicago, 150 yds., 1; time, 2:37 3-5.

Lansing Bicycle Club, championship—Potter, 1. Half-mile, open—Lonn LaPorte, 1; time, 1:16 4-5.

Two-mile, state fair championship—Rands, Detroit, 1; time, 5:37 3-5.

Quarter-mile dash—Bode, Chicago, 1; time, 1:40 3-5.

Five-mile, handicap—Keator, Chicago, 275 yds., 1; Osborn, Detroit, 300, 2; Bradford, Detroit, 500, 3; Ward, Detroit, 440, 4; time, 14:48. Rands started from scratch in this race, but failed to get a place. Loomis of Lansing led at the end of the third mile but was crowded into the fence and disabled.

One-mile, 2:40 class—Rands, Detroit, 1; time, 2:45 4-5.

One-mile, handicap—Heazlit, Detroit, 125 yds., 1; time, 2:30.

One-mile, three-minute class—Potter, Lansing, 1.

Two Events At Manhattan Field.

The annual games of the Manhattan Athletic Club at Manhattan Field last Saturday contained two bicycle events, a mile club championship and a two-mile handicap. Great interest was taken in these races, though they were really tame affairs. George Banker won the championship, with Carl Hess second, in 2:41 4-5, and Hess captured the two mile, from 45 yards, in 5:23 1-5, Banker (scratch) being second and F. S. Elliott (155 yards) third.

Three Interesting Items.

Canary or Maltby will be engaged, if possible, by the Evansville management.

After the Philadelphia races the fast men spread in all directions, going to York, Baltimore, Toronto and other points, as fancy dictated.

The Warren Athletic Club and Wilmington (Del.) W. C., will hold joint meeting on Oct. 1st. A twenty-five mile road race will be made a feature.

THE JACKSONVILLE MEETING.

The Lockwood Cycling Club Has Arranged an Interesting Programme.

The following is the programme arranged by the Lockwood Cycling Club:

MONDAY, OCT. 3.

Reception of guests.

9:30 a. m.—Run about the city visiting state institutions for blind, deaf and dumb and insane, and other places of interest.

1:00 p. m.—Short day parade to track and photograph. Special prize for the



A. D. BLACK.

club having the largest number in parade uniform and best appearing club.

2:00 p. m.—Races; \$1,571 in prizes.

7:00 p. m.—Lantern parade; special prize for best decorated wheel.

8:30 p. m.—Reception at Fifth Regiment Armory.

10:00 p. m.—Hop at Fifth Regiment Armory. Tickets \$2. L. A. W. members free.

TUESDAY, OCT. 3.

9:30 a. m.—Country run, 14 miles.

2:00 p. m.—Races; \$1,917 in prizes.

7:30 p. m.—Complimentary concert by the "Famous juvenile band," followed by a smoker and distribution of prizes.

Most of the prizes are now on exhibition, and it is expected that every prize except those which are necessarily made to order will be on hand before the races.

The Lockwood club will have fine dressing quarters for the racing men. They will be supplied with cots, wash-bowls, pitchers, looking-glasses and drinking water. The building will accommodate 150 persons without being crowded.

Entries close Monday, Sept. 26 for this tournament. Those who intend entering should do so at once. Address entries to Arthur D. Black, care of Lockwood Cycling Club.

Race Chat.

The value of Louisville's prizes runs up to \$2,877.

Walter Sanger will be in Peoria at the meet, which takes place Sept. 27.

A special car will be provided for riders going from Peoria to Louisville.

Thirteen events will be run at Cincinnati on Oct. 1. Elgin, Ill., also has races that day.

Tuesday of this week was the tenth anniversary of the first Springfield tournament.

The Canton (O.) races by electric light were so successful that the trotting men will give it a trial.

Pratt & Whitney's employees held an eight-mile road race. M. J. Cosgrove, scratch, won in 26m. 25s.

Columbus (Ga.) will hold races Oct. 28 and 29. J. H. Palhill can supply entry blanks and all details.

The Ravenswoods, Chicago, ran a five-mile race last Saturday with this result: N. R. Wood, 2m. 15s., 1; George Kennedy, 2; J. C. Howard, 3; time, 17m. 4s.

ELECTRIC ** TOURNAMENT

—OF THE WESTERN CIRCUIT—

GIVEN BY

Louisville Cycle Club.



\$2,657 Actual Prizes.

A Vose Piano, Suburban Lot,
Pneumatic Wheels,
Diamonds, Furniture, Clothing
Bric - a - Brac.

WE RACE
at NIGHT by Electric Light

On The Auditorium Track.

THURSDAY and FRIDAY, Sept. 29 and 30.

A Special Car to Bring Racing Men and Visitors From Peoria.

W. W. WATTS, - Chairman Race Committee.

Send your Entries at once.

548 West Jefferson, LOUISVILLE, KY.

Will You ==

== Be There?

Jacksonville, October 3 and 4.

For Illustrated Pamphlet, Entry Blanks, Etc., Address

ARTHUR D. BLACK, Lockwood Cycling Club.

THE MOST NEWSY CYCLING JOURNAL IN EUROPE.

For really pleasing cycle reading, bright, chatty and light, commend me to the IRISH CYCLIST. Although it necessarily devotes much of its space to Hibernian affairs, it always contains matter of general interest, while its little stories and anecdotes are well seasoned with Attic salt. Mr. McCreedy would certainly satisfy Carlyle's requirement in "able editing," the whole paper is stamped with his pleasant imprint.—The People, London.

The ablest edited and most newsy cycle journal in Europe.—Sporting Times, New York.

One of the smartest and liveliest of cycling papers.—National Press.

Mr. McCreedy's admirable cycling journal has pushed its way by sheer merit and enterprise into the very front rank of sporting papers.—Freeman's Journal.

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SUBSCRIPTIONS, POST FREE, SIX MONTHS, 5s 6d; ONE YEAR, 10s.

The best paper in its peculiar line published.—Irish Society.

Its literary fare is still as bright and interesting as ever.—Cycling.

Although some of our English cycle journals are reckoned pretty smart, they cannot beat it.—Hull Daily News.

Matter which from beginning to end is thoroughly interesting, not only to Irish riders but also to English wheelmen.—Liverpool Athletic and Dramatic News.

The most interesting of wheel papers.—Cricket and Football Field.

A credit to the country.—Belfast Morning News.

An admirable miscellany of everything interesting to cyclists.—Weekly Irish Times.

"PERFECT" POCKET OILER.—1/2 Size.



Best and neatest oil can in the world. Throws only a small quantity of oil at a stroke; handsomely nickel-plated. For sale everywhere. Price, 50c. each.

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

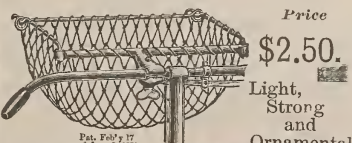
"Perfect" Pneumatic Pump Holder.—Similar to oiler holder, but slightly larger. Pump is always convenient, and vexatious delays avoided; handsomely nickel-plated. For sale everywhere. Price, 25c. each.

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

THE NATIONAL L. A. W. SOUVENIR MEDAL made in bronze, gold finished, and the Cottage City medal finished in silver nickel. Both mailed together for 75c.; 50c. singly. A handsome offer and one you should take advantage of. The J. E. POWER MEDAL Co., makers, 15 Cornhill, Boston.

KALAMAZOO

Parcel :- Carrier!



Nickelplated frame with strong black linen net attach'd

FOLDS UP COMPACTLY WHEN NOT IN USE.
Carries either in front or at the rear of the handle bar.

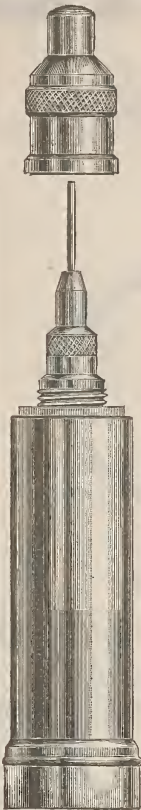
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KALAMAZOO CYCLE CO.

Kalamazoo, Mich.

THE METAL TURNING CO.'S
MAGIC BICYCLE OILER.

Patent applied for.



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

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

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

Full size cut.
Patent applied for.

Manufactured Exclusively for

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

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

ANTI-STIFF

TO STRENGTHEN THE MUSCLES



TO STRENGTHEN THE MUSCLES

It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles or sinews. Quick in its action, cleanly and pleasant in use.

Rub it into the muscles every night for a fortnight and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations and Liniments, both in substance and effect. Some Athletes are so fond of it that they rub it all over them.

Price, 20c. and 35c. per box.

Trainer's Size, \$1.00.

E. F. UGERA & CO, Agents for United States,
30 N. William Street, N. Y.

Geo. H. Benedict & Co.,

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Hello!—1700

ELECTROTYPING,
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BICYCLE CUTS A SPECIALTY.

Pollock, 15m. 49s., won the time prize and finished sixth.

LAMSON'S
LUGGAGE
CARRIER

No. 1. Convenient, durable, noiseless, cheap. \$1.

Other popular carriers are our drop front No. 4s.



No. 4d for two bundles, and our No. 5 Special Tourists' Carrier, used by the Elwell tourists. Made by

C. H. LAMSON,

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Send for Carrier and Badge Circulars.



BICYCLE BARGAINS.

| | List. | Our price. |
|--|-------|------------|
| Joliet Pneumatic, new..... | \$135 | \$ 80.00 |
| Joliet 1 1/4 in. Cushion, new..... | 125 | 80.00 |
| Ben Hur Pneumatic, new..... | 100 | 65.00 |
| Tourist Pneumatic, almost new.... | 150 | 110.00 |
| Derby Pneumatic, good as new.... | 140 | 100.00 |
| Student..... | 100 | 80.00 |
| Vassar Com., 1 1/2 in. cush., used 1 mo. | 105 | 75.00 |
| Elliptic Pneumatic, almost new.... | 150 | 115.00 |

YOUNG BROS., Joliet, Ill.

Henry E. Ducker, founder of the Springfield meeting, was among the spectators at Hampden Park.

Henry Short, of Santa Barbara, Cal., is reported to have covered a quarter in 30 1-2 sec., no doubt with flying start.

The only prize Zimmerman really needs is a beautiful home with a girl in it. Rumor says he may win the latter at Peoria!

The Evansville men have received their diamond prizes from Gumberts Brothers. They range from \$75 to \$350 and a certificate of value goes with every one.

The employees of the Sercombe-Bolte Manufacturing Company, Milwaukee, will have a road race Saturday. The entries will number about thirty-five. The start will be from Prospect avenue to White Fish Bay and return, about ten miles. The company and other friends have contributed a number of valuable prizes.

3-BEAUTIES-3

The James Safety.

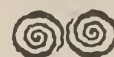


"JAMES" SPECIFICATIONS.

DIAMOND Frame, Warwick Hollow Rim, our unequalled Semi-Tangent Direct Spokes, Southard Cranks, Adjustable Handle-Bar and Seat Pillar, Perfect Chain Adjustment, Ball Bearings throughout (including head), Lamp Bracket, geared to 64 or to suit purchaser, quality ABSOLUTELY PERFECT, FULL GUARANTEE.

| | | |
|----------------------------------|-----------|----------|
| ROAD RACER, Weight 28 Pounds, | - - - - - | \$150 00 |
| FULL ROADSTER, Weight 35 Pounds, | - - - - - | \$150 00 |
| TRACK RACER, Weight 25 Pounds, | - - - - - | \$155 00 |
| TRACK RACER, Weight 23 Pounds, | - - - - - | \$160 00 |

We Guarantee These Weights.



"B. & A." SPECIFICATIONS

WHEELS—29 in. front, 28 in. back, with Warwick hollow rims, with tangent or direct spokes, gun metal hubs. Geared to 65 in. or to order. Finest Weldless steel tube and steel forgings, adjustable seat pillar and handle bar, 6 1-2 in. adjustable cranks. Adjustable balls to both wheels, crank axle, ball head and pedals.

Same Model and Specifications:

| | | |
|----------------------------------|-----------|----------|
| TRACK RACER, Weight 26 Pounds, | - - - - - | \$150 00 |
| ROAD RACER, Weight 30 Pounds, | - - - - - | \$140 00 |
| FULL ROADSTER, Weight 34 Pounds, | - - - - - | \$140 00 |

These prices are with Pneumatic Tires.

These celebrated machines are made by THE NEW BUCKINGHAM & ADAMS CYCLE COMPANY, Coventry Works, Birmingham, Eng. H. P. Cook, Managing Director, having had great practical experience, is turning out the B. & A. in great shape.

During Easter week (in England) the B. & A. captured the most prizes.

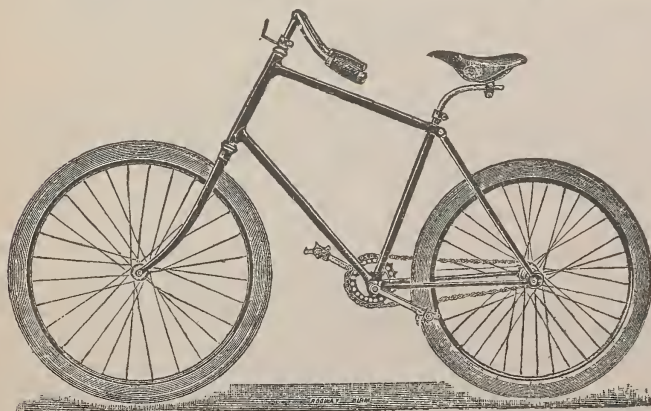
Beat the 100 Miles Record.

Mr. Peter Holliday, of the Ramblers' Club, Blackburn, Eng., beat the 100 miles record from Blackburn to Kendal, by the extraordinary time of 48 minutes, on the B. & A. Road Racer, weighing 30 lbs. This is another convincing proof of the superiority of the B. & A. machine.

B. & A. Champion Racer.



South Road Safety.



FRENCH & SONS, Balham, England.

AGENTS WANTED.

"SOUTH ROAD" SPECIFICATIONS.

THIS MACHINE is the grandest ever offered. We guarantee that there is not a single casting throughout. 28 inch wheels, tangent spokes, Warwick hollow rim, round cranks, adjustable handle bar and seat pillar, ball bearing throughout, lamp bracket, geared to 64 or to suit purchaser.

| | | |
|--------------------------------|-----------|----------|
| TRACK RACER, Weight 23 Pounds, | - - - - - | \$155 00 |
| ROAD RACER, Weight 29 Pounds, | - - - - - | \$140 00 |
| ROADSTER, Weight 33 Pounds, | - - - - - | \$140 00 |

Any kind of Pneumatic Tires. We Guarantee Weights.



The Agency for the above has been secured by the

JAMES CYCLE CO.,

113 Adams Street,
CHICAGO, ILL.

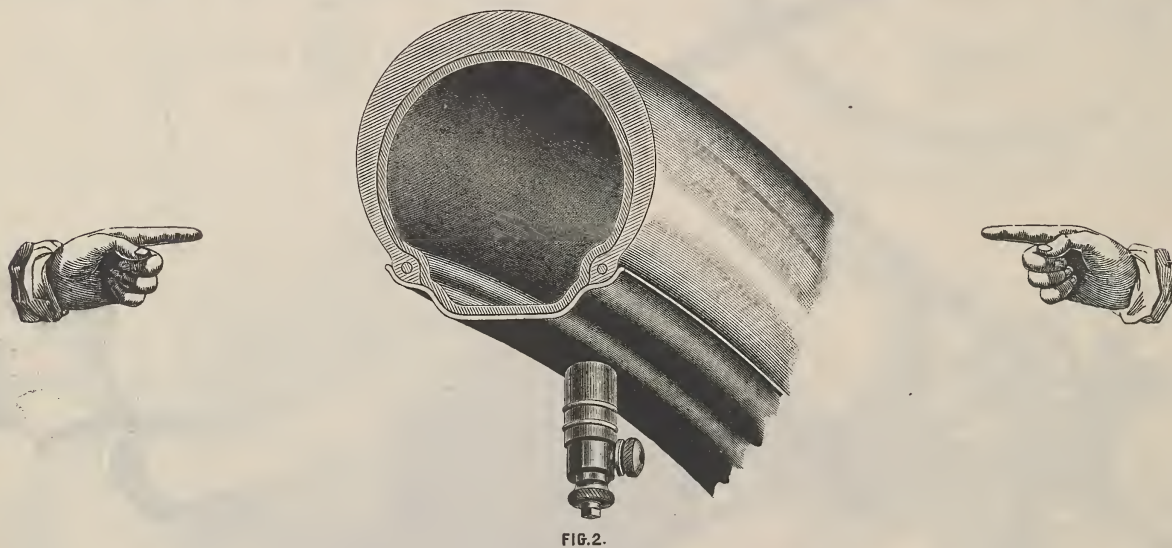


H. Mayer

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TYLER'S MILE AT SPRINGFIELD WAS MADE ON THE

AIRTITE TIRE



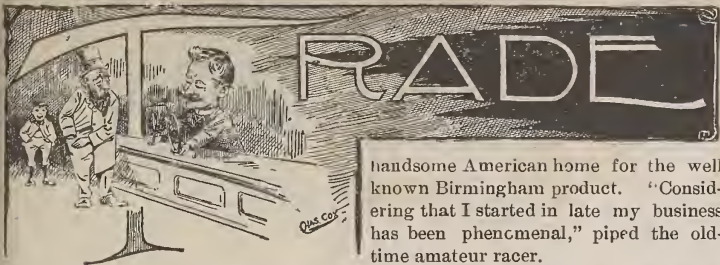
A WORLD'S RECORD FOR A STARTER.

The AIRTITE cannot be torn off the wheel when inflated, and you don't have to call in the police to remove it when it is deflated, nor commit a murderous assault on its vitals to repair it. It's a Jim dandy from Beantown. Write for particulars to

AIRTITE PNEUMATIC TIRE COMPANY,

172 Columbus Avenue, **BOSTON,** KIRK BROWN, Manager.

P. S.---DEAR MR. HICKORY ELLIOTT:---We respectfully submit the above in answer to your conundrum of last week. Give us something hard.



Breezy Bits From Beantown.

The American Arms Company, of East Boston, will start making the Benton spring frame safety fitted with the Preston-Davies pneumatics, this winter, and J. T. Cartwright, a very affable Englishman, will have charge of the construction of same. Mr. Cartwright is in correspondence with the great English road rider, Holbein, who is expected to arrive in this country next spring.

The Elastic Tip Company, of Boston, is now ready with two pneumatic tires, the Boston, a first grade, and the Cambridge, a cheaper tire, both of which the Elastic Tip people claim are the latest and most approved things. This company has a new pneumatic mending instrument for lightening repairs.

Kirk Brown, the well and favorably known hustler of Philadelphia, has settled down in Beantown for good, and occupies quarters at 172 Columbus avenue, where he shows samples of his really good Airtite tire, which is taking very well with the trade. This tire is entirely out of the usual order of pneumatics, and the manner of fastening to the rim immediately captures the rider, if he is practical. It looks as if Kirk Brown has struck "ile."

V. Dugmore & Company, 194 Columbus avenue, are making a specialty of building wheels to order, and are doing a large business in enameling for the trade. Ven Dugmore is pretty well known in Boston among the trade.

G. A. Drysdale, of 176-8 Portland street, is happy over the arrival of a shipment of Brookes cycles from the well-known Cape Works near Birmingham. The Brookes is one of the standard English makes, and is taking well in and around Boston. Mr. Drysdale has the exclusive United States and Canadian agents, and agents looking for a good wheel handled by a good house would do well to correspond with the Boston firm.

The ever genial Manager Harvey of John P. Lovell Arms Company found time to say that the season just over has been a banner one for Lovell Diamonds.

"Major Billy" Atwell, he of William Read & Sons and the Easy Club, looked happy and stated unblushingly that New Mails sold faster than any other wheel around Bunker Hill, and suggested that "you watch for next year's New Mail."

Dudley, the Columbus avenue dealer is doing a nice renting and repairing business, and personally related the fact that he sold three ordinaries last week, and thinks so well of the old "crocks" that he is always open for a trade or bargain in the high wheel.

Holmes & Company, cycle outfitters, are doing a large business in everything a cyclist wears, and cater to women cyclists. Mr. Holmes tells with glee about a lady who called him to account for the pictorial advertisement of a woman with Holmes's best on, in the *Herald* and Sunday. Mr. Holmes silenced her with, "any lady who reads the Sunday *Herald* should not object to seeing her sex illustrated there."

"Jim" Underwood and his pretty Quadrant depot look well, and it is possibly the prettiest store in cycle row. Underwood sells many wheels in this

handsome American home for the well known Birmingham product. "Considering that I started in late my business has been phenomenal," piped the old-time amateur racer.

Sidwell & Sabin are more than satisfied with their business with the Stover line, and the handsome Phoenix is taking kindly to New England. Mr. Sabin looks as well as he did in the old days when he sold Ridges.

Manager Hill, of the Coventry Machine Company, had gone to Springfield, but the clerk in charge stated business had been fairly good, and there was no complaint to make.

W. C. Overman, whom it is always a pleasure to meet, had also gone to Springfield, so the pretty typewriter would not commit herself to any statement as to the trade.

Albert Pope, Jr., and Kirk Corey entertained me at the "White Front Mansion," and begged me to see that they did not get the freeze-out at the Cooley, Springfield, as they were interested in young men who would ride blue rims in that town. They got quarters all right. The Pope Manufacturing Company are selling all the Relay wheels they can turn out at present.

Singer and W. W. Stall are resting on their oars after a successful season at Odd Fellows' Hall, and Stall will possibly make a large number of wheels next year.

The Pneumatic Tire Mending Company, Boston, are preparing to push their specialty as seen in Washington.

The Beacon Cycle Company, Westboro, through their president and superintendent, J. F. Wood, and treasurer, A. L. Balbridge, Mason building, showed the result of the recent start of their works. The firm is making a diamond safety; and using some of the old Broncho parts, which makes a fairly good looking wheel. Next year the firm will make a good mount on Humber tires.

Josiah Quincy, that sterling young Democratic master politician, now in charge of the Democratic Press Bureau in New York, occupies offices at 13 School street, Boston, and is interested in Boulanger's unicycle, which the Ames Manufacturing Company, of Chicopee, are figuring on with a view to making. By all accounts the "new fangled thing" on wheels is going to be a hummer. The Ames Company will again make New Mail for Wm. Read & Sons.

The Keating, twenty-four-pound light roadster, is a handsome looking wheel, and is taking well. The wheels made a creditable show at Springfield, and the old and new riders seemed pleased with them. The Holyoke people expect a large trade next season.

Superintendent of Agencies Morgan, of the Overman Wheel Company, says things are moving along nicely at Chicopee Falls. "Of course we are not shipping so many wheels as we were a few months ago, but we are satisfied," said that astute young agency rustler.

New York Trade.

The Gendron Wheel Company seized eighteen consigned wheels at Fred Coningsby's cycle depot, in Brooklyn, Friday, and the Brooklyn dealer, being in debt to other firms, had to close his doors. Coningsby has always stood well in the estimation of the trade and cyclists, so there must be a screw loose somewhere. Bensinger, McDonald & Bow-

dish and the Anglo American Company are two of the creditors.

Stephen Golden of New Howe fame has arrived at last and is showing B. Riley of Bonnick & Company, Coventry, around. They with Arthur Brown, representing the Rudge Cycle Company of Coventry, make up a fine-looking trio. The travelers called at the REFEREE office and will proceed to Chicago in a few days.

For cool rascality commend me to that R. D. Emanuel, amateur cyclist and would-be agent. This young man looks twenty-one and acts fifty years old, and Bidwell and the Gendron people think he is a bit older than any of them. This young man started in business at 177th street and Third avenue—far enough away from creditors, it would seem, but he was not. His game was to order goods, then plead the minor act. His mother, when appealed to by Mike Quinlan of the Gendron company as to her precious, wandering boy's age, stated that he was not twenty-one until next gooseberry time. His plan was to order goods and then ask for credit, and, after giving some kind of reference, sell the goods, pocket the proceeds and then calmly ask his creditors "what are you going to do about it?" When he got into trouble he was accompanied by a shyster lawyer who possibly stood in with him, and when questioned about his methods introduced the "attorney," who talked law by the yard. Quinlan got an express wagon, and with an expenditure of \$25 got his goods back. Bidwell, it seems, did not fare so well. Here's a powerful argument for a cycle dealers' board of trade.

Thomas Saunders expects to sail for home on the Magestic Wednesday. He is in Boston to-day—Monday.

The Metropolitan Hardware Company is in trouble over the Ridges they sold Bensinger, McDonald & Braditch of Brooklyn, as well as some others. There was something lacking on the wheels when delivered (mud guards, I believe,) and there was something faulty in construction, so the Brooklyn firm refers the New York house to its attorney for settlement.

Notes from Buffalo.

There are rumors of all sorts and sizes regarding the standing of various cycle dealers, and the chances are that the snows of the coming winter will bury a few of them. There are other rumors afloat about new firms and companies starting up in the wheel business for the coming season. That there is lots of room for all, we must admit; but we are convinced that it takes quite a capital to establish a profitable cycle business, and care and watchfulness are very necessary for its successful continuance. When we think of the great number of \$6 per week clerks we saw during the summer sporting bran new pneumatics, we do not wonder that some wheel dealers will have to give up the ghost. It is beyond all reason for a young man getting but \$6 per week to pay his board, buy a high grade pneumatic, belong to the most fashionable wheel club and have the best wheel suit and come out square at the end of the season. We are afraid that it will be the dealer who gets left, and he can ill afford to stand many of these sales in order to show up well with a long order list.

WILLIE DUNN.

Like the Coventry Cross.

The Warman & Hazlewood Company is receiving numerous flattering letters from riders of the Coventry Cross. A few days ago the following was received from Private D. Luxton, of the I. N. G. corps. "I like the wheel purchased from you very much. It stands a great

amount of hard usage, and on a long ride last Tuesday I took a heavy tumble without injury to the wheel. The Coventry Cross does good work and pushes easily."

Mr. Tagholm also writes that the wheel has taken him through several century runs and has done lots of country riding. He is greatly pleased at the way the wheel has come out of the hardest kind of runs. He has come to the conclusion that the Coventry Cross is one of the easiest, smoothest and best made machines in the states. At Parkside, Aug. 26, he won first prize on it in the five-mile handicap.

Prices and Politics.

CHICAGO, Sept. 20.—Editor REFEREE:—A writer in the Chicago Evening Post recently made some startling discoveries. He assures us that English wheels sold in this country for \$165 can be bought by the consumer in England for \$85. No American wheel costs over \$70, but the American manufacturer dare not list his wheels lower than the foreigner, as such a step would be regarded as an admission of inferiority. All of which is submitted to wheelmen to prove the tariff iniquitous, and secure their aid to overthrow McKinleyism.

Of course this is bosh. The American maker may be relied upon to establish his own prices, regardless of the importer. The writer of the article thinks it costs \$70 to build a wheel, but he does not think that agents' discounts and the many expenses incurred by every business house have any right to consideration. No; importers don't rule the prices by any means. It would be well for tariff cranks to devote their time to things they understand. This one does not know that should the leading American makers cut their prices as low as he thinks they might, the importer would be driven out of business. This step was expected by English houses when the McKinley bill went into effect. But it didn't come. American makers built machines of recognized merit, whose sales can not be injured by lowering the price while importers keep theirs up.

P. JAY.

The Brookes in America.

Another English candidate for cycling favor is the Brookes, and its success in England should, and no doubt will, be duplicated in America. If a well constructed wheel goes for anything, the Brookes will be heard from in the near future in America, as it has been in other parts of the world. Messrs. J. and H. Brooks, of the Cape Cycle Works, Birmingham, are no novices in cycle building, and the success of their machines on the path in England, where for two years they held several records, was something remarkable.

Last winter G. A. Drysdale, of Yates Brothers, Shattuck & Company, of Boston, paid Messrs. Brooks a long visit and arranged for a supply of wheels for America; but unfortunately the demand at home and the continent was so large that very few were shipped to America. Now, however, the firm has made an effort for increased production, and will from now on supply America with a large number. Their energetic agent in Boston will place agencies all over America and Canada the coming winter. A large store at 176 and 178 Portland street, Boston, will be fitted up and a full line of parts will be kept on hand. The Brooks road racer, twenty-seven pounds, is a very magnificent wheel of strength and grace, and George F. Taylor spoke highly of one he won as a prize at the Sausaug meet. Taylor will run it on the road for winter training. The path racer is also a fine wheel. The light

HO, FOR THE TOURNAMENT!

— A T —

PEORIA

SEPTEMBER 27, 1892.

THE GREAT ROCK ISLAND ROUTE THE BEST.



Quick Time---Leave Chicago 1:10 noon; arrive at Peoria at 7:00 P. M.

There is also a Night Train leaving at 11 o'clock, arrive Peoria at 5:40 A. M.

Remember, by this route you have no transfer, and a baggage car will be put on to carry wheels free for our patrons.

Single Fare for the Round Trip for All Points in Illinois.

This route has a train leaving Peoria at 11:10 o'clock, arriving at Chicago at 5:35, early enough for business hours, and you lose no time. To those who desire to make the return trip by daylight, a train leaves at 7:30 A. M., arriving at Chicago at 1:35 P. M.; also leaving Peoria at 1:10 P. M., arriving at Chicago at 7:00 P. M.

The Rock Island runs additional trains at other hours between these two cities.

Members of Cycling Clubs should call at 104 Clark street (corner of Washington) and get further particulars, and purchase tickets.

GEO. F. LEE, City Passenger Agent, 104 Clark Street.

E. ST. JOHN, General Manager.

S. F. BOYD, 1st A. G. T. & P. A.

W. I. ALLEN, Assistant General Mgr.

JOHN SEBASTIAN, G. T. & P. A.

roadster is a favorite English mount. Riders will have a choice of eight wheels, including the two racers, and it will be a hard man to please who will not fall in love with one of them. The Brookes saddles are known to all racing men and thousands are in use.

Mr. Drysdale is also making a specialty of fitting the non-puncturable Sifvertown pneumatic to sulky wheels, and is making deals daily with people to that end. Agents who are not crowded with other wheels will do well to communicate with Mr. Drysdale for territory. He prefers men who have not too many irons in the fire. The firm is one of the best, Yates Brothers, Shattuck & Company being East African exporters, well known and reliable.

New English Inventions.

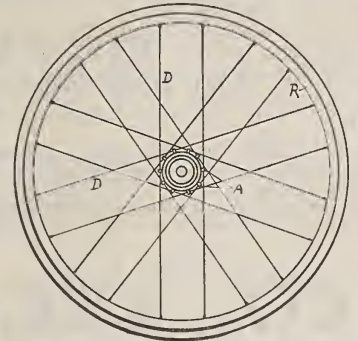
These abstracts are prepared immediately after the patents are applied for, by G. Douglas Leechman, consulting engineer, Coventry, England:

[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 August 10, give notice in the prescribed form of such opposition.]

No. 16,665. E. H. Seddon's "Improved means for fastening tires for velocipedes and other road carriages." Oct. 11, 1891. This invention relates to hollow tires fixed to the rim of the wheel by wire or bands surrounding parts of the tires and the rims, and held in hollows or grooves of said rims, and aims at preventing the loose part of the cover adjacent to the fastenings from bulging over the rim when the air-tube is inflated, preventing the couplings, when situated inside the cover, from bulging it out, or when outside the cover from collecting mud, and at the same time rendering the connection and disconnection of the wires expeditious, so that the envelope or one side thereof can be readily attached or detached from the rim for the purpose of inserting or withdrawing the air-tube. Plates or bars having lugs at the ends with bosses, turned up from the lugs or with swellings formed thereon, pierced for the extremities of the wire or band to pass through and cut out between the said lugs are attached to the envelope by cementing, or, preferably, as shown in the figures or some modification of that method. Referring to the figures it will be seen that the wire, G, is embedded in the edge of the envelope or in a loop formed by the canvas lining, A, thereof and turned over on the inside and cemented to the body of the lining. The bridge piece, H, is in

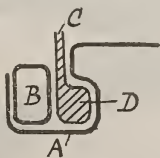
circumference as shown, so that one edge, B, rests on the bottom of the rim and covers the spoke holes and protects the air-tube against abrasion by them, and binds this edge to the rim by means of a wire, D, passed round the same inside the envelope, the edge, B, being formed with a heading as shown, to prevent its being drawn outwards from under the wire by the inflation of the air-tube.

No. 12,430. J. S. Busby's "Improvements in wheels for bicycles and other vehicles." The object of this invention is to obviate the angular strain on the hub in wheels having metal spokes; also to enable the spokes to be secured to the hub without bending or twisting; and a further object is to provide a construction where the parts may be readily assembled and the cost of manufacture reduced to a minimum, at the same time providing for strength and rigidity. Upon the circumference of the flanges are provided radiating spurs (A), drilled transversely for the reception of the spokes (D), the holes being preferably reamed on one side to receive the head of the spoke. The spurs may be provided with one or more holes for the reception of one or more spokes, but the construction preferred is that having two holes in each spur for securing but two spokes, having their heads on opposite sides of the spur and extending to the rim (R) of



the wheel in opposite directions. The spokes are secured to the rim at the other end by a nut and screw thread, or by any other suitable means. Each spoke is readily passed through the hole provided in the spurs, and is then in a position in the hub to be screwed or otherwise rigidly secured to the rim at its other end. The spokes are preferably tangentially disposed. Each spoke may be secured to an independent spur, in which case each proximate spur preferably secures spokes extending in substantially opposite directions. In this construction, in order to allow the spoke to remain at a right angle to the face of its spur, and to clear the spur next to that in which it is secured, each set of spurs are preferably arranged in two proximate series alternately disposed. But in the preferable construction the tentation of the two spokes operating in opposite directions readily secures the hub in its proper relative position to the rim. The holes in the spurs are drilled slightly larger than the size of the spokes. The spurs are arranged at such intervals apart as allows of the unobstructed insertion of the outer end of the spoke and the ready threading through of it up to the head. The spurs are preferably cast solid with the flange, but may be otherwise constructed and secured thereto.

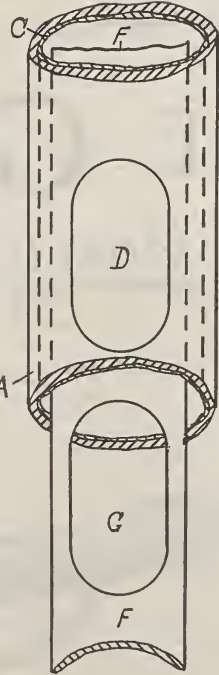
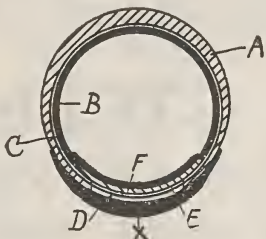
No. 12,730. Michelin & Company's "improvements in pneumatic tires for wheels of velocipedes and other vehicles and in rims for the same." Date claimed under international convention, December 20, 1891. In an application made by this firm on September 11, 1891, No. 6,640, '92 (see the REFEREE, Aug. 10, 1892), there are described several forms of rims in which the two sides were of a gutter-like section and which received enlargements on each side of the outer tire. The present invention relates to another



form shown in the drawing which represents a section of the rim, A, the metal band, B, and part of the outer tire, C, with the enlargements, D, on it, the remainder of the outer tire and the air-tube being omitted. By giving to the rim the shape shown in the drawing it results that the tension produced by inflating the air-tube is divided between the outer tire and the rim.

No. 15,132. H. J. Swindley's "Improvements in and relating to pneumatic tires." Sept. 7, 1891.—The objects of this invention are to facilitate the repair of the air tube, to fix the tire to the rim so that it may be readily detached, and generally to render the pneumatic tires more efficient. The hollow tire (A) which is adapted to receive an air tube (B) is constructed with a canvas lining (C) fixed to it or separate from it; in the latter case it

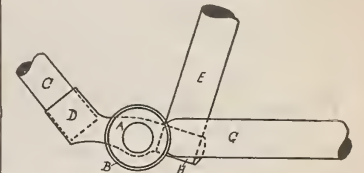
is preferably a ude tubular in cross section. In the under side of the tire and in the canvas lining are cut or formed one or more holes, D and E, respectively, preferably of an elongated oval shape, for the purpose of introducing or withdrawing the air tube. To close these holes and to secure the hollow tire to the rim (X), a flexible band (F) of metal or other suitable material is placed in the hollow tire (A) or in a chamber or its equivalent formed in or on the under side thereof. If a separate canvas lining be used, the band (F) is preferably placed between the said lining and the hollow tire, or as a modification the said band may form part of or be attached to the said lining. The ends of the band (F) are adapted to be drawn together by any suitable device, by means of which the said band can be contracted, and so cause it to bind the hollow tire (A) on the rim (X) of the wheel, a suitable opening being made in the rim for the tightening device to pass through. The air tube (B) is made of rubber and preferably has its ends closed so that it forms a complete chamber, and when a separate canvas lining is used it is preferred to form it also with closed ends so as to entirely enclose the air tube. To remove the air tube from the hollow tire (A) after such tire is removed from the rim of the wheel, the fixing band (F) is either removed from the hollow tire through one of the holes (D) therein, or the band (F) may also be provided with one or more holes (G) to correspond with those in the tire, in which case the band is moved round in the tire until the holes therein coincide with the holes (G) in the band, when the air tube can be withdrawn through the said holes. After the air tube is replaced, the band is either re-inserted in the tire or it is moved round with respect thereto until all the holes therein are closed. As a modification, the band may be fixed in the hollow tire so that it can only be used for binding the tire to



the rim, in which case the holes (G) coincide with the holes (D) in the tire and (E) in the lining, and the said holes are closed by suitable flaps or strips made of any flexible or partially flexible material. These flaps may be made to completely encircle the air tube, provided the air tube is the full size required to fill the hollow tire before it is inflated. When so made these flaps need not of necessity be attached to the air tube, but may be placed loose therein so that they may be moved along the air tube to any part that happens to come opposite to the hole in the hollow tire and in the canvas lining. As a modification when the flap is of the tubular type, it may be provided with a hole, in which case it is adapted to be moved radically, either to open the holes in the tire and lining or to close them. The object of these flaps is to prevent the air tube from protruding into or through the holes in the hollow tire when inflated, and from chafing on the edges of the said holes. To facilitate the withdrawal and insertion of the rubber air tube, a strip of unstretchable material

is fixed on to it through its entire length, so that although it is free to expand transversely, it is practically unstretchable lengthwise. The rim (X) may be made with either a shallow crescent or a flat face, the hollow tire and the fixing band being shaped accordingly. When the fixing band is not intended to be moved in the hollow tire for the purpose of opening the hole or holes therein, the said band is so fixed to the tire where the holes are cut or formed that the tire will not expand or bulge at those parts when it is inflated.

No. 16,735. R. Green's "improvements in pedal axle brackets of velocipedes and in connections of said brackets." October 2, 1891. The object of this invention is stated to be to impart increased rigidity to the general framing and to distribute more evenly the weight of the same. The body, A, of the bracket is made hollow, with the ends formed into recessed heads, B, wherein the balls



roll between the inside surfaces thereof and the cones on the axle. Branching upwardly from the middle of the waist of the front side of the bracket is a socket D, wherein the lower end of the bottom backbone, C, of a diamond frame is secured. Directed from the middle of the other side of the waist of the said bracket is "a bossed eye socket or ring snug," H, wherein the lower end of the diagonal tube, E, is brazed. Directed upon the two opposite sides of the bossed eye at the rear side of the waist of the bracket are nearly horizontal-directed rear-wheel fork lugs upon which the tubular ends of the fork branches, G, of the said wheel are secured.

No. 30,655. E. H. Seddon's "Improvements in and connected with inflated tires for velocipedes and similar road carriages." November 27, 1891. This invention relates more particularly to such tires as are described and claimed by the applicant in his patent No. 6,197, in which the air chamber is described as being made in compartments. According to the present invention the improved tires are made by inserting into an outer air-tube a second internal air-tube each fitted with a separate nozzle and valve so arranged that each air-tube can be separately inflated independently of the other. It is preferred to make the outer air-tube from a knitted fabric produced on a warp knitting frame, coated on the inside or on both sides with India-rubber. This fabric is cut lengthwise into strips of such length that when the edges are cemented together and the tube formed it can be passed readily over the edges of the rim. When this tube is inflated the lateral expansion causes it to contract lengthwise, particularly on the inner side, and contribute to hold the outer cover to the rim, while the softness of this knitted material is stated to make it less liable to puncture than canvas or pure rubber. The inner tube is made first and placed in the outer before the edges or ends of the latter are cemented together. The outer tube would be inflated first and when that becomes punctured the inner tube could be inflated.

Recent Patents Granted.

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

482,392, cushion felly and tire; Charles Stein, Meadville, Pa.; filed Dec. 2, 1891; serial No. 413,785.

482,487, pneumatic tire; Lucius J. Phelps, Passaic, N. J.; filed Feb. 21, 1892; serial No. 422,976.

Trade Jottings.

A. A. Taylor returned from New York last Monday.

Mr. Burrows, representing Rudge & Company, arrived Saturday on the Etruria.

Thomas Sanders sailed for England Wednesday. He will return almost at once.

The Sanger Tricycle Company, capital stock \$15,000, has been incorporated at East St. Louis.

The Kenyon Bicycle Company, Des Moines, has gone into the pneumatic sulky business.

B. Riley, representing Bonnick & Company, manufacturers of the Telephone, Coventry, Eng., arrived Saturday. He was in Toronto Tuesday and Wednesday,

TRIUMPHS ARE COMING!

Never came a wheel more quickly to the front in Europe than the
TRIUMPHS.

Speed, Strength, Beauty, Durability, Lightness, are the leading points of
TRIUMPHS.

These Genuine High-Grade Wheels will shortly be introduced to American wheelmen,
... and no doubt will soon become favorites.

TRIUMPHS
For Speed and Easy Running.

["Wheeling," 7th September, 1892.]

The second big Danish road race "round Seeland" was started on the 1st September from Copenhagen. The riders had to pass nearly all towns in Seeland, the whole distance being 66 Danish miles (310 miles). The weather was very unfavorable, a western gale blowing, and showers falling now and then. Twenty-four started, but most of them retired during the night owing to puncturing and the awful weather. The race was not finished when this was written, but Randrup, from Jutland, was leading, and likely to be the winner. The time is very bad, of course. [We have just learned that the race was won on a TRIUMPH, and that the second man arrived nearly three hours after the winner.—Eds. W.]

TRIUMPHS
For Lightness and Strength.

There is no better judge of a good machine than Mr. R. J. Mccredy, Irish champion and editor of the "Irish Cyclist." Advising a correspondent he says: "The TRIUMPH is the best of those mentioned. We have had one in use for months, and it is a grand machine—light, strong and easy running.—Irish Cyclist, 31st August, 1892.

TRIUMPH CYCLE CO., L't'd, Coventry.

LONDON: 48 Holborn Viaduct † PARIS: Rue Truffant.

Our Leading Patterns for 1893 are: *CHICAGO TRIUMPH, ROYAL TRIUMPH, LADY'S TRIUMPH, GEARED ORDINARY.*

Dealers wishing to handle this High-Class Wheel should at once address Mr. L. BETTMAN, care REFEREE, Chicago.

THEY ARE GOING VERY FAST

ALL OVER THE WORLD.



The Sun Never Ceases
To Shine Upon Them.



These reliable WELDLESS and BRAZED STEEL FORKS are renowned throughout the trade. We also manufacture MUDGUARDS, STEEL CUPS, Footrests, SAFETY FRAMES and PARTS.

YOU USE THESE GOODS.

Send for our List at Once.

Butler's Cycle Fittings Company, Ltd., Birmingham, Eng.

and is expected in Chicago the latter part of this week.

J. M. Remington, of Remington Brothers & Company, importers of parts, will be in Chicago this week.

Mr. Hughes, of the Quadrant, is still in Philadelphia. When returning he will be accompanied by Harry priest.

H. G. Rouse was in Chicago Monday. He would talk of nothing else but the Peoria tournament which comes off Tuesday next.

Toledo will have another factory. L. S. Baumgartner and J. Burkhardt are the promoters, and their works will be at Auburndale.

V. J. Kelley, well known among Philadelphia racing men, has been given charge of the Caffrey Company's pneumatic sulky department.

T. F. Rockwell who has had four years practical experience as a salesman, is now open for engagement with some first-class house. His address is this office.

Mr. Brown, of the Anglo-American Company, New York, has been in Chicago for about a week, pushing the goods of his company. He reports a splendid trade so far.

A. M. Scheffey & Company, 92 Reade street, New York, are doing a fine business with their popular Wynnewood. The machine is now being made in both twenty-eight and thirty inches.

W. H. Ratcliff, of the Orange Machine & Manufacturing Company, is said to have discovered a means of brazing aluminium, and to contemplate the manufacture of rims of that material.

Samuel Snell has sold out his interest in S. Snell & Company, and will make this country his home in the future. He writes us that he has had several first-class offers from parties in the United States.

The Columbia Bicycle Company has commenced operations in Portland, Or. The Columbia bicycle will be their leader. Fifty Century Columbias have arrived. Their store will be on the corner of Third and Taylor streets.

At Mobile, Ala., Sept. 9, the Holbein Swift won first in the mile novice, half-mile state championship, mile state championship, mile lap open, half-mile handicap, two-mile championship, and second in the half-mile open. Total, six firsts, one second, and three championships.

Through a contested claim the American Ormonde Company has been put to considerable trouble and worry, and rumors have been flying around calculated to injure the concern. We are assured, however, that the company is all right, and the trade has apparently every confidence in Messrs. Willis and Bridge-man.

Frank C. Weston, of Bangor, Me., of cyclome'er fame, has invented and applied for a patent on what seems to be a very effectual device for a brake for pneumatics. It is simply a rubber covered removable shoe, which can be put on and taken off in one minute, is very simple and ridiculously low in price, and is said to effectually hold the wheel on the steepest grade. Note his advertisement in another column.

The much coveted Brighton record has been secured by E. Dance, Catford C. C., riding a New Howe. Leaving Purley at 5:20 a. m. Tuesday morning Dance rode towards London and reached Piccadilly soon after 6. Turning at the White House Cellars he went straight away to Brighton and finished in fine form at Purley in 6 hrs. 49 min. 1 sec., beating the record made a short time ago by S. F. Edge by 2 min. 6 sec.

THAT COLUMBUS DECISION.

The Referee Says Chicago Men Protested.—Forced to Decide Against Sanger.

B. V. A. Schultz, of Zanesville, Ohio, referred the Columbus races. He disqualified Sanger because he stepped over the mark, was abused in consequence, and the REFEREE thought fit to defend him in his position. The following letter was not written for publication, but we think it just that Mr. Schultz's side should be made public. We can not too strongly condemn the course of the Chicago men, however, provided everything was as it appears on the surface. Had Sanger won by reason of an advantage start, their action would have been warranted, but to protest a man for no better reason than that he rode the faster is by no means gentlemanly or the act of an amateur.

As to Mr. Sanger, Sr., he probably is not as familiar with the rules as he might be. The committee in charge of the meeting, and the referee as well, were to blame for allowing him, or any one else except the officials, to be where he could raise the rumpus complained of—inside the enclosure.

Mr. Schultz's letter is as follows:

ZANESVILLE, O., Sept. 19.—EDITOR REFEREE:—Your editorial comments on your Milwaukee correspondent's statements regarding the Sanger-Columbus matter is exactly to the point and covers the ground.

As I do not yearn for newspaper notoriety, I am not penning these lines for publication, but as one of the interested parties, I should like to define my position to you. The management of the Columbus tournament, held the 5th and 6th of this month, asked me to serve as referee, and I naturally fell into the error of accepting.

The first event was a mile novice, and one of the pushers-off—a Mr. Irish, with Lozier & Company of Cleveland—stepped way over the tape in starting his man.

I cautioned him and said that if his man was placed I should have to disqualify him. The umpires that were furnished me for the turns and for the half-mile starting tape were present when the novice race was started and heard my remarks to Irish. Event number two was a half-mile open, and Sanger ran in by a length, with Berlo second. Immediately afterwards I received a protest from two Chicago men, Anderson and Tobey, who claimed that Sanger's starter, Wegner, stepped over the line, and they insisted that accordingly Sanger should be disqualified. I answered that I should certainly find according to the rule provided in such cases, but not unless I received a report from the umpire that would tally with their statement, as Mr. Wegner denied that he had stepped over the tape. I told the several gentlemen that I should take the matter under advisement, and as soon as I could see the umpire (Wykliff of the Columbia C. C.) that I would decide.

At this moment Wykliff came forward and stated the fact to me that, while Sanger was not the first by several to get away at the pistol, his starter had stepped over the tape plainly and certainly.

The protestors, of course, insisted, and I had no choice than to rule as I did. It is an unpleasant duty to disqualify a man after a popular win, but it strikes me that rules would be of very little service if they were not enforced.

After Mr. Sanger Sr., had learned of the decision and I told him of it myself, he abused me and used a batch of profanity that ill-became one of his years.

I am not entirely fond of abuse, but I did not resent Mr. Sanger's remarks. I felt that I was right and that losing my temper would only aggravate the case.

The Columbus men seemed very deeply concerned when Mr. Sanger threatened to take his two boys and leave for Indianapolis. The chairman of the executive committee, Dr. Thoman, finally succeeded in persuading him to wait, and fixed up a slate for that evening, the 5th. A conference was booked at Dr. Thoman's office for the purpose of pacifying Mr. Sanger, Sr. I very naturally fell into the trap, which I soon found was a scheme to talk me into a reversal of my decision.

I expressed my regret at the occurrence, and still feel it, and told the gentlemen present that I should be glad could I have conscientiously ruled according to their desires. I was finally asked to consider the matter over night and if possible to reverse my decision the next day. The following morning, when I stated to the executive committee that I could not alter the ruling, I found that they treated me in a markedly cool manner and I was also treated to another lot of "plain" talk from Mr. Sanger, Sr.

So far it has been my good fortune to meet and

associate with gentlemen, and particularly so in the field of cycling, but I regret to say that my experience at Columbus very nearly shakes my belief in the universally beneficial and refining effect of the wheel on its users.

As I stated at the beginning of this somewhat lengthy and, I fear, uninteresting letter, I am not desirous of its publication either in part or in full, nor do I desire to work myself into a newspaper controversy, but your frank editorial on the bare knowledge of some of the facts in the case has prompted me to offer you my side of the story, which I can if necessary very easily substantiate.

Trusting that the foregoing may not be entirely lacking in interest, I am,

Very truly yours,

BERNARD V. H. SCHULTZ.

Our Milwaukee correspondent writes as follows:

I think the position you have taken in regard to the awarding of the Columbus one-mile open race to be correct. Sanger only did as requested by the chairman of the prize committee, and is in no way making a kick over the affair.

MEN WE ALL KNOW.

No. 6—Isaac B. Potter,



Chairman of the L. A. W. committee on improvement of highways, and editor of *Good Roads*.

Cyclist Lost in the Arctic Regions.

The loss of John Verhoeff in the Arctic regions is seriously regretted by the members of the Louisville Cycle Club, of which organization he was a member. For a month before starting to the frozen north he spent much time at the club, and went through a regular course of training in the gymnasium. He was a quiet boy, and never spoke unless addressed first. On the evening before his departure he announced that he was going away and might be gone a long time, but did not say where. He was a good wheelman and delighted in long tours by himself. He wheeled from this city to Niagara Falls when the L. A. W. meet was held there five or six years ago, covering the entire distance alone. He was one of the first cyclists to get the light wheel fever, and in order to get his machine (of course an ordinary) down to a weight he considered proper, he spent days in filing off the steel forgings and honeycombing nuts. Mr. Verhoeff was one of the fastest wheelmen in the Yale College team three years ago. Many stories of his eccentricities while at college are remembered by the club boys. On one occasion, on a wager of \$5, he jumped from the roof of a building into a snow drift twelve feet deep. He disappeared, and for ten minutes nothing was seen of him. His classmates became alarmed and began digging for him. He was found some distance from where he went in energetically digging a tunnel toward the end of the drift. When pulled out he was as mad as a hornet

and at once paid over his \$5, because he said the wager was that he should dig his way out; but his blame-fool companions spoiled his plan by helping him. With all his eccentricities he had many loveable qualities, and his club friends hope that he has not lost his life, but is now safe in some Esquimaux village. He was the only life member of the L. A. W. in Kentucky, his number being forty-two.—*Louisville Times*.

Iowa Miscellany.

DES MOINES, Ia., Sept. 20.—Dame rumor says we will have a bicycle meet th's fall.

The Kenyon Cycle Company are kept very busy fitting pneumatic bicycle wheels to sulkies for horsemen, and are having quite a run on them, in view of an October race meet to be held here.

The Des Moines Cycling Club has rented new quarters, more spacious than its present home, and filed articles of incorporation under name of Des Moines cycling club for social purposes. Many are surprised at their retaining this name when hardly a vestige of cycling apparently remains. The club is planning a fine opening in its new quarters in the near future.

The Yucca Cyclers, at their meeting Sept. 12th, inaugurated a new feature in cycling in this part of the country, by arranging for a day's outing to occur Sept. 12, starting early in the morning, riding about twenty miles, having a big dinner at a farm house, with attendant toasts, games, etc., and returning in the evening.

The L. A. W. still continues to near the 400 mark, which is very encouraging to those who are doing the work.

JUDD.

The Country is Safe.

Mr. Dana will be glad to learn that his crusade against the negro domination, now threatening our fair country, has been heard and heeded by an organization no less powerful and respectable than the Associated Cycling Clubs of Chicago.

If the associated cycling clubs have their way the wily African will not wheel himself into power on a pneumatic safety with ball bearings. He may make himself felt in ward primaries and even in national conventions, but when he tries to break into a meeting of the devotees of the manly art of operating a portable treadmill, the grand worthy custodian of the outer gate will fire him bodily.

If this country is to have good bikeable roads, the Caucasism is not so badly played out but that he proposes to do the work and have the credit. If laws are to be passed compelling horse-drawn vehicles to carry green and red lights and surrender right of way when two short, sharp whistles are sounded off their lee scuppers, the Caucasian proposes to secure the enactment of those laws without Abyssinian assistance. If ordinances are to be passed compelling the humble pedestrian to jump the fence and climb a tree when he sees a bicycle approaching on the sidewalk, let the Anglo-Saxon have the glory.

By a vote of eight to two the associated clubs have decided that the Chicago Colored Cycling Club shall not become a member of their association, and that settles it.

The country has been saved again.—*Minneapolis Tribune*.

An impression seems to prevail that Munger's attack on Hess was not altogether unjustified. It is said that Munger had been fouled by Hess on four occasions, in which event the victim might be excused for losing his temper.

A Fair Field, No Favor,
And May the Best Man Win!

The work performed on the MORGAN & WRIGHT Pneumatic Tire proves that it has adequate durability and speed.

We beg leave to offer the following records. The list is incomplete and may contain some errors. We shall be happy to correct and add to the list, if our friends will kindly send us the proper data:

| NAME. | EVENT. | WHEEL. | DISTANCE. | TIME. | REMARKS. |
|------------------|---------------|----------|---------------------------------|-----------|---|
| John S. Johnson | Independence | Elliptic | { Half mile | 55 1-2 | Best times ever made by bicycle riders. |
| | | | { Quarter mile | 26 3-5 | |
| Walter Sanger | Columbus | Humber | { Half mile open | 1:09 2-5 | |
| Roy Keator | " | Reform | { One mile open | 2:33 2-5 | |
| Fred Nessel | " | Sunol | Two miles, 6:00 class | 5:31 2-5 | World's record at time |
| | | | One mile, 2:50 class | 2:36 2-5 | |
| J. P. Bliss | " | Columbia | { Five mile h'd'p, 300 yds. | 13:00 | |
| | | | { Half mile, 1:25 class | 1:13 2-5 | |
| | | | { Two mile handicap | 5:56 2-5 | |
| | | | { One mile against time | 2:13 1-5 | |
| C. Johnson | " | | One mile, 2:40 class | 2:38 3-5 | |
| Con. Baker | " | | One mile h'd'p, 150 yds. | 2:25 3 5 | |
| C. W. Davis | Indianapolis | Humber | { Quarter mile open | 32 1-2 | |
| | | | { One mile open | 2:33 3-5 | |
| John S. Johnson. | " | Elliptic | { Half mile h'd'p, scratch | 1:05 2-5 | All state records |
| | | | { 1/4 mile against time, twice | 28 1-5 | |
| Harry Hull | Madison, Wis. | | 12 mile road race, scratch | 40:11 | |
| C. W. Davis | Parkside | Humber | { Half mile h'd'p, 35 yds. | 1:13 2-5 | |
| | | | { 1/2 mile h'd'p, final, 15 yds | 1:09 2-5 | |
| N. H. VanSicklen | " | Humber | Half mile h'd'p, 30 yds. | 1:11 1-5 | |
| | | | { Half mile h'd'p, scratch | 1:11 1-5 | |
| | | | { One mile open | 2:37 1-5 | |
| Walter Sanger | " | Humber | { Half mile scratch | 1:18 2-5 | |
| | | | { One mile h'd'p, scratch | 2:32 1-5 | |
| | | | { One mile open, final | 2:47 | All state records |
| L. D. Munger | " | Imperial | { Quarter mile scratch | 37 | |
| | | | { Two mile scratch | 5:30 2-5 | |
| Gus Steele | " | Æolus | One mile, 3:00 class | 2:47 2-5 | |
| J. S. Johnson | " | Elliptic | One mile h'd'p, 45 yds. | 2:30 2-5 | |
| G. A. Thorne | " | Humber | Five mile h'd'p, 300 yds. | 14:42 3 5 | |
| W. A. Rhodes | Springfield | Humber | One mile against time | 2:10 | |
| N. H. VanSicklen | " | Humber | Two mile handicap | 4:54 2-5 | |
| Geo. Banker | " | Raleigh | One mile, 2:25 class | 2:38 4-5 | |
| J. P. Bliss | " | Columbia | Two mile handicap | 4:54 1-5 | |
| J. S. Johnson | Winona | Elliptic | { One mile, state cham. | 2:47 1-2 | All state records |
| | | | { Quarter mile, state cham | 33 1-4 | |
| | | | { One mile open | 2:52 1-2 | |
| | | | { Five miles open | 15:08 1-2 | |
| | | | { Three firsts | | |
| | | | { Two seconds | | |
| | | | { Five miles open | | |
| | | | { Half mile track record | 1:10 2-5 | |
| H. R. Steenson | Toulon | | One mile open | 2:23 2 5 | |
| O. W. Wesewonger | Cleveland | Smalley | { Half mile, state cham. | 1:14 | |
| O. E. Boles | Denver | Reform | { One " " " | 2:37 | All state records |
| | | | { Five " " " | 14:18 | |
| A. Banks | " | Reform | Two miles, state cham. | 5:28 1-2 | |

MORGAN & WRIGHT,
MANUFACTURERS OF RUBBER GOODS,
331-339 West Lake Street,
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SUPERIOR CYCLE BAKING ENAMELS

MANUFACTURED BY

STANDARD VARNISH WORKS,

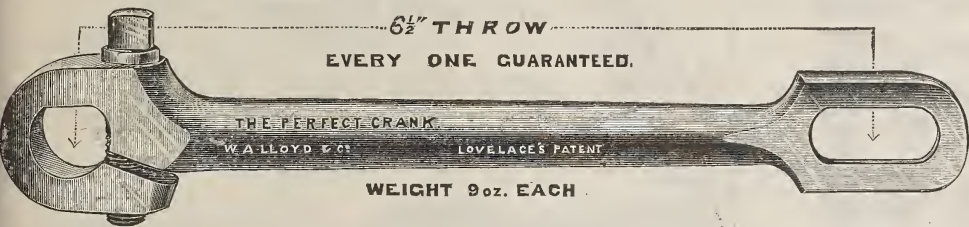
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We make the best cycle enamels in the market in point of lustre, elasticity, toughness and durability. Are used by many of the leading Cycle Manufacturers in this country and Europe. Send for samples and particulars.

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THE PERFECT CRANK.



The usual method of fixing cranks with a "key" or "cotter" is far behind the times, as, whenever the necessity arises for their removal, it is always the cause of expense to the rider, time and temper to the repairer, and brings discredit upon the wheel maker. These **PERFECT** Cranks may be removed

in a "jiffy" when required, and are being sold in thousands of pairs to English makers. Licenses granted to large wheel makers. Correspondence is invited from Jobbers.

W. A. LLOYD & CO., — (SOLE PROPRIETORS) — **Clyde Works,**
BIRMINGHAM, ENGLAND.

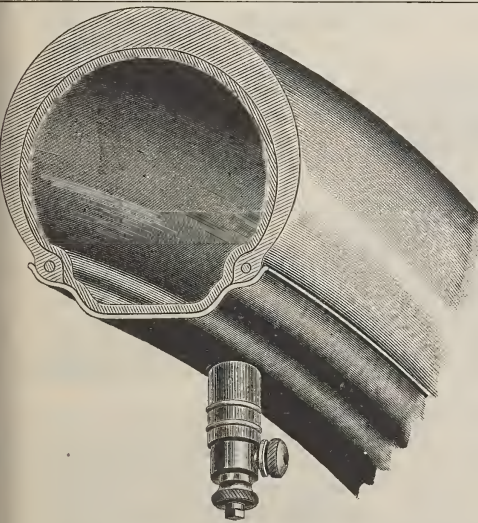


FIG.2.

THE AIRTITE TIRE

It has a wide ring inserted in each edge of the outer cover; cover can't slip off because the rings are smaller than the circumference of the rim. Can't creep because the wire rings haven't room to bend. Let the air out and it is ready to repair. More points of excellence than any other tire ever put on the market. Send for our circular.

THE AIRTITE PNEUMATIC TIRE COMPANY,
172 Columbus Ave., - Boston, Mass.

B. RILEY, ...TAILOR & HOSIER.

5 and 6 KINGS' HEAD BUILDINGS, COVENTRY, ENG.

Agent For **Dr. Jaegers' Sanitary Clothing,**

And Official Outfitter to the Cycle Touring Club.

SPECIAL ATTENTION TO AMERICAN ORDERS.

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An Experienced Man

TO ACT AS
SUPERINTENDENT
OF A HIGH GRADE
BICYCLE MANUFACTORY.

Address— **Superintendent,**
REFEREE OFFICE.

CLEARANCE SALE.

| | List. | Now. |
|------------------------------|-------|-------|
| Scorcher Safety, pneu. tires | \$150 | \$115 |
| Ormonde, pneumatic tires | 150 | 115 |
| Ladies' Ormonde, pneu. tires | 150 | 115 |
| Salvator Safety, pneu. tires | 120 | 95 |
| Ben-Hur Safety, pneu. tires | 100 | 65 |
| Juno, cushion tires | 75 | 52 |
| Reform Safety, pneu. tires | 160 | 125 |

Any of the above will be sent C. O. D. on receipt of \$5 to pay express charges.

THE SHAW CYCLE CO.,
324 N. Eutaw St., - BALTIMORE, MD.

THE WESTON BRAKE ATTACHMENT.

(Patent applied for.)
For COLUMBIA PNEUMATICS. A removable rubber-covered shoe, attached and detached in one minute without removing the brake. Saves the tire and holds the wheel under perfect control on the steepest grades. Riders of Columbia Pneumatics, you can't afford to miss this. Sent post paid on receipt of price, \$1.00. **FRANK C. WESTON,** Bangor, Me.
N. B.—Columbia agents should write for dis- counts at once; it is a seller.

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.

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This is not a new wheel, but one with a Big Reputation in the Old Country.

No better material can be bought. Best cold-drawn weldless steel Tube, butted Spokes, roller Chain.



THE GARFORD SADDLE.

Patent Combination Spring and Hammock Saddle. Absorbs all rear wheel vibration.

Adjustment to rider's weight. No side motion. Saves rider and machine.

Most simple and effective canting arrangement. Simple, Graceful, Strong.

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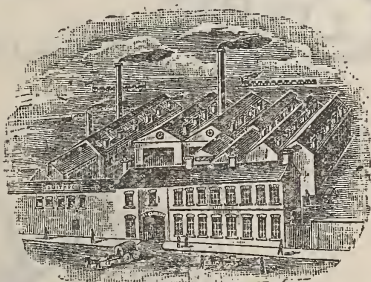
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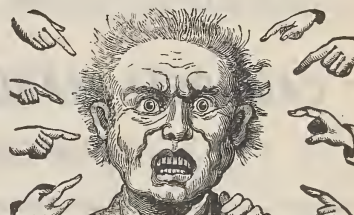
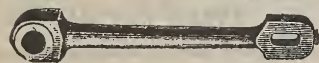
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Telegrams "Hector."



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REAL BICYCLE UNIFORMS.

Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, \$8. Knee Breeches, \$4. Punnett's celebrated Jersey Cloth Knee Breeches, only \$4 a pair. Bicycle Caps, Hose, Pins, Tights, gold or silver Letters, Punnett's Invisible Pants Holders, 25c a pair. Be sure to write now. R. A. PUNNETT, Tailor and Athletic Outfitter, 98 & 100 West Ave., ROCHESTER, N. Y. All strictly first-class work at moderate prices.

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[MANZIE ST., CHICAGO.]

"Make Haste Slowly"

Is an old but good proverb, especially for Bicycle Manufacturers and Jobbers to follow, who are about to place their orders for Saddles for next season.

YOU WANT TO SEE OUR '93 PATTERNS BEFORE YOU BUY.

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

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Bicycle Bargains.

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| Victor Pneumatic Safety, almost new.. | \$100.00 |
| Eagle Pneumatic Safety, \$150.00 grade, fine shape..... | 85.00 |
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| Union 2:10, \$150.00 grade, Pneumatic Tires, new..... | 120.00 |
| Halliday Temple Scorchers, Pneumatic Tires, new..... | 110.00 |
| Referee Safety, Cushion Tires, \$140.00 grade, fine shape..... | 65.00 |
| Century Columbia, latest pattern, fine shape..... | 135.00 |
| Featherstone Ladies' Safety, \$135.00 grade, Pneumatic Tires, first-class condition..... | 60.00 |
| Columbia Light Roadster Safety, \$135.00 grade, solid tires, good shape..... | 60.00 |
| Columbia Light Roadster Safety, will fit with new rim and new cushion tires, in fine shape. | 85.00 |
| New Mail Safety, \$100.00 grade, in first-class shape..... | 60.00 |
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| Victor Spring Fork Safety, solid rubber tires, \$135.00 grade, good shape..... | 60.00 |
| Quadrant Safety, \$135.00 grade, cushion tires, full ball bearings, perfectly new..... | 85.00 |
| Telephone Safety, \$135.00 grade, cushion tires, perfectly new..... | 90.00 |
| Warwick Safety, solid rubber tires, good shape, \$125.00 grade..... | 50.00 |
| Paragon Safety, solid rubber tires, perfectly new, \$135.00 grade..... | 65.00 |
| 52-inch Volunteer Columbia, perfectly new..... | 25.00 |

2,000 Wheels in Stock. Cash or Time. Wholesale and Retail.
A. W. GUMP & CO., DAYTON, OHIO.

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Absolutely the Highest Grade Cycle Built

Aluminum Alloys and Spiral Fibre Tubing used in their construction. Our heaviest Roadster weighs only 35 lbs. Apply early for 1893 agencies and territory.

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B. & G. SHORTHOUSE,

MANUFACTURERS OF THE

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COLD DRAWN

SEAMLESS STEEL TUBES

For Cycles, Boilers and Engineering purposes generally.

.. **CYCLING TUBING A SPECIALTY** ..

Also Manufacturers of Rolled Brass, Brass and Copper Sheets, Wire and Tubes, Cartridge and other Metals. Brass Solder for Cycle work.

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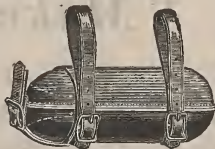
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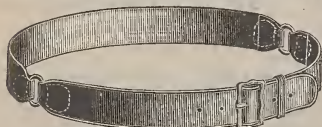
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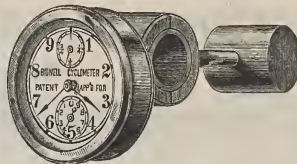
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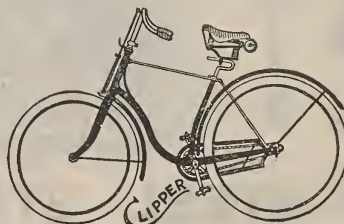
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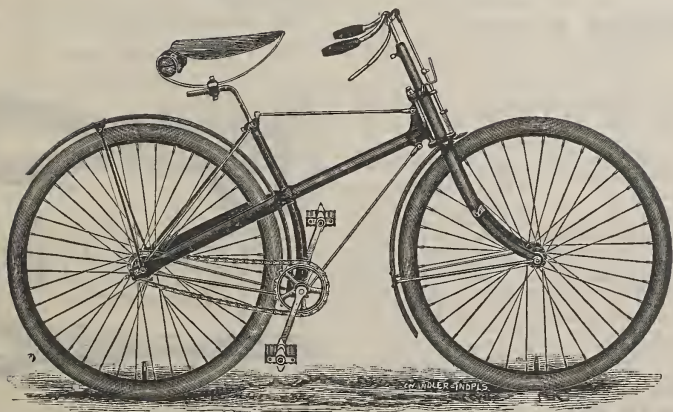
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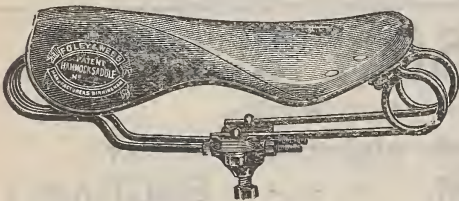
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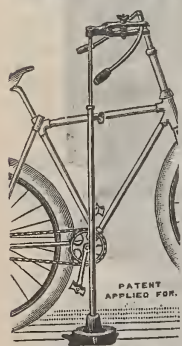
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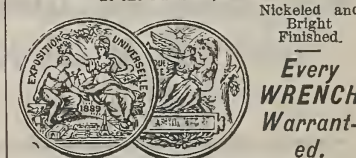
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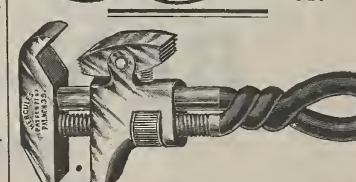
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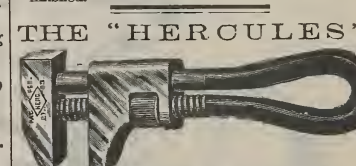
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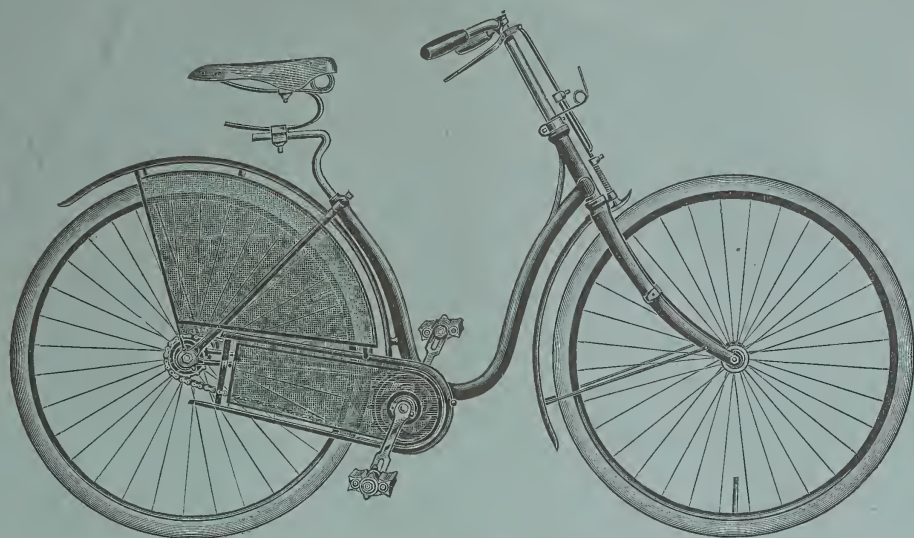
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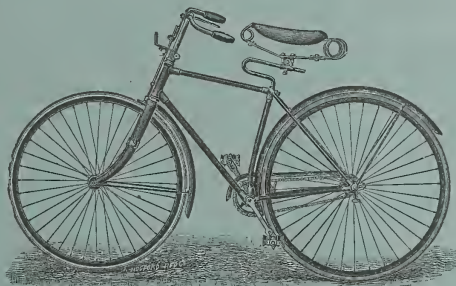
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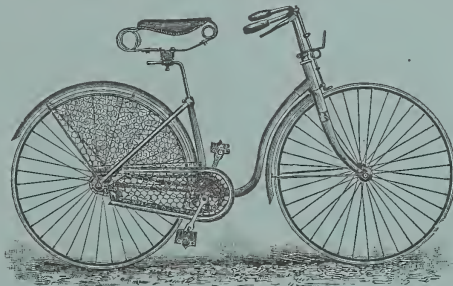
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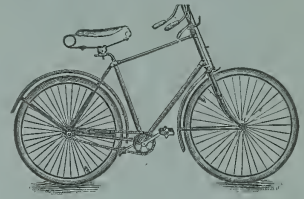
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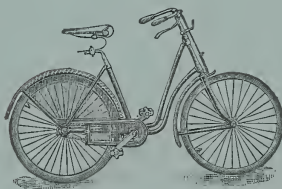
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