



PUBLISHED WEEKLY AT

CHICAGO

BY

The Referee Publishing Company

PRINCIPAL OFFICE:

Rooms 570-580, CAXTON BUILDING, 323-324 DEAR-
BORN STREET, CHICAGO.

Telephone Number—4798.

Registered Cable Address—"REFEREE, CHICAGO."

TO ADVERTISERS:

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

SUBSCRIPTION, \$2 PER ANNUM

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

GOOD ROADS DEPARTMENT.

"What are all those magazines with the wrappers around them?"

"Copies of *Good Roads*."

"But why thus neglected?"

"Because there is nothing in them of interest to us."

Brief but very suggestive was this conversation, which occurred recently in a cycle store. There is nothing new about it. Every one knows that by forwarding a copy of each issue of this work to every member the league throws away so much money each month. The management has shown a lamentable lack of the methods usually employed in placing a new publication before the public. It has relied on the enthusiasm of individual members, clubs and divisions to swell the subscription list. It has made comparatively few efforts to place the journal where it belongs—before those classes which would be benefited by improvements, but as yet can not see it in that light—men who think only of the taxes and give no thought to the benefits to accrue.

The paper started out with great prospects, made greater in the eyes of league members by hiding some of the conditions attached to munificent donations. The great expectations have not been realized and unless a change takes place the magazine will shortly have become as great an elephant on the league's hands as it is at present a failure so far as the objects for which it was founded are concerned.

Thirty thousand copies, roughly, are sent to league members. Two-thirds of these are of no use—money thrown away, seed sown on stony ground and producing literally no return. The management of *Good Roads* and the executive committee of the league know this—are bound to know it. If they do not they can easily test the truth of the assertion by inquiry. It will be remembered that the league *guaranteed* at the outset of the journal's career the sum of \$6,000.

Where is that \$6,000?

Far, far away.

And "twill never come back."

The amount guaranteed was used up in next-door-to-no-time and soon a second like sum will have gone the same way.

Where, meantime, are the thousands alleged to have been given by manufacturers of bicycles—on whom, by-the-way, the management had no more right to call than on makers of buggies and steam rollers, owners of gravel pits and contractors? It now appears that one

"guaranteed" so much, on condition that it was "necessary," while another contributed only on condition that somebody else gave so much, and so it goes. As to the support the journal is receiving from other sources, if every advertiser paid at the same rate as the bicycle makers, money would be plentiful. But they do not.

Three people only seem to be benefited by the publication of *Good Roads*. They are, first, the printer, which gentleman, be sure, is in clover; second, Mr. King, the advertising man, who draws a liberal percentage on all business, regardless of gains or losses of the management; third, Mr. Potter, editor, to whom is paid \$5,000 a year, same conditions as Mr. King, except that should enough business be done Mr. Potter shares in the proceeds until his salary reaches \$6,000. On this basis Mr. Potter holds a contract for either three or five years, we are not sure which.

This contract was made, we understand, on condition that Mr. Potter gave the work his entire time and attention. He may have done so, but it is hardly likely, inasmuch as the law firm in New York and the real estate firm in Brooklyn, of both of which he is—or was—a member, still carry on business under the same name, and with no apparent change.

The work so far displayed has hardly been creditable. Mr. Potter is a lawyer,—probably fair to good; he is a statistician—good; but he is not an editor except in name. It has been said that the successful editor is the man who knows what to leave out, rather than he who knows what to put in. If Mr. Potter had exercised better judgment in that respect his rating would be higher.

Taken altogether, we submit that Mr. Potter is on a very advantageous footing; that a great mistake has been made in the conduct of the roads department; and that the money so far used could have been far more judiciously expended than in supplying 20,000 copies monthly of arguments in favor of good roads to men who are as earnest advocates of the same as is the editor himself.

THE CASH PRIZE LEAGUE.

Assurances reach us to the effect that the proposed cash prize league is sure to be one of the institutions of 1893. It is further asserted that it will not be antagonistic to the league. So far, good. The L. A. W. does not cater to professionals—for as such, no matter what the new association may call them, will the league class all members of the new body. The league has been urged, at one time and another, to assume the control of professionals, the advocates of that idea believing that races for money could be run honestly if they were taken in hand by some body able to punish offenders. It has paid no attention, however, and cannot now complain if some other association comes into the field.

A league for the government of professionals, properly conducted, will, we think, prove beneficial. It will at least enable the L. A. W. to enforce its amateur rule, and bar from its races those men who, by reason of "expense" abuses, are better able to fit themselves for competition than the man who earns his daily bread by labor in other fields.

It is fair to presume that the founders of the new league are not working in the dark, and have assurances of some sort from some of the riders that they will be on hand to compete when the proper time arrives. In that event we may have the pleasure of saying goodbye, before 1892 closes, to many men who have been allowed to compete as amateurs though possessing no real claim to that title—good, hard-working fellows

in their way, but masquerading, through no fault of their own, in wrong guise. In their proper sphere they will get more racing, be beyond the reach of critics, and, if they conduct themselves properly, will retain every bit of respect which the public now has for them.

Does the vocabulary of some American cycling journalists contain such a word as "rot"? Read this: "What a lucky thing for English pride it is that Zimmerman has turned out a world-beater. It enables Englishmen to say that if he had not been one he never could have ridden away from their fastest men as easily as he did."—Scottish Cyclist.

Yes, Jimmy is a world-beater—he has beaten all the cracks on this side and the other side of the water. We might add that there are a full half-dozen men in America who can get away with the fastest of the English riders, not barring F. J. O., either.

NOTES AND COMMENTS.

The Hartford Y. M. C. A. secretary says that "the great enemy of a proper observance of the Sabbath is not the saloon, great as that is. It is the bicycle. It is our opinion that the bicycle causes more young men to neglect church and Sunday school than almost anything else."

What rot! It is absolutely amazing what curious things one does meet with when he does not have his gun handy. Someone should labor with the backwoods secretary of the Hartford Y. M. C. A. The good that this mighty organization has done for humanity is as unquestioned as is that which has been performed by the church at large, but it has not been done in either case by men bearing the stamp of such hereditary dogmatism such as is evinced by the Hartford man. The good that both organizations have performed has been in a great measure forced upon them, particularly during the past twenty-five years. Had it not been for the college, the district school and the newspaper, the Y. M. C. A. could not have existed, and the church would still have held the power that made the old world (and America likewise) a place well exemplified by a literal hell a hundred years ago.

The Y. M. C. A. is composed of young men—supposedly bright, pushing, reasoning young men—and an emanation from a prominent secretary of the society will no doubt set them thinking. I am well assured that the one at the head of this article will not redound to the credit of either its author or the order he represents. Religion is a great and grand thing, but the religion of the last half of the nineteenth century is not one of books, gowns or dogmatisms. It is one that teaches the right of all men to be free and equal, to worship according to his conscience and in the manner which he finds the most fit. If the contribution baskets of the church and Y. M. C. A. suffer in consequence, let them look further than the seductive "rig" and the still more seductive bicycle. Stop the wail that innocent recreation is employing the sanctuaries, for all nature is as glad, as sorrowful and as busy on the seventh day as upon any other. Brighten the churches, feed men on the meat of intellectual discourses, good music and a joyful life-loving, pleasure-giving faith in mankind, and a future full of joy and gladness, and not on the milk of woe and fear made more impressive by sombre, silent houses of worship, superannuated preachers and ghostly music. Don't peach hell here and hereafter and don't pass the basket too often. Life here below is not too full of joy; neither is there too much comfort. Attend to the soul's welfare in a clean and healthful manner, and don't demand too much of frail humanity. It seems to me that the comparison made by the no doubt zealous secretary between

whiskey—the greatest of body and soul destroyers—and the bicycle—the greatest of all *body* (at least) improvers—is rather overdrawn. In the words of the immortal poet, I am strongly inclined to think that the secretary "don't know what he is talking about."

DIFFICULTIES IN THE TRADE.

I am credibly informed that Pope has formed a partnership with the makers of the elliptical sprocket. I am surprised to learn that one so astute as the redoubtable colonel should still believe in the "lifting himself by the boot strap theory." Nathless, I doubt not that the small makers will suffer as usual. It is amazing what little hard, common sense is evinced in the bicycle trade. Apropos of this I have just heard of another cycle concern that has given it up. Cause, big discounts and big credit to unworthy patrons; and so it goes. How long will this thing last?

It would seem that no amount of warning or experience can teach the trade the folly of doing business in the slack and unworkman-like way which has been so long the curse (like Democles' sword) hanging over the heads of maker and dealer. Failure after failure, loss after loss, have signalized the bicycle business during the last three years, as being about the most unsafe thing that one could invest his money in—and still no change. It is time that bicycling as a money-producing business be placed on a solid basis, and the cycling press should use its influence to that end.

LA COTE MAL TAILE.

A Division Fight in California.

There is a lively fight now on in the California division, and beginning tomorrow the election of officers will continue one month. Everything has not been pleasant among the members of this division. The present officials, or their side, have had control of league affairs for a half-dozen years and a strong effort is being made to oust them. As stated in last week's REFEREE, a new ticket was nominated at a meeting held at the San Francisco Bicycle Club's house. At this meeting a platform was also adopted, in which the work of the national body in road improvement was recognized as of paramount importance to all classes of persons, the newly organized California Associated Cycling Clubs was welcomed as a valuable auxiliary to the division, a separate division for Southern California was favored, and "we consider it essential to the welfare of this division that the administration of affairs be taken out of the hands of those who, with reckless disregard of public opinion, have so long prostituted the division to their own selfish purposes, and, refusing to heed the popular demand for their retirement, are now desperately struggling against the wave of unpopularity about to engulf them, and, by a pretended surrender of the principal office, are seeking to support in the remote sections of the state, where their misdeeds are not known and undisturbed."

"Pop" Worden Leads.

In the Recorder piano prize contest race for the most popular cyclist in New York, G. Minturn ("Pop") Worden leads the dozen cyclists voted for with 4,000 votes. Some of the contestants, Albert, the professional for instance, are evidently buying heavily of *Recorders* for the sake of the coupons which are used for ballots, as many of the competitors are known but little by metropolitan riders. And still their votes run up in the thousands.

1893.

1893.

ALWAYS IN THE LEAD!

We now have samples of Telephone
Cycles for "1893."

AGENTS wanting exclusive territory for a strictly High Grade machine
will do well by corresponding with us.

GENT'S WHEEL Weighs 34 Lbs.

LADY'S WHEEL Weighs 36 Lbs.

Kirkwood, Miller & Company,

PEORIA, ILL.

the cycling events created the greater enthusiasm and was no doubt the magnet of attraction for the large crowd in attendance. The whole affair was managed by the boys, who took every precaution to have each event pass off in the smoothest possible manner, and their efforts were more than successful.

The programme opened with a one-mile novice race, which was captured by a dark horse, Edward Vogel, with William Murphy second, and Charles Ide third; time, 2:55. This race gave a fine exhibition of pretty riding, with an exciting finish.

In the quarter-mile dash six starters faced the flag at the quarter pole. Frattenger won in 37 2-5 sec., Howie second, and Vogel third. Edward Vogel was victorious for the second time in placing the half-mile handicap to his credit, with Frattenger second, and Anderson third; time, 1:12 1-5. Kuensel, who finished second in the Waukesha road race, was the only scratch man.

The day's sport closed with a three-mile handicap, which was won by L. Klug (175 yards), Frattenger second, and Kuensel third; time, 8:42 1-2. The exercises also included exhibitions in all kinds of athletic sports, in all of which the students showed great skill. The track was in excellent condition and in all prize contests medals were given.

* * *

Rochester Race Matters.

ROCHESTER, Oct. 10.—Perhaps no two cities in the union have been at odds over races as much as Buffalo and Rochester.

As is almost universally known, the Flower and Queen cities are the greatest wheeling centers on this side of the Atlantic. With fine streets and astonishing privileges it is a veritable mecca for bicyclists in the two places, and in view

of this and the intense rivalry between these two bergs in Uncle Sam's baliwick, widespread interest is shown in the matter of a race between the cracks of the two cities.

It's a case of "one's afraid and the other dar'n't," as has been demonstrated in the tilts through the newspapers of both towns. Ultimately all the talk and bluster may result in a contest over the road. The Buffalo Courier, in speaking of the affair, says:

"It is a possibility that a club team road race for the championship of western New York will be arranged to take

place Oct. 22 on the Buffalo-Rochester course. The race will be open to all clubs in this part of New York, and is especially intended to bring about a meeting between Buffalo and Rochester riders.

"Six men will be allowed in each team, and every club represented will be assessed a certain sum, the total to be used in purchasing a trophy that will go to the winning team. All this season there has been talk of a road contest between Buffalo and Rochester, and each city has been looking for a challenge from the other.

"As Rochester issued the challenge in 1889, and also won the race, it is now Buffalo's turn to send out the defi and make an endeavor to regain the lost honors. The Press C. C. is considering the idea of challenging, and may do so in a few days.

"As the Rochester riders would be the challenged ones, they would have something to say about the course, and would undoubtedly select Buffalo as the starting and their own city as the finishing point."

With the elasticity of rubber the Genesee Club of Rochester will accept the challenge just as soon as it is out, and will proceed on the day of battle to exterminate the Bisons completely. The Genesees are prepared to put in the following team: William Le Messurier, Fred H. Smith, George McTaggart, C. J. Iven, George Montgomery and Frank Schantz.

M'TAGGART WON EASILY.

When the Genesee Club held its sixth and last handicap race Tuesday evening a strong wind caught the riders in the face on the backstretch of the Rochester Driving Park, and made the pace slower than it would have otherwise been. George McTaggart had pacemakers, a decided advantage in the face of the wind. He had a handicap of 1 min. 30 sec., and naturally enough he finished first. George E. Montgomery, with 5 min. 40 sec. start, was second; Charles Penny, 9 min. 45 sec., third; C. J. Iven, scratch, fourth, and William Le Messurier, scratch, fifth. An eighth of a mile away from home Iven drew away from Le Messurier and finished strong, with his opponent well up. Iven's time from scratch was 36 min. 30 sec. Penny finished only a few yards ahead of the scratch men.

McTaggart wins the wheel, but only



—Bicycling News.

RAGLAN CYCLES

.....ARE REPRESENTED BY.....

HARBER BROS. COMPANY,
Bloomington, Ill.

IN CHICAGO AND WESTERN STATES.

FREDERICK W. JANSSEN & CO.,
310 Broadway,
New York City.

IN EASTERN STATES.

C. F. BOSTWICK,
24 Front Street,
TORONTO, ONT.

IN CANADA.

And Manufactured of the Best of Everything by

TAYLOR, COOPER & BEDNELL, LTD.

Raglan Works, - - - COVENTRY, ENGLAND.
LONDON, 33 HOLBORN VIADUCT, E. C.

by a close shave. His total score for the series is 47, with George Montgomery and C. J. Iven tied at 46 each.

* * *

Leonhardt Won from Scratch.

The Calumet C. C.'s last ten mile handicap road race of the season was held Saturday over the Lake View course. Leonhardt, from scratch, won the race and time, the latter being 32:05. H. C. Jacob met with an accident but got another wheel and finished. Pauli punctured his tire at five miles and Ambros finished by running in. The result was as follows:

Name.	Handicap.	Time.
A. Leonhardt.....	Scratch	32 05
Hermann.....	2 30	34 00
W. J. Jacob.....	2 00	34 45
Ambros.....	3 30	36 12
Finkel.....	4 00	37 18
Tanka.....	4 00	38 00
Witt.....	4 00	38 19
H. C. Jacob.....	1 30	34 02
Pauli.....	3 30	39 20
Pearson.....	4 00	39 23

* * *

The Bidwell Pneumatic Sulky.

The George R. Bidwell Cycle Company has finished the bicycle sulkies for Robert Bonner, with forty-eight, thirty-six and fifty six-inch wheels, which the millionaire publisher and horse fancier will test to find, if possible, the advantages and merits of the different sized wheels for speeding. Maud S. will draw the large wheel sulky first in a trial. Bidwell will possibly build a few pairs of wheels for exhibition purposes at the shows.

* * *

Evansville's Big Meet.

The Evansville races last Thursday and Friday closed the western circuit until next week's Chicago tournament. At this meet there were some surprises, Johnson winning the piano race against a big field, and Lumsden breaking the five-mile competition record. He rode



the distadce in 12:36 3-5, lowering Taylor's record of 13:39, made at Buffalo. Rhodes defeated Johnson, Munger and others in the quarter, flying start, and Bliss won his favorite race, the two-mile handicap. The track was in good shape, though somewhat dusty. The grand stand contained 5,000 people the first day. The officers of the day were: F. P. Priar, New York, referee; judges, H. T. Hearsey, Indianapolis; J. C. Combs, Nashville, and Dr. H. B. Tileston, Louisville; timers, Fred Patee, Peoria; E. A. DeBlois, Hartford, and Joseph Goodman, Hartford; clerk of the course, Fred P. Straub; announcer, W. C. Marion, Hartford; starter, W. A. Shockley, Boston.

The piano race brought out E. V. Minor, Indianapolis; A. E. Lumsden, J. P. Bliss, W. A. Rhodes, L. D. Munger, Roy Keator, and John S. Johnson. A time limit of 2:35 was placed on the race. Rhodes was first in the stretch, with Lumsden and Munger close up. Rhodes

sprinted, Lumsden got the lead and won, Munger losing by six inches. Johnson followed Munger and beat Rhodes by six inches. Minor of Indianapolis was fifth, Bliss and Keator dropping out. Ballard and Keator went in to pace on the run-over. Keator got so far ahead in the last half that he could have won, but actually backpedaled and waited for the others. They were in a bunch at the three quarters, when Rhodes went out and Johnson after him. Johnson went by Rhodes and was never again headed, winning the race from Rhodes, Munger third and Lumsden fourth. The first quarter was run in :36 1-5, the half in 1:11 1-5, the three-quarters in 1:48 8-5, and the race in 2:23 3-5. Munger had the race won, but pulled his handle bars out at the quarter pole, and after shoving them back rode the race with practically no bars.

The last race was the five-mile handicap. Twelve men started, Lumsden and

Munger on scratch, Bliss 225 yards, Ballard 300, Minor 475, Keator and Guyol 600, Stringer, 650, and Hay 950. Bliss made up Ballard's 75 yards in the first mile, and Keator and Stringer were riding with the limit man, Lumsden and Munger making pace alternately. Keator went for a lead on the fourth mile, when Lumsden and Munger had overhauled Bliss and Ballard, the latter soon dropping out. Guyol quit at the beginning of the fifth mile. Keator, Stringer and Hay were 100 yards ahead of Bliss, Lumsden and Munger, the six then in the race. The latter overhauled the bunch, and Lumsden and Bliss came down the homestretch, Lumsden winning by a length, with Stringer third and Munger fourth. The summaries follow:

One-mile, novice—E. R. Lozier, Cleveland, 1; C. H. Filbeck, Terre Haute, 2; F. Wilson, Fairfield, 3; time, 2:52 4-5.

Half-mile, handicap—J. P. Bliss, C. C. C., 20 yards, 1; E. V. Minor, 45, 2; Roy Keator, 60, 3; time, 1:05; Lumsden's time, 1:06 3-5 from scratch—fourth place.

One-mile, 2:45 class—H. N. Stringer, Elgin, 1; Thomas Hay, Indianapolis, and W. H. Irish, Cleveland, tied for second; time, 2:37 4-5.

One-mile, open, "piano race"—A. E. Lumsden, C. C. C., 1; L. D. Munger, C. C. C., 2; J. S. Johnson, C. C. C., 3; time, 2:43 2-5. No race; time limit, 2:35. Run over—J. S. Johnson, 1; W. A. Rhodes, C. C. C., 2; A. E. Lumsden, 3; time, 2:23 3-5.

Two-mile, Evansville C. C.—W. T. Bonfield, 1; W. M. Dunham, 2; J. B. Green, 3; time, 6:08 4-5.

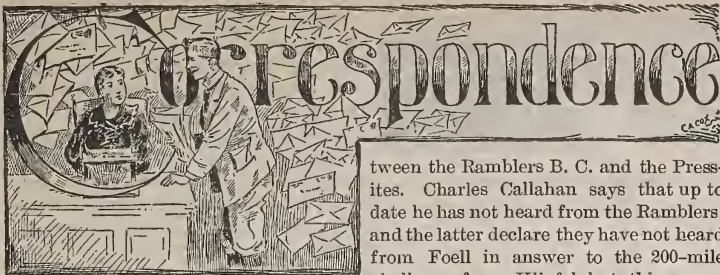
Quarter-mile, flying start—W. A. Rhodes, 1; J. S. Johnson, 2; L. D. Munger, 3; time, :31 1-5.

Half-mile, Evansville C. C.—W. C. Paine, 1; W. T. Bonfield, 2; W. M. Dunham, 3; time, 1:18 3-5.

Five-mile, handicap—A. E. Lumsden, scratch, 1; J. P. Bliss, 225 yards, 2; H. N. Stringer, 650, 3; L. D. Munger, scratch, 4; time, 12:36 3-5, world's record.

SECOND DAY'S DOINGS.

The second day of the meet was even more of a success than the first, though the racing was hardly as spirited. Johnson was put out because he was given a start and would not ride. He said he had a cold and could not be induced to



Commends the "Referee's" Stand.

MINNEAPOLIS, Minn., Oct. 10.—Editor REFEREE.—I received the Oct. 7 issue of the REFEREE, and in addition to saying that I have not seen a cycling paper which excels the REFEREE, and scarcely one that equals it. I want to thank you for the fair treatment you have given our friend, John S. Johnson, the pride of Minneapolis cyclists. Your editorial is unanswerable, and the contemptible insinuations and boyish, ungenerous criticisms made by some writers appear more foolish than ever after reading your editorial. A comment in the *Bearings* of Oct. 7, under the head of "Be Fair," explains the discrepancies between his Independence record and those made since. It must be remembered that Johnson has not had much experience in competition races.

Another thing that pleased me exceedingly was your cartoon about the organ. *Puck* or *Judge* never made a better cartoon. It reminds me of a recent law suit I tried about a pipe organ, in which I learned that the best mechanical facilities in world are insufficient to build a good pipe organ without the aid of an experienced musician to act in the capacity of a "voicer." Harmony and finish in tone can be attained only by the co-operation of the voicer and the mechanic. When the organ seems to be mechanically perfect, the voicer, at the key-board, tests the organ from a musician's standpoint and gives the mechanic instructions to bring out effects no other way obtainable. Mr. Bassett in your cartoon seems to be acting as a voicer, but I am disposed to believe that your cartoon is not true to the facts in that regard. If Mr. Bassett could be the voicer (editor) in fact, the mechanical faculties seem to be sufficient to give us a good organ. Whether the proper combination can be secured east of Chicago or not remains to be proven. A. B. CHOATE.

Buffalo Cyclers Busy.

BUFFALO, Oct. 10.—Of course centurion F. A. Foell made another 100-mile run yesterday. The condition of the roads was nothing to be proud of, but an extra effort enabled him to complete his run. W. F. Runser accompanied him from the club house, which they left at at 10 a. m. to Dunkirk and returning to their starting point at 8 o'clock in the afternoon. This makes twenty-six centuries from Foell, and up to date he stands at the head of all our centurians, Klipfel ranking second.

The events of the past week have been confined to club-room talk, renewed challenges and arrangements for the winter months. We are able to wheel into the country all the fall and during a part of the winter season, so long as the weather is dry, for the roads in this neighborhood remain in fairly good condition when not cut up and made rutty through the rainy weather. This enables the clubs to have fox chases, paper races and other sports a wheel, and gives fresh life to the club's history and ruddy cheeks and improved appetites to its members.

The topic of importance which is being discussed in club circles, is the acceptance of the various challenges be-

tween the Ramblers B. C. and the Pressites. Charles Callahan says that up to date he has not heard from the Ramblers, and the latter declare they have not heard from Foell in answer to the 200-mile challenge from Klipfel, but things can not go on in this way much longer, and doubtless by the end of the week both their defies will both have been answered. That some of these challenges will go begging seems possible, and it will be quite unlikely that the weather will be of such a favorable condition that the dates will fall upon pleasant days.

TOO MUCH FOR THE GLORY.

These team races of fifty miles seem to be quite large undertakings for very little glory (a trophy of which goes to the club). If each man in the winning team were to receive a suitable prize, he would have something besides glory to work for. Glory is all right enough once in a while, but it does not indemnify a man for lost time, impaired health and injured wheels. Did any body ever make a good dinner from glory and quit the board perfectly satisfied?

The Press C. C. is determined that some notice will be taken of the following challenge:

To the Bicycle Clubs of Buffalo:—The Press Cycling Club hereby challenges any and all clubs in the city to a fifty-mile team (three to six men) road race for the city championship and a suitable trophy; time, course and value of trophy to be decided by joint committee appointed from competing clubs. CHARLES H. CALLAHAN, Captain.

The Press C. C. will give a grand entertainment at the Music Hall on Thursday, Dec. 8. Its ability to cater to the pleasure of its friends was amply demonstrated last season by the well managed ball given at the same place. A committee has the arrangements well under way and promises that it shall eclipse any of their previous efforts. This club has a fine programme of winter sports, including pool tournaments and bowling parties, besides several whist and other card parties. Taken all-in-all, the Pressites are determined to have a good time this winter.

DOINGS AMONG THE CLUBS.

Freitag and Saenger of the Comrades Cycle Club are the star centurians, the former having nine to his credit and the latter seven.

The Wanderers B. C. will this week hold a Columbian entertainment, and the committee promises great things. The boys will have quite a lay-out, as a menu has been arranged complete enough to satisfy the most exacting gourmand. This club has not been able to find suitable rooms up street, but are still on the lookout.

The Iriquois Wheelmen are fast coming to the front, and at present their section is making more of a disturbance and excitement than the Athletic. A grand ball to be given on the 17th of next month is a pleasing feature on their programme, and already many tickets have been sold.

The wheelmen in this vicinity are very skeptical about receiving the records made by J. S. Johnson, and we do not see the reason, if they will understand that that this man Williams is a gentleman who has never permitted fake racing or records, or allowed even the appearance of faking upon his track, for his reputation, standing second to none for honesty, uprightness and probity in the section of the country in which he

lives. Besides, the manner in which these records were made has been most fully illustrated, explained and described at various times in the REFEREE. What under the sun more is required to make the question clear?

WILLIE DUNN.

Milwaukee Club Matters.

MILWAUKEE, Oct. 10.—The North Side Wheelmen, at their regular meeting Tuesday evening, elected the following officers for the ensuing year: President, G. Aussen; vice-president, E. E. Miller; secretary, L. Perrin; treasurer, E. A. Reddy; captain, W. M. Breckenridge; board of directors, J. E. Rider, Peter Knock, A. Burke, A. C. Runkee.

The club has a membership of seventy-three and is in good financial condition. It will give a time race on the White Fish Bay road Thanksgiving-day afternoon.

The century riding fever has given Milwaukee a wide berth this season, and centurians are at a premium. The annual century run of the Milwaukee Wheelmen has been indefinitely postponed. On last Sunday Morrison, Paine and Sercomb rode over the Watertown course, for which each will be decorated with another bar.

A number of Milwaukee riders will attend the Beloit-Janesville road race the middle of the month. A large crowd is also expected from Madison and Appleton. The event promises to be a great affair. JACK ROYAL.

Question for the Racing Board.

SAN FRANCISCO, Sept. 30.—Editor REFEREE:—I am in trouble and hereby appeal to you. I am an amateur—not "choor". I want to remain an amateur, but am confronted by the following temptation:

Here is the (hypothetical) case: A \$1,000 team and a suckling white elephant are offered at a coming race meet. I am liable to win them. If I win, is it not the business of the league (in the interest of amateurism) to provide me with labor whereby I can support said prizes, or can they not compel the club offering such prizes in the future meets to have as prizes provender of some infant food for the maintenance of said prizes? Please do not regard this as an attempted joke. It is serious, and I lay awake at night and think of it.

PANVRETTE.

Philadelphia's Social Season Opens.

PHILADELPHIA, Oct. 10.—While the riding season here is by no means over, and, in fact, there is as much activity displayed as at any time of the year, the various clubs are beginning to think of the social season and to make arrangements for the same. Entertainment committees are being appointed in almost every club, which will have sole charge of the entire season's programme, and if present signs fail not, the winter of 1892-'93 will far surpass all former records—and this is saying a good deal, as the local clubs are noted for the magnificent way in which they have entertained their members and friends in years gone by. One popular feature of past seasons, which has also proved a remunerative one, is likely to fall into disuse, and that is the theatre party. It has always been possible heretofore to secure a profit of fifty per cent on all tickets sold by the club members for affairs of this kind, which amounted to quite a handsome sum generally and was either put directly into the club's treasury or used to defray a part of the expenses of the remaining entertainments of the season, but now the theatrical managers have formed a "combine," a

sort of trust, as it were, and will give only twenty-five per cent hereafter.

SURPRISED THE PRESIDENT.

Some forty members of the Park Avenue Wheelmen prepared a pleasant surprise for their worthy president last week in the form of a testimonial banquet. Mr. Bunnell was beguiled into paying a visit to one of the club's members who intended to have a little birthday party or something of that kind at his residence, and the boys who informed him that owing to the number of guests invited to this shine it had suddenly been determined to hold it in a well-known up-town restaurant. So well was the secret kept that Mr. Bunnell, shrewd as he is, did not discover the scheme or suspect anything at all, and was consequently taken completely by surprise when as he entered the banquet room he discovered from the lay of things there that he was the guest of the evening. The evening was passed merrily with the discussion of a pleasant menu and many good after-dinner speeches, Vice-President E. C. Taulane being delegated to relate the cause of the gathering and the appreciation of the club's members of their chief executive's work in the interests of the organization.

NOT A BIG SUCCESS.

The third annual lantern parade was not the glittering, dazzling success which that of last season was, owing, probably, to the reason that Philadelphians, like many other wheelmen, have grown tired of the show business and of parades in general. The committee in charge, headed by Captain Hirschler, certainly did all in their power to make the matter a success, and while they were successful in securing a fairly good-sized parade as to numbers, there was comparatively little in the way of decorations as compared with last year, when hundreds of dollars were spent on the display. It was decided some time since to make the parade a testimonial to Mayor Stuart, that gentleman being asked to review the display, and this fact undoubtedly caused a good many wheelmen to turn out from pure patriotism, who otherwise would not have taken part. The route was confined to Broad street, which is now a magnificent asphalt paved thoroughfare, thanks to the efforts of the mayor, and an immense crowd lined the streets the entire distance, but the police arrangements were perfect. There were numerous decorations all along the route as well as displays of fireworks from club houses and cycle stores. The Park Avenue Wheelmen erected a reviewing stand in front of their club house, from which the mayor, several members of his staff, Chief Consul Boyle, President Tucker of the A. C. C. and other invited guests reviewed the parade and afterwards, together with representatives of the press, were entertained at supper by the club.

Fred Garrigues, formerly a well-known local racing light and a general all-around hustler in the Century Wheelmen, was married on Thursday evening last to Miss Annie Mole.

On Saturday evening the Columbia Cyclers celebrated their fourth anniversary at their club house, 1610 Diamond street. An interesting programme was presented composed both of club talent and visitors. President Harry Lawser also made an interesting address and Dr. Hill presented the prizes won at the road race in the afternoon.

PAUL BERWYN.

Busy Asbury Park Wheelmen.

ASBURY, Park, Oct. 10.—This prosperous bicycle club is enjoying a season of unusual popularity. At the last meeting

the membership was increased by thirteen, and applications are in which if favorably acted upon will bring the membership of the club to over a hundred. One-half of all the business men in the place own and ride wheels, and the number is increasing every week.

The club will have a ten-mile road race on Oct. 15. The route will be from Asbury Park to Spring Lake and return. Prizes will be given to the persons making the fastest time and the winner of the event.

When a committee composed of leading knights of the wheel chartered a steamboat and went down the bay to meet Champion Zimmerman last July, the A. P. W. went down into its exchequer and contributed a tidy sum. Now they have repeated the thing and have contributed \$50 more. The committee was short \$150, and asked for contributions. Surely the local club must have a warm spot in its heart for "Zimmy."

Zimmerman, whose home is only six miles from Asbury Park, drove through town this week behind his \$1,000 team of horses which he won at Springfield. He had just returned from Philadelphia and made his way to the athletic grounds, where he indulged in a five-mile spin in order that he might be all right for the races in which he was entered the day following. A REFEREE reporter asked him what he thought of Johnson's remarkable time. "Oh, I hardly know what to say on the subject. I saw it in the newspapers and that's all I know



about it." He then mounted his wheel and spun around the track at a three-minute gait.

Rochester Gossip.

ROCHESTER, Oct. 10.—"What wheel will you ride next year?" seems to be the all-absorbing topic in this city now-a-days.

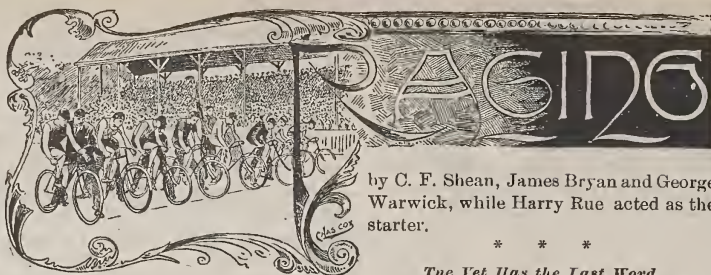
E. C. Bickford, treasurer of the Crescents, has gone to Buffalo to live. He will prove a worthy member of any Buffalo club.

As a proof that bicycling is unusually popular, it may be cited that there are many Catholic priests in this city, usually the most conservative men in the world, who are not ashamed to be seen on their wheels, and among the number are one or two speedy riders. In the west, where priests have large and widely scattered parishes, nearly all the younger priests ride wheels.

A correspondent of the New York Morning Advertiser says there are no handsome lady bicyclists in New York. He should pay a visit to Rochester and he would see hundreds.

PANHANDLE.

A. C. Banker is now representing the Columbia Rubber Company, Chicago.



WINDLE'S GREAT RECORDS.

Flying Mile, 2:02 3-5—Standing, 2:05 3-5—Half-Mile in 57 4-5 Seconds.

All eyes and ears are turned Springfield-way these days, to catch Windle's contest, for it seems a slow week if one or two records are not broken. There is no doubt that Windle is in great form just now for trials, and there should be no great surprise if Windle rode a mile in two minutes dead. Just before noon on Friday of last week Windle made his appearance on the Hampden Park track to go for the flying start mile record, notwithstanding the fact that a strong wind prevailed. He was after Nancy Hanks' 2:04 record. Two triplets were used for pacemaking. Campbell, Murphy and Wheeler took the record-breaker the first half-mile in 59 4-5 seconds, as three watches registered. Saving Johnson's half, this is world's record. Dornthe, Smith and Arnold, on a triplet, took him the last half. The pacing stallion, Nelson, also helped him down the stretch.

The time by quarters was: First quarter, 29 2-5; half, 59 4-5; three-quarters, 1:30 4-5; mile, 2:02 3-5. The officials were: Referee, A. O. Sinclair; timers, C. T. Shean, J. A. Bryan and W. H. Jordan; judges, G. E. Stacey, H. G. Peet and John W. Drown; starter, Harry Rue. The fact must not be forgotten that this record was made with the assistance of a horse as pacemaker as was Johnson's.

Saturday Windle again went for record, the standing start this time. He cut Tyler's mile record, standing start, of 2:08 4-5 to 2:06 2-5, and in the afternoon he set the mark at 2:05 3-5. In the first attempt he had quite a little wind to contend against, but after dinner the circumstances were more favorable. He made the middle half-mile in 57 4-5 and the three-quarters in 1:34 flat. The pacing in the afternoon was better than that of the morning, and it was warmer, too. In the forenoon's trial two triplets were used for pacing and there was trouble in getting under way, but in the second attempt Harry Arnold took him the first quarter in :33 4-5, while the triplet, with Wheeler, Nelson and Campbell up, took him to the half in 1:03 3-5, and the three-quarters in 1:34. Then George Smith brought him to the tape in 2:05 3-5, or :31 3-5 for the last quarter.

In the first attempt Arnold, Smith and Dornthe were to take him the first half. Windle thought the men were going too fast and shouted to them to slow. As a result he had to pass them and cut wind for himself to the first part of the backstretch. There they caught up and passed him, but only got him to the half in 1:06 3-5. The second triplet picked him up in good shape at the half and took him to the three-quarters in 1:36 2-5 and the mile in 2:06 2-5. This made the last half-mile in 59 4-5, with :29 4-5 for the first quarter and :30 for the last.

A little later the Milbury lad put the flying half record at 57 2-5. He announced his intention of again trying for the mile record. The trials were refereed by George S. Atwater, ex-chairman of the racing board; judged by D. E. Miller, H. C. Tyler and J. E. Sanborn, and timed

by C. F. Shean, James Bryan and George Warwick, while Harry Rue acted as the starter.

* * *

The Vet Has the Last Word.

NEW YORK, Oct. 8.—Editor REFEREE:—If you will pardon me I would say that I feel that you, knowing my tendencies on the subject of professionalism, should have written and asked if I had any feeling in the matter before publishing me in the list of professionals. You know as well as any one that the race you refer to was a straight out amateur race and not one of all the riders had a thought of money. I fail to recall whether Harrison rode at Lynn against me. My impression is he did. As for the afternoon, of course everything shows he was a contestant against me; for the riding for money, I was not aware of it at the time I rode him, and must qualify by saying that I don't recall whether it was after the races were over that I found out or between that time and the date of the letter which I hold from Charles Howard of Brockton, who secured the riders and made the arrangements for the race. The date of his letter is July 15. There is some memoranda which I have lost which would place me right on this. At any rate, for winning each race I received a prize, at Lynn a pitcher, at Brockton a cup. I quote a line or two from Mr. Howard's letter: "I need not go into particulars that both of you entered for prizes, but not enough appearing to fill the race, you offered to ride on any terms that would satisfy the committee. Mr. Harrison offered to ride for \$15, but finally left it with the committee to give him what they thought best. After the race he said he would be satisfied with \$10, which was paid him. The committee then presented you with the cup, as you would not accept money." The closing sentence of the letter is, "I would further say that if in any way I can assist you, except through the newspapers, consistent with actual facts, I will cheerfully do so. I neglected to say that we were disappointed in some who were entered not putting in an appearance: you very generously offered to ride without any compensation, which was appreciated by the committee."

As you see, he used the word "compensation," but I have quoted you what he says, which proves to you what he means by saying "prize." Now you know mighty well that I never proposed to be a professional in the past and certainly do not in the future, and I think it is illbecoming in any one to in any way put me down in the professional list. It is not right and it is not correct, and it was some time after '79 before they had races on the Boston Common.

Yours truly, W. R. PITMAN.

* * *

Nashville's Big Meet.

The Capital City Cycle Club is to have its big meet on the 26th and 27th of this month. These races we intend to make the best ever held in the south, and, in fact, they will be the largest ever known south of the Ohio. We are at work getting up a \$3,000 prize list which we think has never been equalled in any city in the south, and as the rates are unusually low from Chicago here there is no reason why we should not have a large delegation from your city. The race list is made up of twelve races, eight of which are open, so it would pay any

northern rider to enter, as he will have any amount of show to win. The race list is as follows: One-mile, novice; one-mile, handicap; one-mile, scratch; quarter-mile, open, flying start; half-mile, scratch, Capital City Cycle Club; five-mile, handicap, open; one-mile, scratch, open; half-mile, handicap, open; one-mile, handicap, open; two-mile, handicap, open; half-mile, open; one-mile, handicap, Capital City Cycle Club. The tournament on the 26th and 27th is under the sole auspices of the four C's. Everybody attending will be guaranteed a jolly good time, and all wheelmen, especially those who are troubled with blues are invited to attend. J. OF J.

* * *

A New Club's First Race.

The first annual five-mile road race of the new Building Cycling Club was held Saturday over the west side course. E. Kozelski won a large Turkish rug for first prize, while Mershback secured the time medal in 18:04. The finishers with their times were:

	Time.		Time.
Kozelski,	18.10	Mershback,	18.04
Lindgre,	18.12	Pieronnet, scr.,	18.13
Amber,	18.14	Solum, scratch,	18.25
Clarke,	18.08		

* * *

Lincoln C. C. Races.

The Lincoln Cycling Club's races at Parkside Saturday attracted fully a hundred people, but the day was cold and disagreeable and people were not blamed for staying at home. The races were good however, though in the club events Haywood had his own way and won all but the novice, while the Green brothers of the Chicago Cycling Club captured



the three open events. The results were as follows:

One-mile—Charles Heile, 1; F. H. White, 2; A. P. Peck, 3; time, 2:59 1-5.

One-mile, club championship—A. T. Haywood, 1; A. H. Radell, 2; time, 2:59 1-5.

Quarter mile, open—O. C. Green, C. C. C., 1; Gus Steele, 2; H. M. Taylor, 3; time, :38 1-5.

Half-mile, handicap—A. T. Heywood, 1; A. H. Radell, 2; A. P. Peck, 3; time, 1:17 1-5.

Two-mile, handicap—A. T. Heywood, 40 yards, 1; D. B. Southern, 30 yards, 2; A. H. Radell, 60 yards, 3; time, 6:19 1-5.

Half-mile—A. T. Heywood, 1; A. H. Radell, 2; time, 1:23.

One-mile, handicap—Bert Green, 40 yards, 1; Gus Steele, 30 yards, 2; H. M. Myers, 50 yards, 3; time, 2:49 1-5.

Quarter-mile—A. T. Heywood, 1; A. H. Radell, 2; J. W. Adams, 3; time, :40.

Two-mile, handicap—Bert Green, C. C. C., 75 yards, 1; E. Ulbrecht, scratch, 2; D. B. Southern, 30 yards, 3; time, 5:29 2-5.

* * *

A Milwaukee Field Day.

The Milwaukee High School field day at National Park Saturday last was a great success, both in point of attendance and the enthusiastic manner in which all the events were received. Nothing augurs so well for the future popularity of cycling as the fact that the young people are interested in the sport. The high school boys are all infatuated with the healthy sport, and although the programme was of a mixed character

compete, though he wanted to try for the quarter-mile flying start. Bliss rode a good race in the two-mile handicap. He was caught by the scratch men before he had gone half a mile, but stayed with them until the spurt, fifty yards from the tape. The day's summaries follow:

One-mile, Indiana riders—E. V. Minor, Indianapolis, 1; W. T. Bonfield, Evansville, 2; E. P. Roll, Indianapolis, 3; time, 2:39 4-5.

Two-mile, lap race—First lap, L. D. Munger, C. W. Davis, W. A. Rhodes. Second lap, L. D. Munger, C. W. Davis, Roy Keator. Time, first mile, 2:49; two miles, 5:43 4-5. Munger scored seven points, Davis four, Keator one.

Half-mile, boys—Warren Guyol, Louisville, 1; Charles Dexter, Evansville, 2; time, 1:35 2-5.

One-mile, handicap—E. W. Ballard, Chicago, 90 yards, 1; W. S. Irish, Cleveland, 135; 2; J. H. Gardner, Nashville, 140; 3; time, 2:18 3-5.

Half-mile, open—A. E. Lumsden, 1; L. D. Munger, 2; W. A. Rhodes, 3; time, 1:17 1-5.

Two-mile, handicap—J. P. Bliss, 70 yards, 1; L. D. Munger, scratch, 2; C. W. Davis, 100 yards, 3; time, 4:59 1-5; scratch man's time, 5:00 1-5.

One-mile, handicap, Evansville riders—W. T. Bonfield, scratch, 1; W. C. Paine, scratch, 2; G. Alt, 50 yards, 3; time, 2:43 3-5.

Five-mile, relay, club race—Chicago Cycling Club, 1; Evansville Cycling Club, 2; time, 13:41 2-5.

Saturday Johnson rode a mile in 2:13, which showed that he has speed.

Racing at Fort Scott, Kas.

The first annual race meet of the Solid City Wheelmen on Thursday of last week was a complete success. Over 2,000 people were present. Some of the close finishes made them very enthusiastic. An old attendant of race meets might have complained of the rather slow times, but these are accounted for by the extremely strong wind blowing up the finishing straight. To sprint against such a wind was a cruel punishment to the men. The new track upon which the races were run was in good condition, considering the fact that it is so new. Two months ago the spot where it now lies was covered with prairie grass. To-day a splendid quarter-mile track, which when it has passed the winter and been finally put in condition next year will prove as fast as any in the country, invites the racing man to try his speed. Best of all, it is paid for and the company owning it has a twenty-years lease on the ground and on a grand stand which will accommodate 3,000 people. Of the twenty-eight men entered, H. C. Wheeler, of the Manhattan Athletic Club, New York, was the only one who failed to show up. The accommodations for the racing men were excellent. Large tents were placed on a slight elevation east of the track and furnished with plenty of cots, blankets, etc., and ample facilities for bathing. From these the men could view the races while being attended. Without exception they left the city pleased, and promised to come again next year.

James Joyce, Jr., of Hartford, Conn., was referee, and Austin Harvley, of Girard, clerk of the course. Prominent wheelmen judged and timed. To show how excellent was the work done by them it is only necessary to state that the seventeen heats were run off in three hours and there was not an accident of any character. Summary:

Half-mile, novice—Sam Patterson, Plattsburgh, Neb., 1; G. P. Moore, Kansas City, 2; Lawrence R. Harris, Fort Scott, 3; time, 1:33 1-5.

Half-mile, open—Three heats and a final—First heat—C. Kindervatter, 1; Kansas City, 1; R. M. Tidd, St. Louis, 2; time, 1:35.

Second heat—T. M. Patterson, 1; B. Hinchcliffe, Parsons, 2; time, 1:33 3-5.

Third heat—E. E. Mockett, Lincoln, 1; Bert Harding, St. Louis, 2; time, 1:25 3-5.

Final heat—R. M. Tidd, 1; E. E. Mockett, 2; time, 1:24.

One-mile, open—Three heats and a final—First heat—Kindervatter, 1; Tidd, 2; time, 3:22.

Second heat—F. F. Rough, South Bend, Ind., 1; Hinchcliffe, 2; time, 3:24 4-5.

Third heat—Harding, 1; W. R. Millison, Wichita, 2; time, 3:29 3-5.

Final heat—Harding, 1; Rough, 2; time, 3:19 3-5.

Quarter-mile, boys under sixteen—Herb. A. Boecker, 1; Andrew Logan, 2; time, :51 2-5.

Half-mile, handicap—Fifteen starters; E. E. Mockett, 60 yards, 1; T. M. Patterson, 80 yards, 2; W. R. Millison, 50 yards, 3; time, 1:14.

One-mile, club championship, Solid City Wheelmen—Laurenz R. Harris, 1; W. C. Hahn, 2; time, 3:14 1-5.

Trick and fancy riding contest—George Fowell, Lamar, Mo., 1; R. M. Rodecker, Mansfield, Ark., 2.

One-mile, handicap—Fifteen starters; Bert Harding, 120 yards, 1; E. E. Mockett, 175 yards, 2; W. R. Millison, 160 yards, 3; time, 2:23 3-5.

Quarter-mile, open. Run in two heats—Final heat—F. F. Rough, 1; Bert Harding, 2; R. M. Tidd, 3; time, :38.

Windle's Scheme Outdone.

Not to be outdone by Johnson, with his running-horse pacer and wind screen, or by Windle, with his proposed locomotive pacer and screen attachment, a Toronto racing man has solved a tremendous scheme to aid him in lowering Nasmith's new 100 miles record, says the Toronto Mail. He proposes to engage a trolley car on the belt line to act as pace-maker, attached to which will be a three-sided screen, with a cover, which

will keep the air cool and moist, whilst foot-warmers will be attached to the rear platform of the car. A sweeper will be fixed to the front of the car to keep the pavement clear of tacks and other obstacles. The timekeepers and other officials of the ride will have elegantly fitted up apartments in the interior of the car, and a brass band will go along to cheer the rider and officials. As nearly every C. W. A. member of note and affluence will be invited to act in some official capacity it is not improbable that a supper and smoking concert will form part of the entertainment aboard.

Three Days of Racing.

Three days of racing were enjoyed by the several hundred people who attended the tenth annual reunion of the Soldiers' and Sailors' Association at Belleville, Ill., on Wednesday, Thursday and Friday of last week. The track, which is a half-mile, was in good condition, and large and enthusiastic crowds at-

Winnebago Wheelmen at Fond du Lac last Saturday afternoon. The races were postponed on account of rain, and fear was expressed that it might injure the attendance. Such was not the case, however. All the visitors were loud in their praise of the hospitality extended them. Fond du Lac holds the world's record for pretty girls, and the wheelmen are to be congratulated on having such a valuable auxiliary. The races were run in a prompt, business-like way, which added great success and pleasure to the effort. The track was rough in places. The results were as follows:

One-mile, Fond du Lac championship—Louis Vennie, 1; Lin Lusk, 2; time, 3:09.

Half-mile, open, heats—Louis Reed, Ripon, first and second heats, 1; Roy Reed, Ripon, 2; time, 1:17.

Five-mile, handicap—Louis Reed, scratch, 1; John Schmitbauer, 2; L. Beyer, Sr., 3. Andrae and Martin also started from scratch.

Douglas Finished First.

The ten-mile race of the First National Bank Cycling Club took place Saturday afternoon on the Douglas and Garfield Park course. The first man to finish was C. G. Douglas, who had a handicap of nine minutes. A. Briggs, scratch, won the time medal, covering the course in 36:48. The order of finish and the times follow:

Name	Time
C. G. Douglas	38 15
G. H. Kidtoe	40 15
R. J. Cody	43 23
Frank Pearson, Jr.	37 03
A. Lattmann	43 40
F. H. Stanwood	37 41
B. J. O'Neill	39 23
W. A. Binnie	41 30
W. F. O'Leary	40 25
H. W. Harris	43 30
W. D. Keats	42 23
A. Briggs	36 48
H. Dengel	39 56
E. A. Herrman	36 55
C. R. McKay	40 30
W. E. Pond	49 45
W. Austin	48 15
T. H. Morris	49 55
J. C. Hansen	60 25

At Wauseon, Ohio.

A number of Toledo men swooped down on the Wauseon, Ohio, meet last Friday and captured a goodly share of the prizes. After the races a reception was held at the opera house, where the prizes were given out. The results follow:

Half-mile, novice, Fulton County—A. M. Wilkins, 1; H. D. Meister, 2; Ham, 3; time, 1:32.

Half-mile, open—A. L. Baker, 1; J. G. Perrin, 2; C. Baker, 3; time, 1:21 1-4.

One-mile, 3:00 class—Orra Brailey, 1; Bert Gamble, 2; Lew Colton, 3; time, 3:02 3-4.

One-mile, open—A. L. Baker, 1; C. Baker, 2; C. Van Tine, 3; time, 3:14.

Half-mile, 1:30 class—J. G. Swindeman, 1; Orra Brailey, 2; Bert Gamble, 3; time, 1:24 1-2.

One-mile, Fulton County—C. C. Handy, 1; Orra Brailey, 2; A. M. Wilkins, 3; time, 3:02 1-2.

three-mile lap race A. L. Baker, 15 points, 1; C. Baker, 11 points, 2; C. C. Van Tine, 10 points, 3; time, 9:19 3-4.

One-mile, Fulton, Henry, Williams and Defiance Counties—C. C. Handy, 1; Orra Brailey, 2; Bollmeyer, 3; time, 3:36.

Two-mile, sealed handicap—A. M. Wilkins, 30 sec., 1; J. G. Perrin, 20 sec., 2; J. S. Brailey, 30 sec., 3.

Good Racing at Denver.

The Colorado Wheelmen's races at Denver Athletic Park last Saturday were attended by several hundred people, who saw some excellent sport and manifested much interest in the events. Notwithstanding the prevalence of a high wind good times were made and several state records were nearly equalled. The following were the officers of the day: C. C. Candy, referee; N. U. Carpenter, clerk of course; Robert Gerwing, starter; C. A. Hackney, W. W. Hoag, C. C. Harvey, judges; G. E. Hannan, F. T. Collins, H. G. Kennedy, timers; W. L. Sperry, P. O. Dolson, C.



will completely box him in and protect him from any possible draughts during his transit. The trip will commence at midnight to enable the car to attain a pace of forty miles or more per hour. The rider's box stall will be brilliantly illuminated, and the rear platform of the car will be converted into a refreshment booth, from which by a mere stretch of the arm he may obtain whatever article of food or drink he may desire. The stall will be comfortably upholstered, and at each side of the wheel will be stretched capacious hammocks, so that in the event of a fall the rider will not be seriously injured.

A bellows fixed up in his rear and operated by electricity will relieve him of that tired feeling and keep him blown up near the counter. An electric roller to the bottom of the stall will keep his rear wheel tipped up in such a manner that he will have that pleasant sense of going continually down hill. A refrigerator attachment in the roof of the box

tended the races each day. The slow time in the two-mile 6:00 class was caused by the fact that the contestants were very much afraid of each other, and it was a 'loaf' for a mile and three-quarters, with a quarter-mile spurt. The results were as follows:

One-mile, novice—Al Baker, Belleville, 1; Eli Silverburg, St. Louis C. C., 2; time, 3:20.

One-mile, St. Clair County championship—L. J. Winkler, Belleville, 1; Al Baker, 2; time, 3:10.

Half-mile, 1:37 class—Gus Loeffel, St. Louis C. C., 1; George Tivy, St. Louis, 2; L. J. Winkler, 3; time, 1:23.

One-mile, 3:00 class—Gus Loeffel, 1; W. Wicke, St. Louis C. C., 2; W. P. Laing, St. Louis C. C., 3; time, 3:18.

Two-mile, handicap—L. J. Winkler, 120 yards, 1; W. Wicke, 40 yards, 2; W. P. Laing, 120 yards, 3; time, 6:18.

One-mile, handicap—W. P. Laing, 60 yards, 1; L. J. Winkler, 60; 2; Gus Loeffel, 85, 3; time, 2:40.

Two mile, 6:00 class—W. P. Laing, 1; L. J. Winkler, 2; Gus Loeffel, 3; time, 7:45.

Fond du Lac's Postponed Meet.

Fully a thousand spectators witnessed the first annual race meet given by the

DON'T
BUY
STEEL BALLS



Until you have
examined the . .



“NEW
PROCESS.”

Bicycle manufacturers, and others, send for sam-
—ples and prices to—

—÷—THE—÷—

GRANT ANTI-FRICTION BALL CO.

—FITCHBURG, MASS.



The Chicago Cyclists at the Non-Day Meal—Siegel & Cooper's Restaurant, Familiarly Known as the "Rag Shop."

H. Hilton, scorers, and Joe Hutchinson, announcer. In the quarter-mile open Boles fell and everybody went over him. Black, Boles, Rutherford and Taylor being badly cut. Rutherford managed to get out and on his wheel, however, and won the race. The results follow:

One-mile, novice—H. A. Pippin, D. W. C., 1; J. A. Perkins, 2; Knox, 3; time, 2:50.
Half-mile, open—O. E. Boles, 1, Louis Block, 2; time, 1:17 2-5.

One-mile, 3:00 class—first heat—Harry Croll, 1; J. L. Frazier, 2; time, 2:47 3-5.

Second heat—John A. McGuire, 1; E. Hencles, 2; time, 2:55.

Final heat—Croll, 1; Frazier, 2; time, 2:51 2-5.

Quarter-mile, open—George Rutherford, 1; L. Block, 2; no time.

One-mile, D. A. C. championship—Sperry, 1; Whitney, 2; Graham, 3; time, 2:58 1-5.

One-mile, Rambler championship—J. A. McGuire, 1; Lyons, 2; Perkins, 3; time, 2:47 4-5.

One-mile, D. W. C. championship—J. L. Sutton, 1; Bert Cassidy, 2; B. J. Sylvester, 3; time, 3:06 1-5.

One-mile, C. W. championship—Louis Block, 1; Rutherford, 2; Croll, 3; time, 2:52 3-5.

Two-mile, handicap—Pippin, 300 yards, 1; McGuire, scratch, 2; time, 5:16—McGuire's time, 5:21, eight seconds better than state record.

One-mile, 2:50 class—J. L. Sutton, 1; B. J. Sylvester, 2; time, 2:44 4-5.

Five-mile, handicap—O. E. Boles, scratch, 1; N. B. Taylor, scratch, 2; R. B. Wilson, 400 yards, 3; time, 15:08.

One-mile, club competition—J. A. McGuire, Ramblers, 1; Louis Block, Colorado Wheelmen, 2; John Sutton, Denver W. C., 3; time, 2:40.

Will Be a Big Success.

If the World's Fair dedication tournament of the Chicago Cycling Club, at Washington Park next Friday and Saturday, is not a huge success, then the whole blame will be laid at the door of the weather-clerk's office. Every committee and each club member is on the hustle, and with good weather the meet will be the greatest cycling event ever held in the west, if not in this country. The city and suburbs have been literally plastered with lithographs and pictures of the most prominent racing men. The prize committee is working with a will and so far has succeeded beyond expectations.

The cracks will all be here. Captain Van Sicklen went east to bring the flyers back and this is what he says in a message:

SPRINGFIELD, Mass., Oct. 11.—W. F. Tuttle, president Chicago Cycling Club:—Have Tyler, Campbell, Wheeler, George Smith, Arnold, Billy Murphy, Rich, Dorntge and Zimmerman promised. Winkle doubtful; will know to-morrow sure.

VAN SICKLEN.

Johnson, Sanger, Munger, Lumsden, Ballard, Davis, Keator, Rhodes, Bliss and a dozen other good men have all entered and many are in practice at the track now. The entries close Saturday night (Oct. 15) at midnight with Charles P. Root, 834 Dearborn street.

Arrangements at the track are now complete. The dressing-rooms are splendidly arranged and cots will be put in. The track, after to-morrow, will be put in the best shape possible and no horses will be permitted on it until after the meet closes.

General Race Gossip.

Charles Grant won the eleven-mile road race at Logansport, Ind., in 34 min. 48 sec. Wash Roach was second in 36 min. 6 sec. The race was promoted by the *Journal* of that place.

The Waukesha Bicycle Club gave a five-mile race for members only on Friday last. The route was over the Pewaukee road. S. D. James, Jr., finished first in 21 min., F. A. Evans second, E. A. Morley third.

Philadelphia is to have one more cycling tournament this year—that of the Tioga Athletic Association, on Columbus day, Oct. 21. The present prospects are that this meet will be as successful as any of the others which have been held this season.

The Adrian (Mich.) Wheelmen hold a meet Monday next at the Lenawee fair grounds, beginning at 2 o'clock. The programme is as follows: Half-mile, Adrian County riders; one-mile, open; half-mile, novice; one-mile, Adrian

County; one-mile, ordinary; five-mile, lap, Adrian County.

The Leavenworth County Wheelmen of Leavenworth, Kas., will hold their first tournament next Friday. The programme is as follows: One-mile, novice; one-mile, open; half-mile, boys'; one-mile, club championship; half-mile, open; half-mile, hands off, open; fancy and trick riding contest, open; half-mile, consolation.

The Columbia Cyclists of Philadelphia held their annual five-mile road race Saturday over the Park avenue course. Twenty-three men started, Biddle, three minutes, winning in 16:23. Gracey, the scratch man, rode in 13:48 2-5, thus breaking the best previous record. Donnelly and Bilyeu also made an attempt on the five-mile tandem record, successfully covering the distance in 13:12.

Johnson, Bliss, Keator, Davis and several other good men will attend the Aurora C. C.'s third annual tournament Saturday. The events will be: One-mile, A. C. C. championship; one-mile, open; one-mile, 3:10 class; half-mile, boys'; half-mile, handicap; quarter-mile, open; two-mile, handicap; five-mile, handicap; one-mile, A. C. C., sealed handicap. The prizes include bicycles, watches, medals, etc.

The Columbus day race meet of the Tioga Athletic Association will wind up the racing season in Philadelphia. A programme of eight events was prepared which has been equally divided between races for fast men and for the slower riders. The prizes will be good—not grand pianos, bicycles and such articles, but at the same time well worth riding for. As the majority of the cracks will be at Chicago and there is absolutely nothing else of the same character in or near Philadelphia, the meet should attract a good attendance of riders.

The REFEREE is well worth the price, isn't it?

Corbett on the Bicycle.

While an admirer of boxing, I am not partial to prize fighting; I would rather see men disable themselves with gloves than with pistols or swords; it seems to me to be a more manly way of disabling. My experience with the prize ring and Queensberry has been such that I no longer want to join those with a quiet tip in an excursion to the woods at night, and a little incident in Utah three years ago did not help to enthrone me with fighting. Frank Glover, who died recently, was in Denver and joined several cyclists, who were headed for 'Frisco and the antipodes, myself being among them. While in Salt Lake a proposition from an Ogden bruiser to fight came to our camp and was accepted. The affair was managed as far as preliminaries went in regal style, special trains from Salt Lake and Ogden being run to the battle field, which was on the dancing platform at Lake Park, right on the shores of the Great Salt Lake. The train arrived in due time, and another special train, not on the programme, met our train on the return trip, having on board Governor Thomas and a beautiful lot of uniformed deputy sheriffs, who did not arrive in time to see Glover "do" his man. But they had the right-of-way of the line, and as the track was a single one we could not jump over their engine and coaches, so all hands gave their names—except those who took to the car roofs and prairies. Glover took to the fields, Knapp hid the gloves in the coal box of the engine and was busy polishing brass with a dusty piece of cotton when a deputy interviewed him. What tall lying was done! Nobody on that train would recognize now the names they bore that night.

THE CYCLIST'S ESCAPED.

The next day Glover was enjoying a drive with the writer in Ogden as far as Chase's Corners in order to take a train for 'Frisco, but an unfeeling constable

who met our carriage gave chase, and possessing the faster team would have overhauled us if Glover had not jumped and took to a corn field, while the other two occupants went in other directions. Glover was overhauled finally, and after deploring Governor Thomas' unappreciation of the "manly art," the cyclists were glad to leave such a territory. This and one or two other experiences spoiled my appreciation of the sport which is undoubtedly degrading and demoralizing, so I have sworn off on professional "finish" fights, but still admire the so-many-round affair which the law allows and is oftentimes as exciting and real as the finish one. Therefore when I saw that James J. Corbett had matched himself to fight Sullivan, I felt sorry that the manly professor of boxing of the San Francisco Olympic Amateur

neglect in not replying to your last to my training quarters at Asbury Park, but you can appreciate the work I was doing for my match with Sullivan. I used the bicycle considerably in my training, and find it was of great use in leg development besides having lots of sport with it. The exercise is entirely different to anything else and don't seem to tire one half so much as the other work I did, such as running, walking, wrestling and throwing the ball. The safety is superior to the ordinary you and Knapp taught me to ride. I will ride as much as possible in the future, and have a number of letters from clubs inviting me to take a ride with them while on my tour, and I will try and do so if my engagements permit. I am much interested in the sport and find cyclists a good class of young men. Many thanks for the REFEREE you send me. Will be pleased to have you call on me at the Coleman House at any time between now and Friday, when I leave with my company on a tour. Be sure and see the show when an opportunity permits.

Yours truly,

JAS. J. CORBETT,


Champion of the world.

The signature is pardonable in the

World's Fair

DEDICATION TOURNAMENT!

Washington
Park Club,
Chicago . . .

Friday  Saturday
October 21 and 22.

10 RACES 10

At 2:30 P. M.
Each Day. . .

Entries close October 15, with C. P.
Root, 334 Dearborn street, Chicago.

the battle. I don't believe one or two cigars hurt a man, but I never touch cigarettes; they are worse by far than cigars. I simply trained on the common sense plan—ate plenty and had plenty of sleep—and the most pleasing part of my exercise was bicycle riding. It made me forget that I was actually working hard."

Peoria Thugs at Work.

Charles F. Vail, well known in the cycle trade and a prominent member of the Peoria Bicycle Club, was severely dealt with by three toughs last week. When on Main street, directly opposite the court house, he accidentally ran into a man who was standing on the sidewalk talking to two other parties. The street was crowded with people at the time, and this caused the collision. Mr. Vail immediately apologized, though he very quickly found he was not addressing a gentleman, but a hoodlum, who at once pounced on him without giving warning. His two pals joined in the fight, and in less than a minute Mr. Vail was lying in an unconscious condition on the sidewalk. The toughs, after seeing what they had done, made quick tracks for the river, closely followed by a number of men who pursued them for a half-dozen blocks. It being late in the evening and dark they made good their escape. The hospital ambulance was called and Mr. Vail was conveyed to his

home on Seventh street, where a physician was called and dressed his wounds.

Miscellaneous Trade Jottings.

Hereafter the Secure will be handled by more than one agency.

Kirkwood, Miller & Company want a Chicago house to handle the Telephone and Kite. These wheels have had a successful season and have earned a good reputation throughout America.

Ned Oliver has closed with the Raleigh people and hereafter Garford's saddles will be fitted to Raleighs. The three-coil saddles were the ones which impressed Mr. Angois most favorably.

The manufacturers of the Parade, Pullinger & Company, are now in a position to appoint agencies for the United States. The Parade is an A 1 wheel and extremely popular on the continent.

Vandergrift & Company, of William street, New York, propose to make a bid for the handling of cycles and other goods between England and America, in a way that will command the attention of the trade.

The Illinois division has published an alphabetical list of towns in Illinois, giving the name of each local consul, the league and the best hotel and the number on the road-book map. This would lead one to believe that the best hostelry is not always the league "joint."



An Improved Brake.

A Chicago man, traveling with his wife in Switzerland, accompanied by a guide, was astonished to see the original of this scene in the Tete Noir Pass on the road from Martigny to Chamounix. The cyclist was coasting down a road some fifteen miles in length which was a very steep grade, and the only safe way to make the descent a wheel was to hitch a good-sized tree to the wheel to act as a drag. The last issue of Sporting Life contained a paragraph which describes the method of coasting in Switzerland exactly as shown herewith. The Chicago man actually saw it.

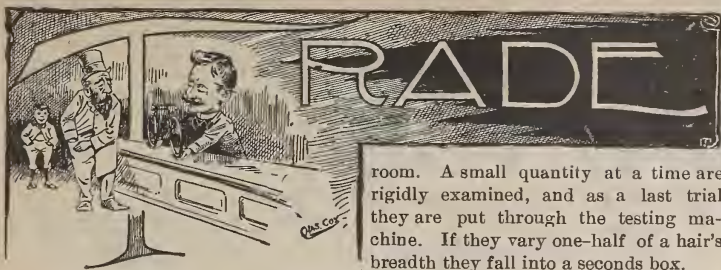
Athletic Club had decided to go into the finish business once again. Corbett gave some exhibitions for me at Portland, Oregon, and his popularity filled the largest building in the city, as his fame as instructor of the Olympic club had preceded him. While in Portland the "nimble professor" (a title Knapp gave him and by which many Portland people address him) became interested in bicycle riding, and soon mastered the ordinary. He tackled the safety later and used the wheel a good deal in his training, and here cycling comes in for praise. The noted athlete called at the REFEREE office recently after sending the following letter:

THE WHEEL FOR TRAINING PURPOSES.

COLEMAN HOUSE, NEW YORK, Sept. 20, 1892.—
Friend Morgan:—Please pardon my seeming

young Olympic professor, for he well earned the title. Calling at the Coleman House Friday morning I had a chat with the handsome and stalwart "Pompadour Jim," as the papers call him. I also had the pleasure of renewing my acquaintance with his handsome wife, who was a schoolmate of her husband at San Francisco. My visit was for information as to how he trained for the battle which meant so much for him, his family and friends.

"Well," said Corbett, as he munched toast and devoured lamb chops, "I trained just like I did in Portland; I did plenty of hard work and got anything I wished to eat of a nourishing kind, and I drank moderately of any drink I fancied. I smoked one or two cigars a day, but stopped them a few days before



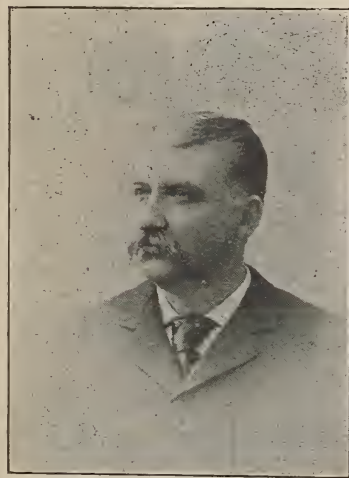
THE SIMONDS ROLLING MACHINE CO.

A New England Concern Which Supplies Cycle Makers With Millions of Balls Annually.

(Fitchburg Daily Sentinel.)

Not only does this rolling-machine company add greatly to the prosperity of the city, but it gives Fitchburg the distinction of possessing the only mill of its character in the world. It was started in 1886, for the purpose of manufacturing, on a large scale, bicycle balls, pedal pins, crank axles, pins for the Westinghouse and other car brakes, and articles which have to be perfectly accurate in order to be of use.

One hundred skilled workmen, on an average, are given employment, and the expensive machinery used is all made in



GEORGE W. WEYMOUTH,
Manager Simonds Rolling Machine Company.

the works. The rolling-machine, from which the company takes its name, is one of the wonders of this advanced age, and was invented by Mr. George F. Simonds, the president of the company.

Since the introduction of the bicycle, the old-fashioned anvil has not been able to meet the demand for balls, pedals and other small parts of this machine. The balls, especially, need to be perfectly accurate. At the works of the Simonds Rolling-Machine Company balls are turned out by the million. Not only that, but they are tested and tried, so that if they vary the thousandth part of an inch they are thrown out as seconds, thirds, etc.

The reputation of this mill is such that they supply and deal with every bicycle manufacturer of any account in the United States. The customers of this company for brake pins comprise between fifty and sixty railroad corporations, while the products of the busy works are shipped to every state and territory in the Union and the Canadas.

The fact that the business of this now universally-known concern has quadrupled within the past two years speaks volumes for the skillful management and the demand for perfect work.

The grinding machine, like the rest of the machinery, is made in the works and has been proved the best in the world. The steel balls, after they are ground and tempered, are sent to the inspecting

room. A small quantity at a time are rigidly examined, and as a last trial they are put through the testing machine. If they vary one-half of a hair's breadth they fall into a seconds box.

While the writer was permitted to stay and examine the wonders of this testing machine, it may be said that few were other than O. K.

This manufacturing industry, like any new business, was hard to start. Several managers failed to bring it to a paying basis. The company owes a greater part of its success to able management the past two years. The officers of the company are as follows: George F. Simonds, president; Chauncey Smith, vice-president; Edward Sawyer, treasurer; G. W. Weymouth, general manager. The directors of the company, like its executive officers, comprise men of high financial standing. They are as follows: William H. Forbes of the American Bell Telephone Company; John E. Hudson, president of the same; Colonel Livermore, president of the Calumet & Hecla Mining Company, and Alfred Bowditch, all of Boston, and Fred W. Taylor of Philadelphia. The executive committee are Messrs. Chauncey Smith, Edward Sawyer and G. W. Weymouth. Mr. G. W. Weymouth, the efficient general manager, who has been a stockholder since the start, is a young man possessed of more than the average business capacity.

Mr. Weymouth was born in West Amesbury (now Merrimac), and was brought up in the carriage-making business. He came to this city in 1882 and started a carriage repository at 453, 455 and 457 Main street, which business he still carries on with marked success, in addition to the management of this rolling mill, which he has by personal application brought to a thriving standpoint. Since he became a Fitchburg man he has ever interested himself in its development, and it is the energy of men of his calibre that has made the city assume its recent rapid strides to the front. He was one of the four of the members of the Board of Trade who induced the Iver Johnson Company to manufacture bicycles in Fitchburg, with the well-known gratifying results. He has also served one year in the city government as member of the council from ward two, and after having received the nomination to the upper board he declined the honor.

Mr. Weymouth is a member of the Merchants' Association, the Park Club and the Fitchburg Athletic Association. He is also a director in the Fitchburg National Bank, and was one of the promoters of the Fitchburg and Leominster street railroad, of which he is a director. He was also one of the founders of the Orswell mills, and has been on its board of directors since its start. He is, as well, a director in the Worcester Society of the Aetna Life Insurance Company, the Fitchburg Board of Trade, a member of the board of trustees of the Fitchburg Savings Bank, a stockholder in the Wachusett National Bank and the Fitchburg Gas Company, and vice-president of the Rifle and Gun Club.

Few business men, on the whole, are more active than is the general manager of the Simonds Rolling-Mill Company. He is naturally fitted to successfully control an enterprise of such magnitude and recognized benefit to the modern manufacturing world.

The Eagle Is Flying.

The Eagle Bicycle Manufacturing Company, of Torrington, Conn., has

been for some time past exhibiting to the trade throughout the country a model of a beautifully designed thirty-pound wheel, which will be its leader for 1893. The wheel at this weight will be thoroughly guaranteed for all ordinary road use. It has been received very favorably by experts in the trade, and the Eagle company can be considered "the early bird." In competition with feather-weight racing wheels, the Eagle won several firsts at the Baltimore tournament, Sept. 21; also showing up well at Philadelphia. It all but secured the first time prize at the Boston A. A. twenty-five-mile road race, which had ninety-five starters. Mont. Scott rode the Eagle from scratch, securing second time prize—one second slower than the time winner.

A. Kennedy Child.

Some time ago we presented a picture of Kennedy Child as one of the "Men we all know," and spoke of that side of his career which one is liable to see only on occasions like league meets and such. Kennedy in business life, however, is a different man. Behold him. His career in the cycle trade dates back some years,



but for the past three or four years his energies have been devoted to the interests of the Warwick Cycle Manufacturing company. He holds the position of superintendent of agencies, and is a visitor at times to all parts of the country as far west as Chicago. When on business bent he attends strictly to it, hence he is known, and well known, to every prominent dealer in America.

Faults of the Trade.

"There is a tide in the affairs of men
Which, taken at the flood, leads on to fortune."

Yet, when we look over our memoranda of the ebb and flow of the cycle trade in general for several years back, we cannot help but say that there have been many concerns which raised their handle bars too high, and through mismanagement and the aspirations for sudden avarice, were compelled to lower them. The cycle trade, generally speaking, has for many years traversed a course far from the orthodox maxims of successful business careers. This is perfectly obvious to a practical business man of the old school, and it is strange that the founders of cycle enterprises have followed too much the old saw "live today and die to-morrow." I am not going to preach a sermon on this text, for to preach to cycle makers and merchants of the present day would be, with few exceptions, like trying to show a know-it-all novice how to repair a tire; but a few glittering generalities might be received by the benighted cycle manu-

facturer or merchant who will doubtless make his advent into cyceldom shortly.

THREE CLASSES OF TRADE.

I might prefix my remarks by dividing the trade into the three classes which have existed: (1) The manufacturer or merchant who handles cycles and accessions solely; (2) the manufacturer or merchant who handles cycles, etc., in conjunction with another or different class of goods; (3) the manufacturer or merchant who grasps at everything in the way of merchandise, both staple and otherwise. One thing done well is better than many things undertaken and half done. If one embarks in a venture to manufacture, produce or market coal, it does not necessarily follow that because we use coal mostly in winter we must plunge into our enterprise to manufacture ice in the summer; or, if we are marketing furs, it is not necessary to market electric fans in the summer in order to raise the business profits a hundred pegs in a fiscal year. A department retail establishment is one thing and is not a diverging of energy; but to generally mix up grindstones, bicycles, carpets and ship chandlers' goods is chaos that leads not to marked success in any one direction. True, a concern might think one class of commodity would help to sell another, but when energy and tact are so unconcentrated, so centrifrically diversified, how could it be possible? It reminds one of the shoe fable—of the boy who said the water came in a hole on the side of his shoe, and was told to cut a hole in the other side and let the water out.

WHEELS SOLD TOO EARLY.

There have been many new makers in the states, and some of the older ones in the last decade, who have somewhat upset the stability of the trade by getting up samples and hawking them all over the country and making deals seven months ahead for many more machines than the prompt output of their plant would justify. A policy of this description could only be adopted by a concern which loses confidence in its ability to find a market for the product it can promptly guarantee after considering the delays attendant upon the receipt of raw materials, etc., or which has directors who think that in large, black orders (long before they start the factory engine) is where the profits lie. The manufacturer who faithfully supplies five distributors early, each with one-fifth of his fanciful monthly output, will be more successful in the long run than he who, with capacity of only two hundred machines a month, attempts to supply thirty distributors whose requirements are over this proportion monthly. Thus few jobbers or merchants, unless manufacturers sing another tune, can yet push the interests of one or two makes solely. I am of course referring to prime, first quality goods, or what is termed by the United States custom appraisers as quality A. The result of this loss of confidence is evident to many who have oft heard the chant—

Samples in January,
So many in February,
So many in March.

The ultimatum of this plan has been that the trade is left as early as September each year in an apparently overstocked condition, because the makers seem to believe that throughout the best seasons of the cycle trade, to attempt to partially supply thirty is better than to fully supply five. The merchants will stand by the manufacturers if the manufacturers will stand by the merchants.

MANUFACTURERS AT FAULT.

When, some time ago, I came across a cycle merchant with twenty-three agen-

THE SIMONDS

ROLLING MACHINE

★ COMPANY ★

FITCHBURG, MASS.,

MAKES THE BEST BALLS IN THE WORLD.



This has been proven by Actual Tests. The letter

below explains itself:

HARTFORD, CONN., July 11, 1892.

G. W. WEYMOUTH, ESQ., Gen. M'g'r Simonds Rolling Machine Co., Fitchburg, Mass.

DEAR SIR:---Replying to your favor of the 9th inst., would say: That we did make a very thorough test of your steel balls in connection with other makes. All the balls we used were purchased in open market, so as to provide against any selection whatever. This was done for the reason that they would show the run, or about as the balls would be delivered from the manufactory. For uniform strength and size yours far exceed any of the other makers, and, therefore, as the result of the above test, we decided to use the balls manufactured by you.

Yours very truly,

COLT'S PATENT FIRE ARMS M'F'G CO.,

(Signed) L. C. GROVER, Supt.

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.

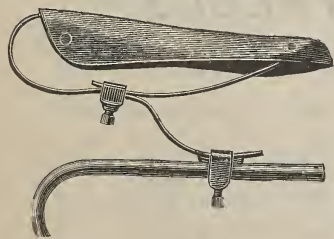
Send for our List at Once.

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

BERGFEL'S SADDLES! NO MORE CHAFING!

—ASK YOUR DEALER FOR THEM.—

The Light Roadster



LIGHTEST, EASIEST,
CHEAPEST, BEST.

For Lightness, Ease, Comfort and Strength

They have no equal. They are adjustable to suit taste of rider without altering their relative position to the pedals. Write to us for prices and fuller description.

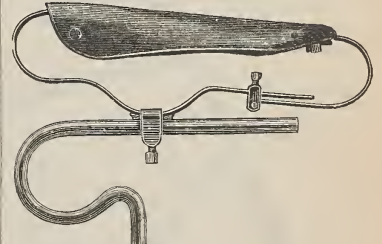
Our New Scorchers weigh only 21 ozs.

MANUFACTURED BY

NEWARK NICKEL PLATING COMPANY,

44 to 52 Lawrence Street, Newark, N. J.

Hinge Saddle.



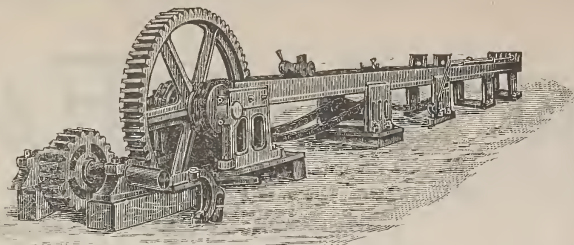
DO YOU CATCH ON

TO THE HINGE?

ELLIPTICAL ★ SPROCKETS FITTED TO OLD WHEELS.

Send us, prepaid, Ten Dollars, with your old cranks, axle and sprockets.

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



Machinery of most
Modern practice for

**SEAMLESS COLD-DRAWN
STEEL TUBE-MAKING,**

Seamless and Brazed Brass
And Copper Tube-Making

SUGAR CANE MILLS---TRIPLE EFFECTS.

Vacuum Pans, Centrifugals, Engines, Boilers, Etc.

GALVANIZING PLANT, CORRUGATING MACHINERY.

Wire Drawing and Rolling Mills.

SAMUEL FISHER & CO., NILE FOUNDRY,

Established 50 Years.

cow

BIRMINGHAM, ENG.

HOWARD A. SMITH & CO.,

518 Broad St., Newark, N. J.

Attention Manufacturers!

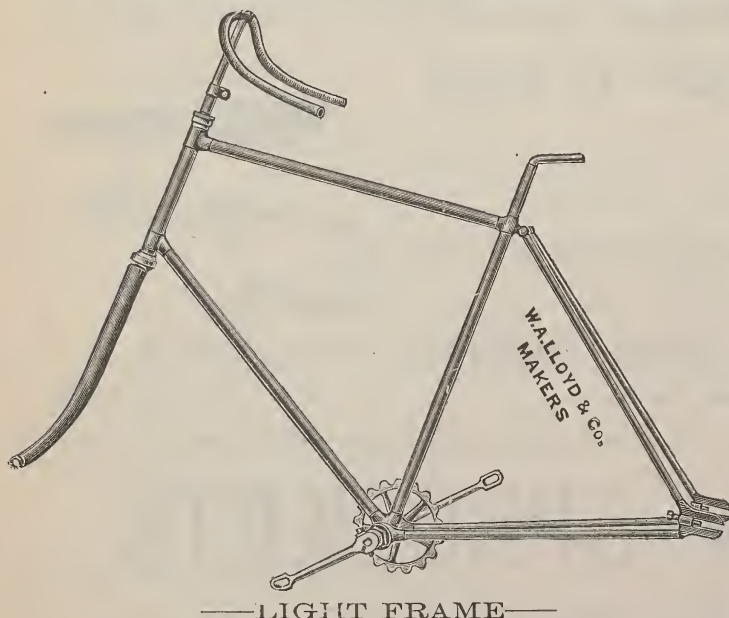
=RIMS! RIMS!! RIMS!!!=

In any Quantity, and Guarantee Quick Delivery.

Manufacturers of the Famous Cork Handles.

AGENTS FOR

LLOYD'S FRAMES.



—LIGHT FRAME—

ACTUAL WEIGHT 11 3-4 Lbs.

FITTED WITH OUR

PATENT CRANKS.

Correspondence invited from Jobbers.

W. A. LLOYD & CO.,

CLYDE WORKS, BIRMINGHAM, ENG.

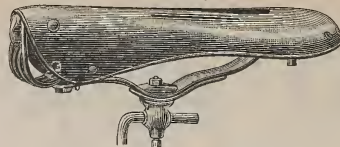
cow

"FISH"

New Scorchers

Price, \$5.00

1893.



Don't

*Order before
seeing our '93
SCORCHER.*

WEIGHT, 28 OUNCES,

And guaranteed to sustain any rider over all roads. Adjustable to very high rear extension or low depression, without changing in the least the relation of Saddle with the pedals (a feature unknown to any other Scorchers Saddle).

*The most comfortable and social little
Saddle ever seen on a Cycle. . .*

Both Ladies and Gentlemen
are Delighted with them.

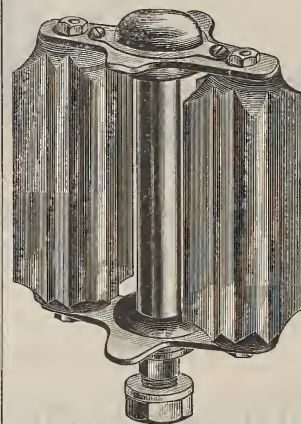
Special Prices to Manufacturers and Dealers.

W. L. FISH,

67 and 69 Roseville Ave.,

— NEWARK, N. J. —

HERE IT IS!!!



The **NIAGARA '93**

DUST PROOF

P-E-D-A-L!

**BETTER GOODS,
BETTER PRICES.**

Send for our New Price List.

Balls, Bearing - Cases, Pedals.

Niagara Machine Co

BUFFALO, N. Y.

OUR GOODS ARE IN USE FROM SAN FRANCISCO TO ST. PETERSBURG.



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.

25 CENTS

For the "Perfect" Pocket Oiler, the best and neatest oil can in the world. Superior to all others in neatness, appearance, general utility and durability. A necessity to all riders who wish the best of everything.



CUSHMAN & DENISON,

172 9th Ave., N. Y.

**"PERFECT"
POCKET OIL HOLDER**

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

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



**"PERFECT"
Pneumatic Pump Holder**

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

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

NEVER MIND THIS!

JOHN SHAW & SONS, Coventry,

THE OLDEST AND LARGEST

Hollow Fork Manufrs. in the World.

MAKERS OF ALL KINDS OF TUBE WORK.

cies for different makes, I said to myself, "Here is a vivid example of the lack of confidence brought about by the promises, as per the old chart, which many cycle merchants can call to mind. The trouble is that with so many agencies the chance of a dealer securing as many of the particular make or style that strikes the popular vein in the right season, has been certainly no better for a number of years, and the question of supply, demand, success and the consumption of the output in cycles looks as if the manufacturers were the only ones at fault. If they will not restore confidence among the trade, they must surely lose large amount of prestige their goods may obtain. The success in business known in almost every line, and which has brought many a concern of the present day to a top notch of fame, has been due to the mapping out of a programme, and carrying that programme through; but many cycle manufacturers and merchants spring up like mushrooms and without some programme sell 3,000 machines, when they know they cannot supply, between January and September, a quarter of that number. The slightly debilitated condition of the market at present in the states is due largely to the makers not figuring to supply the trade early, and it remains for confidence to be restored before early spring rolls around, or a competition for the most shop-worn safety of fall delivery, '92 crop, would be *appropo* at the fair.

OUTLOOK FOR 1893.

The prospects of a good trade throughout the states in 1893 are decidedly bright, although at present, in England, second qualities find a market with difficulty and the better grades are moving with more or less fatigue, owing to the large supply awaiting consumption. There is absolutely no prospect that any decided universal reformation in tire, pattern or mechanism will disturb the equilibrium of trade for next year on either side of the pond. A few late productions in the line of novelties, such as gears, may find a few spasmodic buyers. In the central states the fair will have no serious effect on the cycle trade, as many anticipate, and the current price of standard goods will meet with no material change until the house and senate together are less favorable to a high protective tariff.

In the matter of material, the cycle standard has reached in the better grades a higher mark. The quality of tubes and rims, the tensile strength of spokes, the ingredients of tires, the brackets and bearings and the luxurious ease of saddles are all going through an age of comparison. In examining some quarter-inch bearing balls, taken from a first-class machine, I found them to vary between one and three-tenths of an inch, which somewhat strengthens my opinion that we will see the day when the finest productions in safety bicycles will sell at \$250. I have seen shotguns made in 1890 that cost \$1,000, though to the uninitiated eye one appeared at a short distance like an ordinary \$100-gun.

AN OLD ONE.

Something of the Ideal Pneumatic.

You take the Pennsylvania road, foot of Courtlandt street, New York, and in less than an hour you are landed in the little town of Passaic, N. J. When you leave the little depot a walk of a hundred yards will bring you to the large rubber factory of the New York Belting and Packing Company, and the polite young manager, A. F. Townsend, will show you around, if you are a press representative or a customer. He will show you rubber in the state when extracted

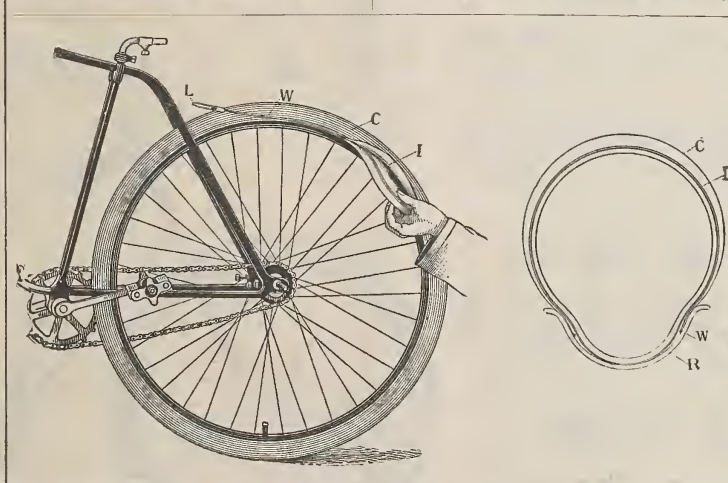
from the tree and cooked by the South American, and then show it in tires of all kinds, incidentally telling you that Manager Strause, the tire representative, is a hustler and a great man. You will then take a ride to the suburbs, where tall, graceful trees and the real estate man's signs abound. You will see a two story and basement red brick factory, with the names of Phelps & Dingle thereon. Walking up the steps, the writer entered the factory, and a glance in the office and at the machinery on the first floor was sufficient to show that, it being lunch time, all hands were feeding. The REFEREE man, however, proceeded on a little tour of the factory alone, interviewing the inanimate machinery and heaps of pneumatic tires and rims that were scattered around. Just as he was examining the brazing of a rim a man said "Hello!" He introduced himself as one of the Phelps & Dingle staff of machinists—J. S. Hooper, who says a steady job with a moderate salary is ahead of the prospective millions of the hopeful inventor. He had given up experimenting with a rim-roller machine and other devices, and accepted a position with Phelps & Dingle.

Seeing a lot of new lathes, the REFEREE man suggested that it looked as if business outside of tires and rims was possibly in view. Mr. Hooper replied that the firm had not made him a confidant of its intentions regarding the new

decide the question in a few weeks. Our tire is simplicity itself."

HOW THE FACTORY IS ARRANGED.

A walk through the works shows that the basement has been used and will be in the future for the heavier work. The first floor is used for machinery space, the manufacture of valves and air pumps, and the company's office is situated here also. The second floor is used for tire making and rim rolling. Mr. Phelps said that they could turn out 50,000 pairs of rims and tires next season if needed. The firm is now experimenting with a self-closing rubber valve on which is the principal of the self-healing pneumatic tire, and which bids fair to do away with the automatic brass valve now in use. Mr. Phelps has applied for a patent, and has used the new valve on his own wheel this summer. He is satisfied with the merits of the scheme to do away with the brass valve. He did not wish full particulars of the invention to be made public until his patents are granted. To illustrate the rapidity with which his tire can be taken off and the inner tube exposed for repair in case of puncture, Mr. Phelps asked the REFEREE man to hold the watch on him, and from the word "go" until he had the inner tube exposed was just forty-eight seconds. Mr. Phelps is a broad-minded man, gives his brother inventors in the tire business great credit, and generously



machinery, but it looked as if something was up. Mr. Hooper further said that I would find Mr. Phelps, the mechanical and practical man of the firm, on Gregory avenue, next to the Methodist church, and as the Methodists of Passaic boast a taller steeple than the Baptists or any other denomination in town, I was soon ringing the door-bell of the mechanical portion of the Phelps & Dingle firm. Being ushered into a pretty parlor by Mrs. Dingle, the object of my solicitude was found stretched out on a lounge chair, and his thoughtful expression would lead one to suppose he was wrestling with some new mechanical problem. He told me, after a little probing, how he became interested in pneumatic tires and rims. "I bought a Columbia and fitted Dunlop tires thereon," said Mr. Phelps, "but soon saw that some scheme more simple to fasten the tires on and to take them off was needed, so I invented my present tire and exhibited it at the Philadelphia show last February. We were then making gas engines, but the tire business promised to take up too much of our space and time, so we have stopped all other work and go in for tire and rim making exclusively. From the present outlook and with a meritorious article we hope to do well. We have already received an offer from a large manufacturer to make tires exclusively for him, or to allow him to put capital into our business. We will

spoke a word for all, especially Morgan & Wright.

CONSTRUCTION OF THE IDEAL.

In speaking of the firm's tire Mr. Phelps said: "We call it 'the Ideal pneumatic tire' because it comes the nearest to the much talked of 'tire of the future' of anything that has heretofore been offered on the market of the world. It is light, strong, durable and resilient. It is shapely and ornamental in appearance and possesses in a remarkable degree all those qualities which constitute what is commonly called a 'fast tire.' It is regularly fitted to an ordinary concave rim, such as is used for cushion and Boothroyd tires, and can be stripped from the rim entirely and replaced again in a few minutes time by anyone. It is easily, quickly and permanently repaired. Six inches of the inflation tube can be exposed for repair, as shown in the cut, and replaced again ready for inflation in less than one minute. We use the very best rubber. The linen used in its construction is the very best that money will buy, and not a particle of cotton or cheap ducking is used. The wires which secure the cover to the rim are Bessemer steel. The loops at their ends are carefully brazed and each wire is tested with a strain of three hundred pounds before it is trusted to take a place in the construction of a tire, and then coated with varnish to prevent rust."

DETAILS OF THE WORK.

The tire is built in two separate parts. The inflation tube (I) consists of a single flexible rubber tube, its ends joined together to make a continuous air-tight ring in which the valve is securely fixed. These rings, after being completed, with their valves, are tested with an air pressure for several days before they go into tires. The cover (C) consists of a rubber tread with a linen lining to give it strength. This lining is constructed with hems on its two edges to carry the wires, and a flap which passes under the air-tube protecting it from contact with the rim. Wires are threaded into the hems, passing around the entire circumference of the cover, the ends passing each other and protruding from the hem about a foot. The protruding ends are provided with loops at their extremities which hook upon studs in the rim. There are four studs in each rim to receive the ends of the two wires, and one of these studs is provided with a screw to hold the loop down when in place. This screw stud is the last one to be secured when putting on the tire, and the first one to disengage when removing the tire or any portion of it for repairs. In securing the wires they are not drawn tightly, but lie loosely in the center of the rim before the tire is inflated. Inflating the tire forces them up the inclined sides of the rim, and the harder the inflation the tighter the wires. They are just short enough so that they cannot jump over the edges.

The weight of a 30x1 3-4 inch full road tire is two and one-half pounds; a racing tire of the same dimensions weighs one and one-quarter pounds. These tires have been repeatedly and severely tested during the season of 1892 by heavy riding for several thousand miles. These tests have proved beyond question the following points:

1. That the improved method of fastening the tire with wires is simple, practical and positive, forming a firm contact between the tire and rim that is absolutely proof against water, gravel or dust; and the tire cannot become loosened by use or disuse, heat or cold, wet or dry weather, or any other condition.
2. That the heavy pressure against the rim prevents any possibility of creeping, not a single tire having at any time shown the least tendency to creep.
3. The construction of the tire is such that there is practically no internal wear, which, it was well known, is the most frequent cause of failure in the original crude form of pneumatic tire.
4. That repairing a puncture by the roadside is not alone the work of an over-active imagination, but a matter of fact. Punctures in Ideal pneumatic tires have been repaired by the roadside on several occasions in less than fifteen minutes.

Trade Booming in Peoria.

PEORIA, Oct. 11.—A. Featherstone, of pneumatic tire fame, stopped off in Peoria one day last week while on his way to St. Louis. The fact of his winning the tire suit against Bidwell placed him in a very easy state of mind. While here he talked wheels for 1893 with a well-known jobbing house. From St. Louis he travels direct to New York and Boston, where he intends spending a few days looking after his tire factory, expects to be in Chicago again by 20th of the month.

J. Willard Parker, president of the Niagara Machine Company of Buffalo, was in Peoria last week with a sample of the Niagara pedal for 1893. This concern is indeed putting out a very neat pedal, being entirely dust proof and weighing exactly two pounds to the pair. This was Mr. Parker's first visit

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.



A BIG OFFER!

There are machines in the market, the makers of which claim to have revolutionized everything in connection with cycling—except amateurism!! That's their peculiarity!!

We have never yet subsidised Amateur Riders—being a contravention of the rules and regulations of the National Cyclists' Union, and a breach of Amateur Law—we do not intend to depart from this principle, but will present

A Prize Value \$500

to the first Amateur rider who succeeds in lowering the One Mile Amateur Record on one of our "CHAMPION" RACERS. We will also give to the first Professional who succeeds in lowering the World's Record at One Mile on our Machines

\$500 Hard Cash.

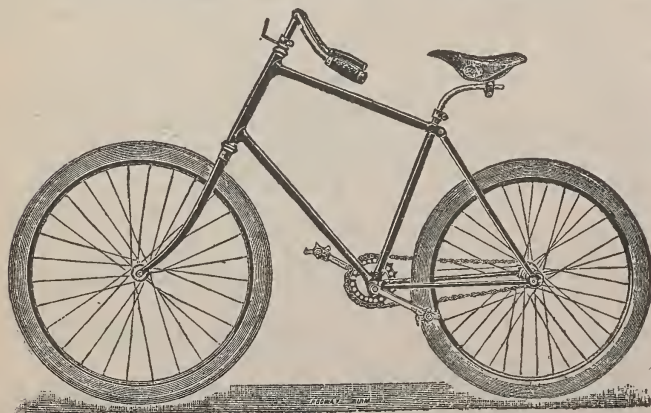
New Buckingham & Adams Cycle Co., Ltd.

Coventry Works, Birmingham, England.

B. & A. Champion Racer.



South Road Safety.



FRENCH & SONS, Balham, England.

"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.



AGENTS WANTED.

The Agency for the above has been secured by the

JAMES CYCLE CO.,

113 Adams Street,
CHICAGO, ILL.

to Peoria, and he was certainly very much pleased with the city. He took occasion to remark that he thought there was more bicycle business done, in proportion to the size of the city, in Peoria, than any other city in America. He had no difficulty whatever in securing two or three good orders.

A. A. Barrows, representing the Rudge Cycle Company of Coventry, Eng., was in Peoria this week settling up last year's business with Rouse, Hazard & Company, and making a deal with them to handle Ridges next year. The Rudge has given very good satisfaction, and Rouse, Hazard & Company will in all probability place a good order with him for 1893.

H. Kirkwood, senior member of Kirkwood, Miller & Company, has ordered a specially-built Telephone cycle for next season to weigh twenty six pounds. "Kirk," as he is familiarly known, is fifty-five years old and a very enthusiastic wheelman. It is safe to say that when he gets his new twenty-six pound machine he will brush the dust off of some of the boys on their club runs.

C. F. Bostwick, who looks after the sundry department of Rouse, Hazard & Company, is off on a two weeks' vacation.

LAUREL.

Sercombe-Bolte's Trade Novelties.

This popular firm is out with two new novelties, and if practical utility stands for anything they are destined to be more than appreciated by wheelmen the length and breadth of the land. The first is a new device for regulating the handle bar to suit the taste and convenience of the rider, who can raise the bar while riding in the city or lower it for a scorching position. The post that supports the handle bar is made with a groove in it, which permits a cam to catch the post and hold it firmly. It is regulated by a thumb lever. The same principle is brought into use in regulating the seat post, both of which work to perfection. F. H. Bolte is the inventor.

What the Starleys Say.

Learning that J. K. and W. Starley, the pioneer makers of Coventry, were expected to arrive at the Astor House, New York, from Liverpool, a REFEREE representative looked out for them and had the pleasure of renewing an acquaintance made four years ago at Coventry. The two gentlemen looked well and said the trip across was a good one. Arthur A. Taylor of the Taylor Cycle Company, Chicago, returned home with them. Knowing that the views of the Starleys on the future of the cycle trade would command as much attention from American manufacturers as they would in England, the REFEREE asked J. K. Starley to give his views, and was first met with the query, "What do Americans think of the geared ordinary?" Mr. Starley then proceeded as follows: "I have little faith in the future of the geared ordinary, and do not believe it will have a successful future, as the gearing of the front wheel practically makes the machine a unicycle, and places all the strain on the front wheel. Further, when you gear the ordinary you take away the only charm the old ordinary possesses. There may be a few who will go in for the mixture of safety and ordinary, but I do not think they will become a rage in their present form, and will not compete successfully with the Rover type of wheel. The geared ordinary cannot be compared with the safety for grace, speed or simplicity, as those three points count for a good deal in the estimation of the rider. We will not make any radical change in the Rover next year. The only improve-

ment will be in details connected with the fittings. We are perfectly satisfied with the Rover as it is at present. When we invented and made the first Rover safety we knew we had hit on a good thing, but hardly expected it would become world famous and taken as the standard type for the world. No, there will be no radical change next year in patterns by English manufacturers, and the only change will be in details. Of course the tire question is still in an experimental stage. In regard to the two shows in England, I am inclined to the opinion that the National show by the manufacturers' association will be the best by far, as all the principal manufacturers will not exhibit at the Stanley show, because dissatisfaction has existed the past four years over the way it has been conducted. Two shows are not needed, but the principal manufacturers object to being dictated to regarding their business by a club or by individuals, and the National cycle show will undoubtedly be the show of the future."

WILLIAM STARLEY'S OPINION.

William—better known to the English trade as "Bill"—Starley, spoke as follows: "Yes, the report that the Starley Brothers will spring something new in the way of a frame is correct, and until my patents are passed at Washington I would rather not say anything regarding the form and merits of our invention, but you can say that it will be something very good. We expect great things from it. Our Psycho safety will be away up in merit next season, and I am now here for the purpose of pushing my patents through and arranging for a big supply of our wheels for American trade. I do not believe in two shows for England, and will exhibit at the only authorized one by the leading manufacturers—the National—in January. This is my sixth visit to America, and I brought my son with me this time for company. J. K. Starley, of J. K. Starley & Company, is my cousin and business rival, but we travel together on this trip and exchange views and assist each other in a business way all we can." This is J. K. Starley's first trip to America, and after a short walk around the business portions of New York, down town, he spoke in the highest terms of the greatness and activity of the panorama of American business as it can be seen any day in the metropolis. Taking an elevated train with W. Starley, Sr. and Jr. (the latter splendidly built lad of fifteen, standing five feet ten, whom the father says "works at a lathe, and can move a bit on a safety"), a visit to Bidwell's was made, where the palatial store was duly inspected and admired by the Coventry visitors.

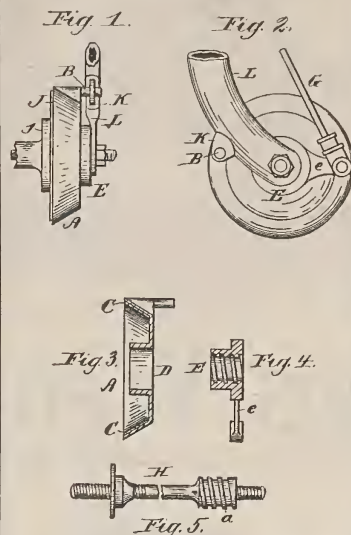
The views on the English trade were similarly commented on by C. Vernon Pugh of the Whitworth Cycle Company, H. Hadjen, Bayliss, Thomas & Company, and Percy Stevens, the Coventry Manufacturing Company.

New American Devices.

A NEW BAND BRAKE.

The invention of James L. Reaney of Bradford, Eng., provides for a hub brake, particularly applicable to pneumatic tired wheels. On the axle (H) is mounted a screw collar (E) which has an arm (A). A female cone (A) is mounted upon the collar (E) by the central hole (D) through its boss and riveted in that position so that the collar is free to turn with it, but is prevented from end motion in regard to it. The arm (E) is connected to the brake rod (G) which is operated in the usual manner, so as to partly turn the collar in the proper direction to move it upon the screw toward the

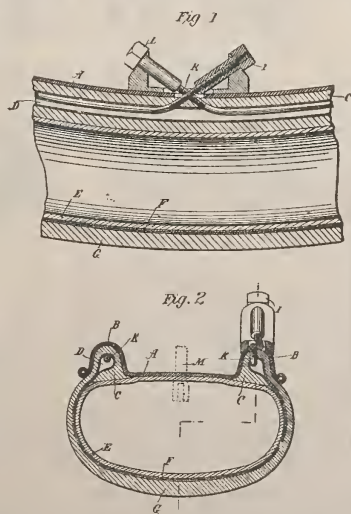
wheel. The pin (B) keeps the cone (A) from rotating, being firmly fixed to the periphery, loosely fitting the eye (K), secured to the fork (L). The male cone (J in figure 1) is rigidly secured to or forms part of the hub (J), and its periphery fits the interior of cone A, which is provided with a leather liner (C). The two cones may be renewed—that is, the



female cone may be secured to the hub and the male cone mounted upon the screw-collar. The claim is that in a hub-brake, the combination, with the wheel-spindle and the hub, said spindle having a threaded portion, as described, of a cone secured to said hub internally, an-threaded collar revolvably mounted on the threaded portion of the spindle, a second cone mounted upon said collar and adapted to be moved laterally thereby to cause it to engage the first cone, and an operating lever connected at one end with the said collar and adapted to turn the same as described. The combination, with the cone (A) of the pin (B) fixed thereto and arranged to engage a stationary portion of the velocipede so as to keep cone (A) from rotation without materially interfering with the side motion of said cone (A) substantially as herein shown and described, and for the purpose specified.

PATERSON'S PNEUMATIC.

Thomas W. Paterson of Dublin has been granted a patent by the United States patent office for a pneumatic which seems to be somewhat on the order of the 1893 Dunlop. Two tubular channels or passages (D) are formed in



the outer cover (G), one at each edge, and through these wires (K) are passed. The ends of the wires merge from the passages (D) through holes in the rim (A). The ends are threaded and the nuts (L L) are screwed on the wire and

against the rim. This brings the edges well into the groove (B) in the rim (A). The valve (M) is attached by the usual method.

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.:

483,559, velocipede saddle; Jonathan A. Hunt, Westborough, Mass.; filed March 16, 1892; serial No. 425,158.

483,583, pneumatic tire; Thomas W. Robertson, Dublin, Ireland; filed Sept. 17, 1891; serial No. 405,968; patented in England Nov. 20, 1890.

483,585, signal apparatus for bicycles; Arvid J. Sandgren, Hartford, Conn.; filed Dec. 7, 1891; serial No. 414,230.

483,621, brake for bicycles; David L. Roaney, Bradford, Eng.; filed March 5, 1892; serial No. 423,958.

483,661, bicycle; Henry W. Thurston, Woodside, N. Y., and Erik Stenersen, Rockaway, N. Y., assignors of one-third to George R. Barns, Brooklyn, N. Y.; filed Nov. 20, 1891; serial No. 412,484.

483,785, velocipede saddle; Fitz M. Slocum, Erie, Pa.; filed Nov. 28, 1891; serial No. 413,434.

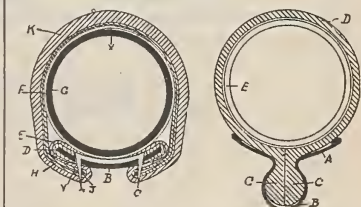
Trade-mark, 21,833; velocipedes and parts thereof and wheels for use in light vehicles; Ames & Frost Company, Chicago, Ill.; filed Sept. 8, 1892; essential feature, the word "Imperial."

New English Inventions.

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

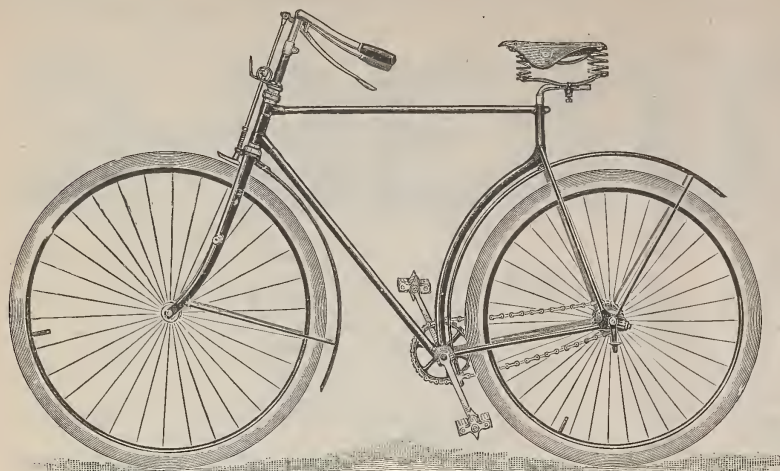
[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from August 31, give notice in the prescribed form of such opposition.]

No. 16,973. P. Davies' "Improvement in elastic tires and in means for s-curing the same to the rims of wheels." October 6, 1891.—The objects of this invention are, to obtain increased strength and to provide means for securing the tire to the rim so that the air-tube may be exposed for repairing or other purposes without the necessity of unsulioning or unsewing the outer substances. Referring to the figure, the rim (B) is drilled with



holes at intervals through which hooks (C), made in one piece, are passed but not rigidly affixed to the rim. The two ends of the hooks are ground to a point. The air-tube (G) is protected from damage by covering the rim with leather (D), affixed to the rim and the edges of the rim are next outside the said leather (D) covered with sheet india rubber or other suitable material (E). Along the centre line of the concave side of the rim there is attached a strip of white half-strained sheep skin or other suitable material (F) wide enough to overlap on the tread of the air-tube (G) as shown at X. The air-tube (G) is of the ordinary construction, and to limit its expansion and to keep it in position on the rim a band (H) is employed. This band is formed of a continuous length of tape or similar material wound around itself in a close spiral, so that each succeeding turn overlaps the preceding one and doubly stitched near the edges forming loops (Y) through which wires (J) are passed and secured by the second row of stitching at each of the extreme edges of the band. The wires (J) are free to move within the loops and have their ends free and overlapping. Instead of having one wire forming a completed circle, at each edge of the band the wires may be divided into sectional parts in which case each of the ends of each section are made to overlap. On the outside of the band (H) a band of india rubber or other suitable material (K), preferably formed thicker at the tread, is firmly attached. This band (K) is sufficient width to form a complete covering and to encircle the wires at the edges of the band (H). A combined final covering is thus formed by the materials (H) and (K). This is affixed to the rim by passing it over the hooks (C) the wires (J) at the same time being caught over such hooks and encircling the convex side of the rim of the wheel. To get at the air-tube (G) it is deflated, the circumference of the wires (J) slightly diminished on one side of the wheel by easing their overlapping portions and releasing the same with their attachments, from the hooks (C) thereby enabling the jacket to be turned back.

No. 181-2. H. Kesterton's "Improvements in cycle wheels." Oct. 22, 1891.—In the specification of a former patent (No. 15,311, 1890,) granted



THE "TOWNEND" MODEL M. (1892 PATTERN)

HIGHEST GRADE MACHINES

—AT—

Lowest Possible Prices.

AND

Send for Copy of List, at once.

TOWNEND BROS., Ltd.,

COVENTRY, ENG.

Get our List at once.

BEST MATERIAL AND
WORKMANSHIP GUARANTEED.

Such Times Were Never Equalled

JOHN S. JOHNSON'S PERFORMANCES ON AN

ELLIPTIC

BICYCLE, FITTED WITH AN ELLIPTICAL SPROCKET WHEEL.

	Quarter.	Half.	Three Qrs.	Mile.
Standing start.	31	58 3-5	1:34 1-5	2:04 3-5
Flying Start....	26 1-5	55 1-2	1:28 1-2	1:56 3-5

These records were all made on the Rush Park Track, Independence, Ia.

FREEPORT BICYCLE M'F'G COMPANY,

Makers of the "Elliptic."

FREEPORT, ILL.



DON'T GET RATTLED.

A rattling Bicycle is very apt to rattle the rider.

Sylph Cycles Run Easy and Don't Rattle.

Sylph Cycles Run Easy and Ride Easiest.

You can ride farther on a SYLPH and with less fatigue than on any other safety of equal weight made.

LIKE THE JOKER,

In a pack of cards, the **SPRING FRAME BEATS EVERYTHING.** It relieves the rider of the continual bump and jar so annoying in all rigid and nearly all other Spring Frames.

Riders of Sylph Cycles say they are the Acme of Ease and Comfort.

A Trial Convinces Skeptics. Will you be convinced? Catalogue Free. Agents Wanted.

ROUSE-DURYEA CYCLE CO.,

89 G. Street, PEORIA, ILL.



to this applicant, there is shown a pneumatic tire and rim in which there is an india-rubber jacket surrounding an inflated tube, and in which the rim is of trough-like form, having tubular edges with the edges of the jacket nipped and held between the tubular edges of the rim. According to the present invention the rim (A) is formed so as to give a wider support to the tire. The tubular flanges (edges) are dispensed with, but the dovetailed recess (B) to receive the edges (C C) of the jacket (D) is retained. The edges of the rim are extended outward from the recess and inclined somewhat downward so as to form a broad base to rest upon the tire and conform to its shape. To prevent the edges of the rim cutting the jacket they are doubled inwards, and this also adds to its stiffness. The rim is notched or perforated to receive the inflating tube. The jacket is lined with canvas vulcanized on; it has lips (C C), and these are covered in like manner exteriorly with canvas. The jacket is preferably made as a complete tube, with the lips in one, and they are cut apart after vulcanization. The lips of the jacket enter into the recess of the rim and cannot escape whether the tire be inflated or otherwise, so that the tire can only be detached when uninflated by being pulled out. (E is the air tube.)

English Dealers in New York.

New York is deluged with English manufacturing representatives, who are hustling for next year's orders, and getting them, too. If the successes of Messrs. Golder and Hadden are examples, the east will see plenty of British mounts on the road and path next year. The REFEREE representative has seen contracts for 1,500 and 1,000 machines, being orders Messrs. Golder and Hadden secured last week for New Howes and Bayliss & Thomas' well-known Excelsiors. Golder's contract is the most iron-clad instrument imaginable, and says Joseph Ketchum & Company, of Brooklyn, must sell, or dispose of 1,500 wheels within twelve calendar months. The well-known Howard A. Smith & Company, of Newark, secures the sole agency for Excelsiors for New England territory, and must sell at least 1,000 wheels.

Mr. Percy Stevens, of the Coventry Cycle Manufacturing Company, is spreading the Secure agency, and is satisfied with the sales in America so far.

Mr. Bednell, of Taylor, Cooper & Bednell, is racing around, looking after the firm's Raglan business in America. C. Vernon Pugh thinks the present an auspicious time to introduce the Whitworth to America, and after looking around New York, jumped to Toronto and will see Chicago.

A. Barrows thinks the Rudge will bear a little more pushing in America, and is west looking into the prospects there. J. H. and William Starley, of Rover and Psycho note, talked eloquently to the REFEREE man of the past, present and prospective future of their excellent wheels, and fled to the national capital the next day after their arrival in New York. They will be seen in Chicago shortly. Several other English trade representatives are said to be floating around that part and more are on the way here from Liverpool. It looks as if Mr. McKinley and his hosts are defied and the English trade is mustering its old guards for a final battle for American patronage. They certainly missed a fat field the past five years.

Pretty Good, This.

The Hon. Jake Bretz, of Liberty cycle fame, has returned from his wedding trip, and is once more assuring people that the Liberty is the best wheel made. Many of the general manager's bachelor friends are trying to make Jake believe that his Liberty will be considerably curtailed in the future.

Testing Elliptical Sprockets.

Elliptical sprockets are being made in New York by many people for experimental purposes, and there seems to be a good deal of caution used when the new idea is given a trial. A. B. Rich has made one for himself and expresses

satisfaction with what he calls "Rich's true elliptical sprocket," as he considers the Freeport idea a flat oval and not a true elliptic. W. J. Corcoran stated that several men used Elliptics in the Boston road race, and no beneficial results were noted by the users, so Boston is undecided as regards Johnny Johnson's persuader, and New York don't know about it.

Selling Long Visor Caps.

The Standard Cap Company, of 56 West Houston street, New York, is making a big reputation with its Eaton and long visor cyclists' caps. T. Mallinson, late of Coventry, Eng., is traveling for the firm through the east, and being an old cyclist himself, knows exactly the wants of the cycling public in head-gear. Mallinson is the inventor of the long visor cap and is meeting with splendid success on the road among cycle dealers, as the prices and quality of the goods sold command attention. Mr. Myers, manager of the Standard company, speaks in the highest terms of Mr. Mallinson's ability as a salesman.

To Attach to the Wheel.

The Cyclist's Time Companion is the name given a neat little clock with a stand and attachment to fasten to the handle-bar of a bicycle, where it can be always seen by the rider. The price is only \$3.50. It is always in view and saves carrying an expensive watch, besides "having the time always before you." The whole outfit is beautifully nickeled, and so constructed that vibration does not affect the little clock in the least. It is sold wholesale and retail by Kuhn, 141 Broadway, New York.

Another New Saddle.

Fred C. Smith, of Newark, N. J., is making a saddle which he claims will jump into popular favor when he is ready to talk to the trade. Mr. Smith will make up a large number shortly, and to that end has purchased the machinery and fixtures of the Empire Factory, on Lawrence street.

Placing Excelsior Agencies.

Herbert Hadden, representing Bayliss, Thomas & Company, of Coventry, and formerly representative of J. K. Starley & Company, is a shrewd young Englishman, fully capable of holding his own in a talk on trade or making a deal for a thousand wheels. Naturally, Mr. Hadden thinks the Excelsior is the best wheel made in England. He says this seemingly without any fear or mental reservation whatsoever, and thinks all men (i. e. salesmen) who sell cycles keep in touch with the ancient who declared that "all men are liars" when they tell you about the immense sales they make.

Mr. Hadden makes his statement after consulting his contract, and thinks he will make two or three more such as he closed with Howard A. Smith & Company before he returns to Coventry. He talked in an interesting way of the English trade, also of a trip around New York with a party one evening last week, and left for Toronto on Friday. In regard to next year's wheel Mr. Hadden says the changes in construction will only be in minor details. He expects to be in Chicago shortly to appoint a good western agent in the World's Fair City.

Whitworths in America.

C. Vernon Pugh left New York for Toronto and Chicago last week. Mr. Pugh is one of those quick, conservative young men who leave a good impression and talk to the point. Before looking for agents for the Whitworth he looked over the ground and, becoming convinced that his firm's wheels would find a hospitable reception in America, he announced that he would like to hear from reliable people about territory. Mr. Pugh thinks Chicago and New York are two excellent distributing points and will likely have the two principal agencies at these points, with Toronto the headquarters for Canada. Speaking of F. J. Omond, Mr. Pugh thinks it quite possible that the English champion will visit America next year, but could not say anything definite, and further stated that Omond has not been in fine fettle the past season.

Represents the Secure.

Percy Stevens, who represents the Coventry Cycle Manufacturing Company, makers of the Secure cycles, is a young man who will not make himself conspicuous if he relies on his talking. It is extremely hard work to get Mr. Stevens to talk, but he knows much about the cycle trade, all the same, although not as good a talker as Herbert Hadden. Mr. Stevens is satisfied with the business done by his firm in this country, and is here for the purpose of broadening it. He will probably appoint additional agents for the sale of Secures. Mr. Stevens will not visit Chicago on this trip, and will return home in about ten days.

Showing the Airtite.

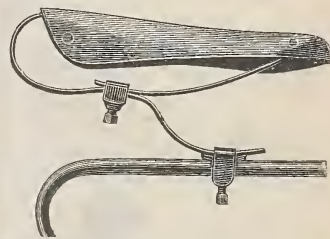
E. J. Howell, representing the Airtite Pneumatic Tire Company, of Boston, is becoming as familiar a figure on the streets of New York as the man on Broadway with his stocking supporters. If you see a man with a tired rim swung over his shoulder, coming along the street, or struggling against time "in exposing the inner tube" in a dealer's place in New York these days you immediately say to yourself, "That's Airtite Howell,"

The Flyer.

The cut herewith represents the Flyer, the wheel to be put on the market next season by the Illinois Bicycle Company, recently organized, at the head of which is H. J. Winn, formerly president of the Speedy company. The Flyer is to be high grade in every respect and light and strong. The company is already equipping its new factory, which will be large and very complete in every detail. Mr. Winn's experience in building the Speedy should enable him to turn out a wheel second to none on the market. Certain it is the Flyer has splendid lines and should and no doubt will prove a popular mount.

Bringing Out a New Saddle.

Henry Bergfel, a clever young mechanic of Newark, N. J., has for the past year been making bicycle saddles, saddle posts, etc., to order, but next year proposes to market some inventions of his own. To that end he advertises,



saddle which all who have seen declare to be as near perfection as possible. The patents cover the saddle pretty thoroughly. It is on the same principle as the Saladee saddle. Mr. Bergfel talked interestingly on leather, its good points and defects, and none but the very best quality goes into the Bergfel saddle, which bids fair to become popular when once introduced. Mr. Bergfel is the junior member of the Newark Nickel-Plating Company, which has quite a large plant for manufacturing purposes at the corner of Mechanic and Lawrence streets, Newark, N. J.

Featherstone Must Prove Damages.

"Yes, the suit was decided against us, but on one point only, and that the method of fastening the tire to the rim—the lapping process," said Secretary Loucks of the George R. Bidwell Cycle Company; "but as we had determined to discard the old system in favor of a new one the decision don't worry us at all. We have taken an appeal, and Mr. Featherstone must prove damages to get any benefit through the decision. We believe we had our rights fully justified to manufacture our tire or we would not have fought the suit. We have taken off all our old tires this week and replaced them with our new tire."

Atwater Back in Washington.

George S. Atwater closed up the Stover Manufacturing Company's Broadway store by order of the firm, and goes to Washington next week to engage in the sporting goods and cycle trade, backed by New York capital. The man who will furnish considerable of the money is thought to be William L. Duryea, who was manager of the Keating cycle store, next door to Stover's, on Broadway, and who also turned over the place to Keating last week. Mr. Duryea was born with the proverbial silver spoon in his

BIDWELL

PNEUMATIC TIRES, 1893.



During the past season we were at the head of the Pneumatic Tire business in the United States, looking to improve the tire for the season of 1893. Naturally we have not been idle in experimenting. We are **now ready** with our **new tires**, which surpass anything ever put on the market.



They Cannot Burst,

They Cannot Come Loose,

They Cannot Leak.



Before placing your order see them. A full description will be sent you at once.



GEO. R. BIDWELL CYCLE CO.,

306, 308 and 310 West 59th Street,
NEW YORK.

Tire Factory, 49-51 West 66th Street, New York.

mouth, and the cycle business was not, according to his ideas, the royal road to further wealth. The Keating company has placed the popular Jim Murphy in charge temporarily, and the Stover people will open down town.

Perrett is Hustling.

The diplomatic, slick and altogether handsome Billy Perrett is always a welcome visitor to Gotham, and if there is one dealer or manufacturer in New York who has not heard of Bretz & Curtis' Scorching saddle it is because he was in Dr. Jenkins' hands in quarantine. William was in New York last week and assisted in the festivities with Steve Golder, Howell, Merrick, Callender, Newman, Hadden and a "friend" one night last week. It was a lovely time, sweet William declares.

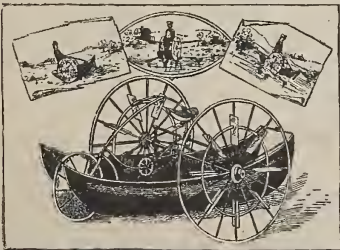
Busy Making Rims.

R. H. Franklin & Company, the company being Charles A. Kirkland, a hustling and able seconder to R. H. Franklin's efforts to make the American trade understand that they make rims in quantity and quality, are busy with their specialties. The factory is situated near the Brooklyn bridge, 79 and 81 Washington street New York, and go when you will the firm is always too busy to talk. Franklin & Company are doing business with houses as far off as San Francisco, and make several good specialties outside of rims. The firm is a reliable one and "prompt attention to all orders" is their motto. Knowing the excellent workmanship and material used in their goods, a large jobbing house recently made Franklin & Company an offer to take all they could manufacture.

Combined Cycling and Boating Machine.

Land and water have been traveled over by vehicles or devices wherein each was adapted to its special sphere, says the *Scientific American*. Seldom have land and water been laid under contribution by a single mechanical device. It remained for the genius of a citizen of Chicago to devise a machine for both use and pleasure, which should enable his fellows to traverse with great speed either land or water, proceeding readily from one unto the other. This Thore J. Olsen has done by means of a combined tricycle and boat, or boats, so connected that they operate together most perfectly on either element, although it takes but a moment to separate the boat from the tricycle.

In the accompanying sketch the machine is shown ready for use. It consists of twin boats rigidly connected and



a tricycle connected to said boats so ingeniously arranged that the machine is propelled and steered by the same mechanism. This machine has the most perfect stability in either element, is light, slightly and attractive, producing the liveliest interest when exhibited on account of its originality. In this device the traveler may carry his necessary baggage, tools and hunting and fishing tackle, yet the whole device without load weighs but from fifty to seventy-five pounds, and while it is arranged to carry but one person on land, its buoyancy is such that it will carry two and

sustain three or more persons on the water. Thus the traveler, the pleasure seeker and the military man will not be hindered from reaching each his destination on account of floods, washed-away bridges or no bridges or pontoons. This device has been patented and its capacity and popularity demonstrated during a part of the past season.

Trade Jottings.

J. K. Starley arrived in Chicago Monday.

Cushman & Denison contemplate making a high-grade wheel next season.

Warman & Hazlewood are now ready to fill large contracts for Foley & Webb saddles.

The Chicago Bicycle Company will move two blocks farther south on Wabash avenue Nov. 15.

H. A. Lozier & Company have on the way two Crypto f. d. safeties, a roadster g. o. and a light roadster f. d. safety.

Messrs. Mushing, of the Centaur company; Lucas, the lamp manufacturer, and Townsend, of Coventry, arrived in Chicago Sunday.

Lumsden used Dunlop racing tires through the east and west, and said "That pair of tires is the best that were ever put on a wheel."

ing on many makes of wheels are bringing them a nice fall trade.

Mr. Mushing, of the Centaur company, informs us that so far he has placed some very good orders. He is now in Peoria to close with Kingman & Company, and will be in Chicago next week.

Sobotka, on a Peregrine won the race from Vienna to Trieste, a distance of 310 miles, in 23 hrs. 45 sec., riding the same machine throughout. The Peregrines seem to be invincible on the road just now.

Quite a large number of New Yorkers will go to the Stanley show, from the present outlook. L. H. Johnson, Bidwell, Hendee, E. J. Willis, and Howard A. Smith, of Newark, are already booked to go.

There have been several auction sales of high grade pneumatic wheels in New York the past ten days, the \$135 wheels going for \$80. Fairly good cushion wheels and some pneumatics brought from \$50 to \$60.

On Sept. 23 Warman & Hazlewood's upper store was broken into and a lady's clincher tire Rival safety, No. 30,912, was stolen. The thief was seen and is described as being about five feet, six inches in height, with a small, dark mustache, and dressed commonly. A



Mr. Lucas has closed a contract with the MacIntosh-Huntington Company, Cleveland, whereby the latter will handle Lucas' specialties for the western states.

Davis Brothers, 718 Market street, San Francisco, will handle the Cleveland. Their cycle department will be in charge of T. S. Cobden, formerly with Osborne & Alexander.

Cushman & Denison have reduced the price of their Perfect pocket oilers to twenty-five cents each because of the increased demand, which permits them to make them in large quantities.

The Coventry Machinists' Company has received a Swift racer which weighs but eighteen pounds without tires. It is exceedingly rigid and is built on the same lines as the regular racer.

F. H. Tuttle shortly enters the employ of the Stearns Hardware Company, of Syracuse, N. Y., for which he will travel over the western territory. Stearns manufactures a line of light wheels.

Rouse, Hazard & Company, Peoria, have not yet announced their plans for 1893, but the trade can rest assured they will be "in it," as they have done a most satisfactory business this season. They report that the low prices they are nam-

liberal reward will be given for information which will lead to the recovery of the wheel.

Charles Thompson has withdrawn from the firm of Flavell & Co., who make the Reform, and Walter Thompson has been admitted to partnership. The business will be carried on as before by Arthur Edward Flavell and Benjamin Poole, together with Mr. Thompson.

The Triumph Cycle Company, of Coventry, is endeavoring to secure western agents. The triumph is one of the best known wheels on the track and road in England. Mr. Bettman, the representative, is now in America, and letters to him should be addressed to this office.

On Saturday, Sept. 17, W. R. Loft of the Anfield B. C. accomplished a remarkable record ride on north English roads, beating the 100-mile tricycle record for the north by twenty-eight minutes, being 6 hrs. 30 min. for the distance and covering 176 miles in the twelve hours, thus breaking the northern safety record by nine miles. He was mounted on a New Howe tricycle.

Director Paul Angois, of the Raleigh Company, is not simply an ornamental, but a very practical working director.

During the past week, according to John Turner, one of the Raleigh mechanics, Director Angois has been hard at work with his force of men placing machinery and constructing many things needed in



UNCLE SAM AND AUNT SALLY,
As Portrayed by "Bicycling News."

the Raleigh factory on Bank street. Turner says Angois knows the business of mechanics from A to Z, and is not afraid to roll up his sleeves and work among his men.

It is altogether likely that the popular Reform will be handled next year by the Ganse Cycle Company. With this wheel the agency in this country for 1892 proved a profitable as well as satisfactory one. Recently a representative called at the Reform works in Coventry and was there shown the new patterns for next year's American market. The works are being enlarged, and special attention will be paid by Messrs. Poole & Company to their foreign connections. As well as being a popular roadster, the Reform on the track has placed many victories to its credit.

W. L. Fish, the Newark saddle maker, is one of the landmarks in cycle saddle making. Away back in 1887 he started, when English saddles were mostly used, and the writer took three of the then excellent Fish ordinary saddles to England. Walter Phillips, of the Rudge company fell in love with one of them. It was with pleasure a visit to the Newark man was made last week, and it seems Mr. Fish has kept in line with the march of progress in saddles, as his present Scorching proves. Mr. Fish lays claim to being the first American manufacturer to make a safety saddle. A cut of his 1893 saddle appears elsewhere.

For a National Road Association.

Central Music Hall, Oct. 20 have been decided on as the place and date of the meeting for the purpose of forming a national highway improvement league. The general headquarters prior to the meeting will be in the club room of the Great Northern Hotel. Chauncey M. Depew, General Horace Porter and others have been designated by the Chamber of Commerce of New York to represent that body at this meeting. The National Board of Trade has sent a circular to all its constitutional bodies to send delegates.

The board of park commissioners of Cincinnati has passed an ordinance providing that no bicycle shall be propelled on any portion of the park at a speed exceeding six miles an hour.

The second edition of the Kansas division's hand-book has just been issued by Chief Consul Davis. It contains a report of the division's business meeting and finances and a state map.

MORGAN & WRIGHT TIRES HOLD ALL WORLD'S RECORDS

FOR THE MILE.

September 28th, at Terre Haute, Ind., Nancy Hanks, queen of the turf, trotted a mile in 2:04, which is a world's record.

It has been stated that other Tires than ours were used. This is untrue. We present the following letter in evidence from W. S. Frazier & Co., the great Road Cart and Sulky manufacturers of Aurora, Ill.:

AURORA, Sept. 30, 1892.

MORGAN & WRIGHT,
Chicago, Ill.

GENTLEMEN:---As you may possibly be aware, we have put a good many pairs of 28-inch wheels on track sulkies and all of them were fitted with your tires. It will, therefore, interest you to learn that in her great trial mile in 2:04 at Terre Haute, Wednesday, Nancy Hanks drew a sulky which was fitted with a pair of special light wheels having your racing tires. On the same day, the same sulky, Monbar lowered the three-year-old stallion record, and yesterday Mascot paced a mile in 2:04 (also world's record) to a sulky fitted with your road tires. The sulky weighs 36 pounds, wheels and tires only 9 pounds. Respectfully, W. S. FRAZIER & Co.

P. S.---We would further refer to Mr. Monroe Salisbury, owner of the great mare, which has repeatedly lowered the records.

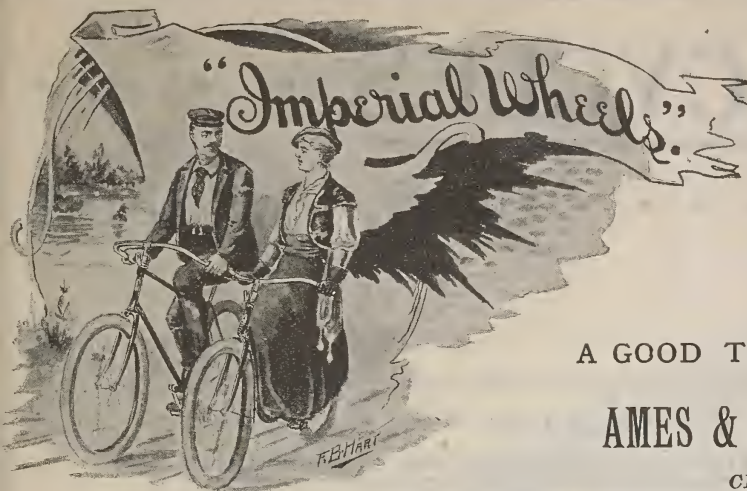
... ON THE WESTERN CIRCUIT ...

The MORGAN & WRIGHT Tires won three times as many prizes as all the other tires put together. The reason is very apparent; they are the **best, most resilient and easiest repaired.** The East and West are calling for them.

MORGAN & WRIGHT,

339 WEST LAKE STREET,

CHICAGO.



A GOOD START Was made early in '92. "IMPERIAL" parts and "IMPERIAL" frames, combined with A1 material did it.

SUCCESS WAS WITH "IMPERIALS" from the start. It could not have been otherwise under the circumstances.

ALL AGENCIES Established have been good ones. "IMPERIAL" agents, we call them. They will stick by "IMPERIALS."

WE COVERED THE COUNTRY As far as our product would permit; quit trying to sell long ago and took care of "IMPERIAL" agents.

WE WILL HAVE FOR '93 Five times as many wheels; all "High Grade," but only need twice as many agents to sell them.

A GOOD TIME TO CONTRACT Is now. Write us. We will give you all necessary information.

AMES & FROST COMPANY, MAKERS, 302-304 Wabash Ave., CHICAGO.

CHAS. H. SIEG M'F'G CO., Chicago Retail Agents.

Bargains! ♦ For Sale!

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

Any of the above wheels will be sent C. O. D. on receipt of \$10, with privilege of examination.

F. R. ZEIT, Medford, Wis.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, label, and copyrights. Send description with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free.

W. E. AUGHRINBAUGH,
McGill Bldg, 908 24 "G" Street, Washington, D. C.

Rochester Riders Win.

At the Brockport races Friday the Rochester talent had everything its own way, beating some fat men of Buffalo and other places. Le Messurier won the mile open with George McTaggart second and E. C. Betner third. In the 2:40 class, F. H. Smith won, C. F. Ives second and McTaggart third. Le Messurier won the half-mile open with Ives second and McTaggart third. Smith won the mile handicap, with John Kelley second and Le Messurier third.

Competitors in the ten-mile road race of the Crescents Monday evening found bad road and a strong wind. Hogan, a five minute man, finished first in 43:42, with C. J. Conolly, two minutes, second, in 45:10, and Howard B. Mills, one minute, was fourth, in 41:18. Leighton Mills, scratch man, finished fifth in 40:20.

Notes.

The South Bend (Ind.) Cycling Club's home has just been re-decorated and re-furnished.

The Springfield (Mass.) B. C. is organizing a foot ball eleven, which will practice at Hampden Park.

The city council of Winona has passed an ordinance whereby every bicycle rider is required to have the name and make of his wheel registered and must pay a license.

The Illinois and Connecticut divisions are now tied for fifth place, each having 2,494 members. Massachusetts has 4,540, New York 4,096, Pennsylvania 3,384 and Ohio 2,507.

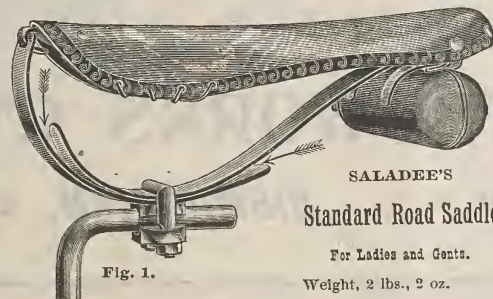
During the winter the South Bend (Ind.) Cycle Club will devote considerable attention to social matters, and is already preparing the club rooms for the season's festivities.



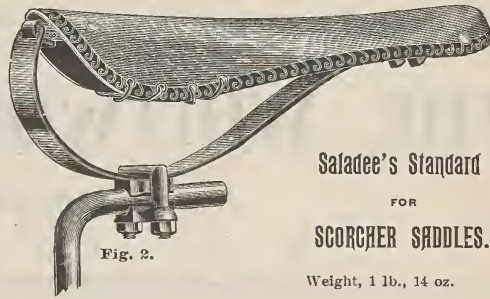
SALADEE'S PATENTED

INTERNATIONAL STANDARDS

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



SALADEE'S
Standard Road Saddle
For Ladies and Gents.
Weight, 2 lbs., 2 oz.



Saladee's Standard
FOR
SCORCHER SADDLES.
Weight, 1 lb., 14 oz.

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

Correspondence Solicited for next season's trade.

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

Sole Manufacturers for the U. S.

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

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

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

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.

Specimen Copy, post free, from **MECREDY & KYLE, 49 Middle Abbey St., Dublin.**
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.

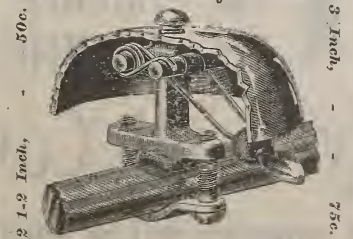
The most interesting of wheel papers.—Cricket and Football Field.

A credit to the country.—Belfast Morning News.

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



The Bicycle Repair Shops.
Remodeling & Repairing
CYCLES BUILT TO ORDER.
W. H. FAUBER, Manufacturer of
The Sentinel Bicycle Bell.



35 East Van Buren St., Chicago.

BUTLER & WARD,
Manufacturers of
BICYCLE SADDLE SEATS.

All Sizes and Shapes. Send samples for estimates.

226-228 Halsey St., Newark, N. J. 224

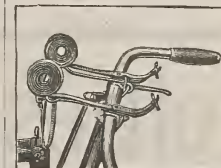
Geo. H. Benedict & Co.,
175-177 So. Clark St., CHICAGO.

Hello!—1700

ELECTROTYPING,

PHOTO, Zinc, Etching, Map and Wood Engraving.

BICYCLE CUTS A SPECIALTY.



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,
203 Middle Street, PORTLAND, ME.
Originator of the L. A. W. Badge
Send for Carrier and Badge Circulars.



SUBSCRIPTION PRICE OF THE REFEREE.
—\$2.00—

WHITWORTH CYCLES

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

HIGHEST GRADE ONLY.

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

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

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

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

THE WHITWORTH WORKS CYCLE CO.,

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

TRIUMPH CYCLE COMPANY, L't'd, COVENTRY, ENGLAND.

President: GEORGE SAWYER, European Manager White Sewing Machine Co.
Continental Agents: White Sewing Machine Co., London and Paris.

Triumphant Entry

. . . OF THE . . .

TRIUMPH

Dealers wishing to handle this First-Class Wheel cannot do better than address by return mail, MR. S. BETTMAN, care White Sewing Machine Co., 22 Union Square, N. Y.

Novelties for 1893:



The "Chicago TRIUMPH."

The "Lady's TRIUMPH."

The "TRIUMPH Geared Ordinary."

The "TRIUMPH Front-Driving Safety."

Triumph Cycle Company, L't'd, Coventry, Eng.

— Only a few Agents for large territories will be appointed.



CHEAP

Only one thing CHEAP about the
CLEVELANDS.

It does not cost much to sell them. After a man rides the "Thread Tire" he talks about it to his friends. It's different, you know. **CLEVELANDS** are fitted with the Cleveland Pneumatic only.

H. A. LOZIER & CO., —340—
Superior St.
CLEVELAND, OHIO.