



PUBLISHED WEEKLY AT

CHICAGO

BY

The Referee Publishing Company

PRINCIPAL OFFICE:

Rooms 570-580, CANTON BUILDING, 328-334 DEARBORN 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.

TIME TO MOVE SLOWLY.

The season just closing has been, in some particulars, a disastrous one, and, if rumor lieth not, two or three concerns, each of great pretensions, are "lingering, shivering on the brink," and, if they manage to keep afloat through the winter, will find it necessary to carry less sail next season, even though it be World's fair year. Failures have not been particularly numerous. Indeed, if we except those precipitated by creditors whose claims are, to say the least, questionable, all have been caused by poor management, by poor judgment, by lax methods. Small concerns have endeavored to accomplish too much and in the end have lost all. There is too little conservatism in the cycle business. Racing men, Jacks of all trades dabble in it without sufficient capital, and in many cases without sufficient brains to carry on any industry successfully. We have seen, as specimens, men who start a store on wind, order from some maker whose anxiety to sell overcomes his discretion, and then, leaving some subordinate in charge, spend time, from days to weeks and from weeks to months, busily engaged in all kinds of pursuits from the pool table to the race track. There are just such people in business to-day. The great wonder is how they induce other men to trust them.

The failures of the past should serve as a warning. How much better it is to lose a sale at once than to lose the whole outfit three months hence. English houses have suffered more severely than American. The reason is plain in some cases. They do not realize the magnitude of this country, nor have they the means of ascertaining, as definitely as the home houses, the standing of the applicants for agencies. No English house, seeking an extensive trade, should place its business in the hands of any establishment without first sending a reliable man over the ground. We were struck by the remark of a recent visitor, who has been doing business in this country in a limited way for a long time. He assured us that he had not the remotest idea of the magnitude of the country, and considered that his visit would prove of the utmost value. He was very thoroughly convinced that no house could properly cover the whole country, no matter where its headquarters may be. He was about right. His visit seemed to show him that in the trade are many adventurers willing to transact business on some other people's capital and credit, obtained, goodness

knows how. Sometimes they win, sometimes they lose.

There has been too much inflation to the bicycle business. According to the enthusiast there was to be no limit to the business. All one had to do was to start a factory, make wheels—and there you are, fortune ready made. But conservative men knew better. They found, on investigation, that with proper management, the cycle trade would be profitable, but that the tales of the wind-laden enthusiast were not to be accepted. There have been no failures among these houses, no matter whether their sales have been in the dozens or hundreds of wheels annually. In this connection it may be well to sound a note of warning to people who regard World's fair year as certain to recoup all the losses of '93 and to make the rich immensely richer. We find among the careful men few who believe in anything beyond the natural increase of business. A few remarks on this subject will be found elsewhere. We commend to all a careful inquiry before entering into too great obligations for next season.

THE WHEELMEN'S FRIEND.

THE REFEREE is not a political sheet—it is neither a supporter of republicans nor democrats—but it believes in saying a good word for a man who has been a friend to the wheelmen. William Burke, candidate for representative in the first district—bounded by Van Buren street on the south, Ohio on the north, the river on the east and Ashland avenue on the west—is such. It was largely through his efforts that house bill No. 766, introduced April 14, 1891, by White of Stark County, was defeated. Many do not remember this country members' attempt to tread upon the poor wheelmen, while others will likely never forget it. The bill read as follows:

SECTION 1.—Be it enacted by the People of the State of Illinois represented in the General Assembly, That it shall be the duty of any person or persons riding on any bicycle, tricycle or velocipede, on the highways outside the corporate limits of cities and villages of this state, to stop, dismount and stand by their bicycle, tricycle or velocipede whenever they meet any person or persons going in the opposite direction on said highways with horses or other animals, until said horses or other animals have passed by, and said person or persons running or riding such bicycle, tricycle or velocipede shall stop and dismount when he, she or they are one hundred (100) yards distant from said horse or other animals, and sooner in case said horses or other animals become frightened at said bicycle, tricycle or velocipede before arriving at said distance, and it shall be the duty of the person or persons riding, driving or owning such bicycle, tricycle or velocipede to use all reasonable care and diligence to prevent the occurrence of any accident which might result in case said horse or other animals become frightened at said bicycle, tricycle or velocipede.

SEC. 2. Any person or persons who violate section 1 of this act shall be deemed guilty of a misdemeanor, and upon conviction therefor shall for each and every offense be fined not less than ten dollars nor more than fifty dollars, to be recovered before any court of competent jurisdiction, and shall also be liable for all damages that may be sustained by persons or property, by reason of his or they failing to comply with the provisions of this act; and said persons so offending shall stand committed to the county jail until such fine and damages are paid.

Mr. White showed his extreme ignorance in introducing and supporting such a bill, while Mr. Burke and others, it must be admitted, exhibited their good sense and fairness by squelching it. These facts should not be overlooked by the Chicago wheelmen who live in the first district.

The REFEREE has been favored with two large group photographs from W. R. Humphrey, photographer, Jacksonville, Ill. One is a picture of the racing men, officials, timers, etc., and the other shows a couple of wheelmen in front of the Dunlap house. Mr. Humphrey states that he will furnish duplicates at \$1 each.

FROM ACROSS THE DEEP

SPORT AND TRADE MATTERS IN THE BRITISH ISLES.

*Last of the Record-Breaking Season—
Doubt Johnson's Mile—Osmond the
Failure Now—Tire Makers
Busy—The Two Shows.*

LONDON, Oct. 8.—There has not been a great deal of history made during the past fortnight. The break-up of the weather has brought the racing season to a close without many of the promised attempts on records being carried out, and in trade circles things are generally quiet save in connection with the two rival shows.

We are yet in a state of profound doubt and wonder concerning the reported reduction of the mile record (flying start) to 1:56 2-5 by Johnson. Not a single person here can believe it is correct, and the only doubts are whether the reporters, the timekeepers or the track-measurers are responsible. So we are all waiting anxiously for the arrival of the REFEREE to bring the corroboration or refutation of the report. The very day that the news of Johnson's ride arrived F. J. Osmond went for the mile record from a standing start at Herne Hill. He rode his first quarter in :35 4-5, but before reaching the half he "cracked," and after completing the second quarter in :32 3-5 he pulled up and left the track. He was obviously stale after his attempt on the fifty-mile record a week earlier, and would seem to have lost both his pace and staying power. What he really wants is a long rest of a year or more, during which time he should live the life, not of a young man about town, but of an athlete, devoting himself to other sports, such as lawn tennis, rowing and gymnastics, which will help him to repair and regulate a rather damaged constitution.

NEW ENGLISH RECORDS.

On Monday, the 26th ult., M. B. Fowler, the supposed "unknown," who beat Zimmerman at Brighton last Easter, and who has since done much pace-making and won many good races, made his first attempt at record breaking. He went for five miles on a safety and succeeded in reducing the record by one-fifth of a second, bringing it down to 12:16 1-5, and also cutting the two and three-mile records by small fractions. Four days later F. T. Bidlake regained the London to York tricycle record, which he had twice before held, covering the 195 miles in 13 hrs. 19 min. The same time was accomplished on a tandem tricycle by Shorland and Holbein, who for the greater part of the journey acted as Bidlake's pacemakers, being themselves paced in turn by other riders. Once during the ride they were delayed for something like ten minutes, while Shorland repaired a crank which Holbein in his great strength had pushed off. And here for the present endeth the list of records.

BATTLE OF THE SHOWS.

The battle of the shows still continues, and both the makers and the Stanley people are almost daily engaged in issuing counterblasts. For the Stanley show something like 280 firms have entered, but a very great number of these are makers of accessories, tire, etc., and not of cycles. The National show, on the other hand, will have the solid support of a large phalanx of cycle manufacturers proper. Another advantage which the latter exhibition will possess is the aid of Frank Peach as secretary.

Mr. Peach is an experienced business man, possessed of a pleasant manner and any amount of tact, and is altogether a great contrast to Mr. Dring, who, although amiable enough from a social point of view, has as secretary a devil-may-care, take-it-or-leave-it style, which is by no means appreciated by some of those with whom he comes in contact.

COMING TO AMERICA.

The exodus of English makers and their representatives for America is by no means completed. On Wednesday next Mr. S. Bretman, one of the managing directors of the Triumph Cycle Company, Ltd., leaves Liverpool for New York, whence he starts on a tour through the states. He will carry with him samples of the Royal Triumph and the Chicago Triumph wheels. The latter is the company's special pattern for 1893, and is so named in honor of the World's fair. On the first machine turned out a Coventry rider of no very great note beat the Midland 100-mile road record by twelve minutes, and this in spite of muddy roads and an adverse wind. A few days afterward I had an opportunity of mounting the machine, and found it to be both firm and rigid. It is excellently designed, and there seems every reason to believe that it will fully uphold the reputation which the Triumph wheels possess for both pace and trustworthiness. I have been riding a Royal Triumph all the season, and have never had a machine which pleased me better.

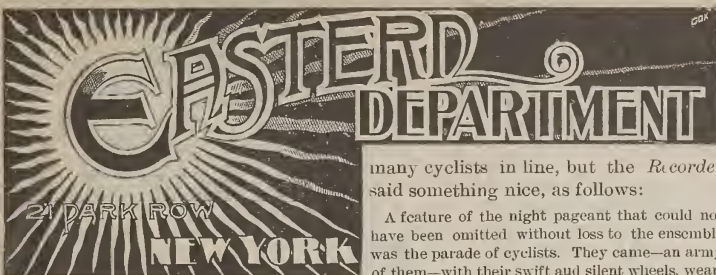
A few days ago I had the pleasure of meeting J. W. Windle, a brother of Asa Windle, who is over here with a view of opening up in a big way in the cycle trade in Montreal. He has already offers of agencies for several big firms, and should he decide to go into the business there seems little doubt but that he will make things shift in the Dominion of Canada.

TIRE MAKERS BUSY.

The tire makers are just now very busy with preparations for the coming season. The Pneumatic Tire Company has already booked an immense number of orders for its new pattern tire—the Welch patent, or Dunlop detachable, as it is to be called. The two Du Cros brothers, who have been in America, are over here learning the details of the new tire, and Fred Du Cros, who manages the Paris factory, has also been similarly engaged. In the meanwhile the other tire makers are by no means prepared to let the Dunlop people have matters all their own way. The Leddin and Preston-Davies companies are both setting up depots in Coventry, so as to undertake the fitting of their tires in the very heart of the trade.

A Nice Trip He'll Have.

According to a Plainfield, N. J., despatch, Harry Villard Wylie, a New York cyclist, passed through there on his way to Chicago on a novel wager. The bet is for \$3,000 and was made with F. P. Priol. Its provisions are that Wylie is to travel from New York to Chicago without a cent in his pocket, is to beg, borrow or steal his food, and in general beat his way. He started from New York and had quite a time in getting across the North river. Finally a Pavana Ferry hand let him through and his journey was begun. He carried a book in which every one who helped him along or furnished him with money or meals inscribed his name to a certificate that he received no compensation for it. He expected to go by way of Philadelphia, Hagerstown, Wheeling, Columbus and Indianapolis. He has just completed a similar trip from Boston to Washington and back to New York with a total expenditure of thirty cents.



The following well-known people in cycling called at our eastern office, 21 Park Row, New York, the past week: G. M. Worden, Horace Bell, T. C. Boardman, N. H. Van Sicklen, Joseph Ketchum, Edwin Oliver, H. Crowther, S. Golder, J. W. Judge, "Airtite" Howell, C. V. Pugh, L. Crandel, S. G. Whittaker, J. I. Warman (Warman & Hazlewood), W. S. Maltby, Peter Gendron, M. Quinlan, Alex Schwalbach, Kirk Brown, H. W. Higham and wife, W. Newnan, Fred Pattee, Arthur Barrows, H. Laurie.

The Great New York Parade.

'Twas a good parade, considering the short time the committee had to work it up in and that the work was done by a few. Everybody did something, though, to make it a success and the turnout was most creditable and the largest number of cyclists seen in line this year. There is no gainsaying the fact that the average daily reporter has little use for cyclists, and never loses an opportunity to send a shot in their direction. As long as cyclists will play the fool on parade they can expect such sarcastic notices as the big metropolitan dailies leveled at them. The festivities in New York took the form of a celebration and demonstration, to show the result of the discovery of this fair land by Columbus, but many of the bicycle clubs seemed to labor under the impression that the occasion was for burlesque, and the pious-looking Christopher, who is depicted as with uplifted hands and eyes, was turned into a sort of Black Crook spectacular affair by some of the parading cyclists. Here's what the young man of the *Sun* thought of it:

Their steel steeds did not flash in the conventional way. That was because the twinkling spokes were smothered in bunting or picturesquely beribboned, so that they looked like the scroll wheels in a fireworks exhibition. Some of the wheels were crowned with canopies of red, white and blue, some with immense Japanese umbrellas, and some with banners of both simple and variegated colors.

*** The approach of the women cyclists was indicated by a murmur of admiration that preceded them for a block or more.

Some were jaunty Scotch caps and others the peaked regulation headgear of a wheelman. Their hair flew like penants in the breeze, and their cheeks glowed with excitement and the delight of being appreciated.

A remarkable part of the cavalcade was fifty or more Manhattan Athletic Club young men in fancy dress of mediæval times and Indian costume. They were experts, and when the crowd yelled its approbation they answered with their weird club cry.

The cyclists got mixed up with the floats, or the floats got mixed up with the cyclists, because four of the floats were sandwiched between two sections of steel cavalry.

Then the bicyclists came, and they continued to come for three-quarters of an hour. When they stopped the crowd told them to "get a move on," to "forward march," and when they moved on they were told that their wheels were going round.

Every time a girl rode by the crowd sighed, "Ah-ah ah!" The girls were uniformly pretty and rode well, but it must have required moral courage to skate through five miles of "ah-ah-ahs" and wafted kisses.

Some of the wheelmen thought to make life worth living by barking out in unison, "Rah! rah! rah!" Their attempts were received coldly. The great public is weary of this. A young man from Division street expressed it thus: "Dem blokes makes me say tired I could go to sleep. I got a dawg can say 'rah, rah, rah,' jes' f'r all dewoy! like dat."

The *Herald* thought there were too

many cyclists in line, but the *Recorder* said something nice, as follows:

A feature of the night pageant that could not have been omitted without loss to the ensemble was the parade of cyclists. They came—an army of them—with their swift and silent wheels, wearing white sweaters and caps, carrying small flags and gliding along like so many will-o'-the-wisps.

The cyclists had been awarded the place of honor, acting as leaders and escorts for the big turnout. There were not less than 4,500 wheelmen in line, and one division, numbering about 150, was composed entirely of ladies.

LED BY MILITARY CYCLISTS.

Formation was made and the march carried out in the following order, the points of rendezvous being Fulton, Church, Vesey, Barclay and Park place: First platoon, mounted police, grand marshal and staff, military cyclists.

Metropolitan Association of Cycle Clubs: Harlem Wheelmen, Prospect Wheelmen, Riverside Wheelmen, Manhattan Bicycle Club, Ninth Ward Pioneer Corps, Tourists' Wheelmen, Brooklyn Bicycle Club, Kings County Wheelmen, Brooklyn Long Island Cycle Club, Metropolis Wheelmen, Montauk Wheelmen, Queens Bicycle Club, Castle Point Cyclists, Hudson County Wheelmen, Elizabeth Athletic Cyclists.

Among the clubs that followed the foregoing division were the Plainfield B. Club, F. L. C. Martin captain, fifty men; Business Men's Cycle Club, Atlanta Wheelmen, Essex Bicycle Club, Union County Roadsters of Rahway, Bergen County Wheelmen, Englewood; Rutherford



G. MINTURN WORDEN.

Wheelmen, Passaic City Wheelmen, East Orange Cyclists, Elizabeth Wheelmen, Hamilton Wheelmen, Union League Wheelmen of Westfield, N. J.; Roseville Cyclists, Manhattan Athletic Club Cyclists, Arlington Wheelmen, Alpha Wheelmen, Lenox Wheelmen, Yorkville Y. M. C. A. Wheelmen, Empire Wheelmen, Albert Pleasure Club, Greenwich Wheelmen, Gramercy Wheelmen, Sloan Cycle Club, Calumet Cyclists, Lafayette B. Club, Golden Rod Wheelmen of New York City, Prospect Harrier Wheelmen, South Brooklyn Wheelmen, Prospect Wheelmen, Amity Wheelmen, Centaur Cycling Club, South Side Wheelmen, Freeport, L. I.

As a Columbus parade will not come again for possibly four hundred years, for the benefit of the reporter of that period I give the 1892 parade for comparison with that of 2292; besides the doctor tells me I am suffering from "cholera-Columbus," and the parade helps me out this week. One thing was demonstrated in the parade, and that was that cyclists can not make a success of a parade mixed up with mounted police, floats and other features of a parade. Cyclists look and act well when they parade by themselves and have no dismounting, tedious waits, etc. The grand marshal of the cycling division—G. Minturn Worden—had to take orders from Colonel Gamet, the marshal of the entire outfit, and if Worden gave an order it was immediately countermanded. The writer had prepared "Pap" Worden for the kicks such a position as he occupied would get, and pap came in for all sorts of abuse the day of parade. The whole business worried the

genial Worden. He did the best he could with a difficult task, and such jobs are very thankless at the best. A man of physics told the writer that "health is more precious than parades," and his advice seemed good, so I took it, and instead of being in the parade took a breather for the day and escaped much discomfort thereby.

A young woman who took part in the parade sends me the following: "Well, I am almost gone. That parade nearly killed me; waiting for three hours at Church and Vesey streets and holding up my wheel, and then the mounting and dismounting we had to contend with! I have not got rightly over it yet. I saw nothing of the parade outside the bicyclists, took the 2 o'clock train home and arrived there almost frozen, and then had to ride two miles after leaving the train. It was 3:45 before my head touched pillow."

Such is the wail from one of the unfortunate. Fancy women parading at midnight and standing three hours in the chilly night air. Some of them no doubt contracted colds that will be hard to get rid of.

Then I want to compliment several of the clubs for the orderly manner in which they paraded and for the tasty manner in which they were costumed. The women, of course, looked well—especially the Newark girls in blue suits, white caps and gloves. Mrs. W. S. Smith the pioneer woman cyclist of America, was in line, being specially invited by Mrs. Peck and her committee, and the charming little Washington woman looked well and rode as only the pioneer can. By the way, the Smiths have a place in New York, 42 to 50 West Sixty-seventh street, and will manufacture the Dart and other wheels for the winter use.

Amateurs vs. Professionals.

THE REFEREE said editorially last week that "the people" did not want the professional, but wanted the amateur. So? Then "the people" would prefer, according to that theory, to see and hear the amateur actor, the amateur singer and the amateur in most lines of life. Cash produces the best in competition, and it is cash that has produced the splendid riding of our past season's pro—I beg pardon—amateurs. Amateurs there always will be, and they will be a seider to the professional class, which a racing board member told me yesterday will be a feature next season. The public will pay for the best in amusements, and to see the best they must see professionals nearly always. Why, George R. Bidwell told me yesterday that his firm did more business after the first Madison Square six day professional race than they have from all other tournaments for years. People got enthused, and it was the calibre of the men engaged that did it. The dealers sold bicycles as a consequence. You say professionalism died a natural death. Quite so; but amateurism would also if not organized. So would the National Trotting Association, the National Ball League and other associations. But govern your professionals in a class by themselves and they will thrive and do the trade and sport much good. The amateurs will always be more numerous than the professionals, as he has been seen on the path the past season, and the amateurs are about ninety per cent to the hundred in cycling—as per the definition, and therefore it is time the ten per cent was quarantined for the sake of the health of the ninety. To prove the drift of the amateur sentiment, I can only quote an advance article which will appear in the *Announcer*, the monthly

journal of that famous racing and road riding club, the Kings County Wheelmen. Editor Whympy would not divulge the name of the writer, but he is an old member, and says:

Great were the days of the g. o. o. Glorious are the memories of the events of those times!

What if we did ride wheels that weighed a pound for each inch in height and knew nothing of air for our tires? We got as much pleasure out of the fifty-four pounds and relatively did as great deeds as the men of to-day on their feather-weight, air-shod racing machines.

One hour and forty minutes for twenty-five miles on the road was for the times and wheels as great an achievement as the 1 hr. 18 min. of to-day over the same course.

What if our race meets were held on small, poorly-surfaced tracks? Didn't we get as much enjoyment from them, and didn't we cheer just as enthusiastically over 2 min. 58 sec. as ever we do now on a Springfield track and 2 min. 8 sec? I think we did.

Who ever hears now of a ten, fifteen or twenty-five mile race at race meets? Yet distances such as these were to be found at every meet. They were tests of manly strength, of sustained speed, of skill and endurance that are not to be seen in the little sprints so popular nowadays. The man who won his twenty-five mile medal on the soft five or eight-lap track worked for his honor, and his 1 hr. 48 min. was quite as good as the modern flyer's 1 hr. 1 min.

Consider the character of the men who did most of the fast riding in those days. They were not semi-professionals, carefully trained and maintained by cycle manufacturers or athletic clubs, who need grand pianos, teams of horses and silver tea sets to induce them to ride, but real amateurs, getting their training between the hours of business or study, to whom the twenty-dollar medal was as the laurel wreath of old—a simple evidence of an honor won, a victory gained. Its intrinsic value was not a matter of calculation.

The man who went about the country entering races where the prizes seemed valuable, and where he stood a chance of winning in the absence of better men, was contemptuously spoken of as a "pot-hunter," and his society avoided as of a person lacking honorable and sportsmanlike spirit. The word isn't often heard now, not because the pot-hunter has ceased to exist, but—well—look at the list of entries at all the race meets where the most valuable prizes are offered, and read the answer.

Here and there, in local circles, the real amateur is yet to be found, and all honor to him. He enters the races of his club or of his neighborhood, riding against the thoroughly trained professional brother amateur (?) well knowing he has no chance of winning a prize, but content with the excitement of the competition and the honor of third, fourth or fifth place against such riders as — and —.

If the happy day when the L. A. W. racing board shall again put the professional amateurs in a class by themselves and give the real amateurs, who do not earn their living by cycle racing, a chance to come to the front, race meet promoters will be relieved of a heavy burden, cycling meets will increase in number and interest, contestants will be better satisfied, their friends will have a personal interest in the result of each race, and the glory of the olden time will once again shine round about us.

The Great Advertising Scheme.

The *Sporting Life's* generosity to the dear amateur and the trade is touching in the extreme, and from what I can learn the principal manufacturers will do the generosity act and pay for the grease that will oil Frank Egan's advertising scheme. But more of this anon. Something will be heard to drop when or before that car starts. The dear "amachoor" who has suffered from Frank's witticisms is to be made use of as an advertising medium. But Zimmerman is sick. No, he has accused the "skeeter" of having flies on him, and while I believe that A. A. is off color, I also believe that this is the most convenient of all times for an amateur to be sick, although a trip south is supposed to be healthful.

This is one of the generousities of the scheme:

DEAR SIR:—We desire to call your special attention to the leading editorial in the *Sporting Life* of Oct. 8. The plan set forth there will merit the attention of every maker in the trade who desires to place his wares before the non-cycling public, to whom he must look for his future trade. Wherever the party may stop and he entertained the *Sporting Life* will be distributed and thousands of people will read the paper who have



"We are assured that Colonel Burdette, of Hartford, will again be a candidate for the presidency of the League of American Wheelmen. The opposition has the floor. What will it do with it?" We venture a reply.

never heard of, or seen a bicycle paper. These are the people you want to reach, and you cannot do so in any other way than through an advertisement in the *Sporting Life*. Do you not see the idea.

Yours truly, JAMES C. DAYTON
General Manager *Sporting Life*.

Why, of course they do, Mr. Dayton. They see, or should see, that they are expected to oil the wheels of the *S. L.* car, and the statement that the people cannot be reached except through an ad. in the *Life* as distributed from the "manufacturers' special" is stuff and nonsense. Why, every small village of the country reads the ads. of cycle manufacturers in many journals outside of your own, and "Columbia" is painted on every rock all through the benighted Rocky Mountains. If a man wants to buy a bicycle he will not wait for the "manufacturers' special," or do it because he saw the exhibit of pure amateurs you propose to have the manufacturers send out. The idea is entirely at variance with the amateur rule and the preachings of your cycling editor, and the scheme therefore is not on a solid foundation. If it is necessary to spring such schemes to get advertising it is bordering on the "last effort" order; and if the manufacturers are to grease the wheels, why not call it "The manufacturers' and *Sporting Life's* advertising trip, limited"—limited to the manufacturers who will send men in the car; limited in an advertising way to the *Sporting Life*. The wily Egan, in his *Vive le Roi* editorial mentioned in Manager Dayton's letter, invites all to join in the booming of the scheme, but dares not tell the other papers who it was that would furnish the wherewith, and that they would be allowed to distribute their papers from the "manufacturers' special." The scheme is a further prostitution of amateurism, and I'll prove my

statement just as soon as that car starts. If the *Sporting Life* scheme was founded on straightforward methods, I would add my mite in booming it, as per Egan's invitation free-for-all editorial, but being a consistent and unswerving advocate of separating the professional from the amateur, I must refuse to follow my cash prize co-worker through the Rocky Mountains of palpable hypocrisy.

Two Schemers and Their Scheme.

Frank Hall and A. N. Ridgely, of pedestrian and roller-skating fame, have humbugged press, public and the unfortunate competitor a good deal, but the "plans and specifications" of their proposed seven days' and nights' bicycle race in the *Galerie des Machines*, Paris, France, March next (according to latest change) about takes the bun for east-iron nerve. I have a letter from Ridgely before me, addressed to one of the American professionals. Mr. Ridgely, writing from London, Sept. 13, says:

Your letters of 16th August received, and in reply would say that owing to Mr. Hall's bad health and also for other causes, we shall not run the proposed race in October. Mr. Hall left here for New York on July 20, and I cabled him that the race was off for the present. It is our intention, however, to run it in March, which will give us plenty of time to get ready, as the people in Paris move slowly and it takes a long time to get arrangements completed. The riders will be allowed to ride any kind of wheel they prefer—doubtless most will use safeties. I shall write for full details of the race as soon as the date is settled on. At present I can tell nothing more than you see on the margin of this sheet. I shall be in London about the end of October; after that my address will be Columbia Skating Rink, *Galerie des Beaux Arts*, Champ de Mars, Paris, France.

Yours truly, A. N. RIDGELY.

The reader may not have met Ridgely and Hall, so I'll describe them. Ridgely is tall, wears good clothes and big diamonds, looks like a farmer, has big ears

and mouth, and acts as if he didn't know over much. He deceives you. He is more cunning than the fox. He is a speedy skater. Here's an instance of his shrewdness. When the rinks tottered and fell (for the good of morals) Ridgely, then a skippy youth in Baltimore, bought up thousands of pairs of skates—a shipload—and shipped them to Australia, where skating was just taking hold. After landing his skates Ridgely raised a rumpus in the papers about skates being admitted free of duty, and employed a lobby to go to the New South Wales legislature where a bill was pushed through placing a heavy duty on skates imported. The price of skates went up with a rush, and Ridgely opened twelve rinks in different Australian cities. When people were rink-mad Ridgely unloaded all his American skates, sold out his rinks at immense profit, and inside of a year landed back in San Francisco with \$300,000 profit.

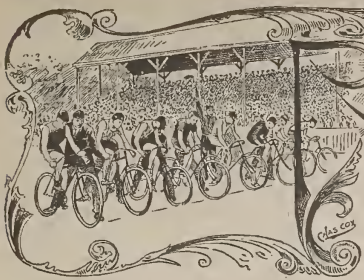
Hall is almost as sleek a boomer, and wears a flowing black beard. I have met both men and don't know which to consider the biggest schemer. Hall, though, seems to lack honesty. He has done (or has been accused of doing) shady things with his tournaments for pedestrians. Still all the "peds" seem to like him. No doubt Ridgely understands Hall and Hall understands Ridgely.

The rules and prize money are curious in their different aspects. Think of the generosity of offering a man £1,000 if he can ride 3,000 miles in a week! It would look larger in the distance and be equally safe from capture. Fancy the managers instructing the referees and umpires as to what their decision shall be in case of dispute, and fancy a "pro" having to give his "last three perform-

ances" when entering a scratch championship race. Fancy a man receiving the munificent special prize of \$100 if he rides 2,000 miles and fancy a French cycle paper being the stakeholder for all subsequent matches. Well, here are the rules, and they should be preserved for the next Columbus turn-out. The first prize is £500, second £300, third £200, and so on down to £20 for the ninth man.

WANTED—An experienced man to take charge of the assembling department of a high-grade bicycle manufactory. None but the best need apply. Address, SUNOL BICYCLE CO., 16th and South Jefferson Sts., Chicago.

WANTED—Party with experience to act as inspector in a bicycle manufacturing business. Must be competent to judge of the correctness of all work on various parts. Address, SUNOL BICYCLE CO., 16th and Jefferson Sts., CHICAGO.



The "Dedication Tournament."

The "dedication tournament" of the Chicago Cycling Club at Washington Park Friday and Saturday will undoubtedly outrival any meet of the season excepting that of Springfield, Mass. The entry list in point of the number of individuals ranks next to the Springfield, though only one or two ahead of the Hartford meet. The meet has been most excellently advertised throughout the country, and particularly in Chicago. Several thousand large lithographs of the track and large card pictures of Zimmerman, Johnson, Tyler and Windle have been put in every available place in the city, while the daily papers have devoted many columns to the subject. As has already been stated, it is the first time the east and west has been fairly brought together. Windle, Tyler and Taxis are the only men of prominence who will not ride at this meet, but their ability is known, though every one would like to see what Windle could do against Zimmy since he has shown such remarkable record-breaking form. Tyler states that he has had very little training of late, because of the fall he received while in Toronto. The rest of the easterners, who are now here—Zimmy, George Smith, Dornitge, Hess and Wheeler—are in good shape, while the western men have had any amount of time to get in trim.

MEN IN GOOD SHAPE.

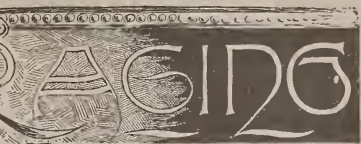
N. H. Van Sicklen, who went to get the eastern riders, returned Monday noon in company with Zimmerman, Smith, Culver, Tyler, Hess, Wheeler and Dornitge, and the men are nicely quartered in the parlor of the Chicago club, while Barrett and Davis have been living there with their trainer for some time. The eastern men have been on the track every day for two weeks, and some remarkable work has been done by them. Davis has ridden a quarter in 27 sec., and a half under a minute; Bliss, Lumsden and Johnson have covered a mile under 2:14; Barrett has been riding close to Davis; Sanger is said to have made a half in 1:05 alone, and the novices and class men are all going splendidly, so that some good, close finishes may be looked for. The track being eighty feet wide on the stretch will permit a large field to finish without danger, while in the handicaps the races may be run with few heats.

THE ACCOMMODATIONS.

The immense grand stand of the Washington Park club will seat 45,000 people, while the grounds about will easily accommodate as many more, and every portion of the mile track may easily be seen. The quarters for the riders are excellent, being light and roomy. These consist of two rooms that are used by the jockeys for dressing, and the office below, while the box stalls under the grand stand will be put in shape if necessary. The carriage sheds will be used for storing wheels, which will be checked. The grounds of the Washington Park Club are so beautifully laid out in every particular that they are almost perfect in every detail.

RAILWAY FACILITIES.

Unfortunately, because of the World's



Fair dedication, the Illinois Central road will be unable to run trains to the ground, so that the State street and Cottage Grove avenue cable lines will have to carry the bulk of the passengers. Those who take the Illinois Central to South Park can take the cable to the track, and from Woodlawn Park street cars run directly past the gates. The Alley L road may be able to carry passengers to Sixty-first street. At present the trains run to Fifty-fifth street, and work night and day has been going on to reach Sixty-third street. It is such an easy ride a wheel that many will doubtless go in that way, while others may drive out, and their vehicles can be well taken care of.

BIG CROWDS EXPECTED

At this time of writing the indications are that the weather will be most favorable and that many thousands will witness the close of the racing season. The committee in charge has issued 10,000 handsome souvenir programmes and with each two complimentary tickets for Friday and an invitation to attend

new plan—new in the west at least. In order to get through with the programme before darkness sets in, each race will be started at a given time, as announced on the programme, and a competitor who fails to be on his mark at the time stated will be cheated out of his chance to ride. The entry list is so large in some events that three heats will have to be run. This is the case with the half-mile handicap. The programme for the two days is as follows:

First day—One-mile, novice; one-mile, 2:20 class; half-mile, handicap, first heat; half-mile, handicap, second heat; two-mile, handicap; fancy and trick riding, by A. J. Nicolet; quarter-mile, open; two mile, open.

Second day—One-mile, 2:40 class; two-mile, 5:00 class; one mile, handicap, 2:30 record; five-mile, invitation, handicap; fancy and trick riding by A. J. Nicolet; half-mile, open; one-mile, triplet race, one-eighth mile flying start; one-mile, dedication; half-mile, handicap, final.

HOW THE EASTERNERS LOOK.

Washington Park was of course the objective point of the cyclists, the *News Record* said. "Zimmy" said to Van: "Where is your 'bloomin' race track?" Zim wears black clothes, black Fedora hat, black cravat and an "easy" expression of countenance. He walks with a New Jersey swagger and is apparently



The Washington Park Club's Track

the races were sent, so that the first day will see 20,000 outside of those who will pay their way. The club believes in popularizing cycle racing and is doing so in the manner named. Saturday the dedication ceremonies will be finished and the thousands in the city on that day will want some place to go, so that it is reasonable to suppose the bicycle races will secure a goodly share. Everybody in Chicago who rides a wheel and hundreds of cyclists from near-by towns will attend. From Peoria comes this word: "All the prominent bicycle riders and men connected with the trade in Peoria will be in Chicago next Friday and Saturday to attend the 'dedication tournament' in that city. When Peoria gives a tournament the Chicago boys come down by the car load, and now that Chicago holds a race meet, the Chicago boys will try and reciprocate, although the reciprocity act will not be in carload lots—not because we are not willing enough, but because we have not got sufficient numbers. At all events Peoria will do the best she can towards making the Chicago tournament a booming success." Milwaukee will also send down a good delegation, as a special rate has been secured for the round trip.

TO BE RUN ON TIME.

The management has decided upon a

so loose jointed that he is in danger of coming apart at the knees. He says Chicago is far ahead of Freehold, N. J. His conversation is monosyllabic, except when temporarily excited, which is a rare occurrence.

Harry Tyler, the blue eyed idol of Highlandville, Mass., is mild of manner and says he is after regaining the records he has lost to Windle. Although suffering from his recent tumble, he will make attempts at the mile record, standing start, before quitting Chicago.

Dornitge will be remembered by his meritorious five-mile performance at Parkside last fall. He is sprightly, burly, knit in knots, wears a faded brown derby, and claims that he is going great, long half-mile sprints that are disheartening to opponents.

Carl Hess has fully recovered from the effect of Munger's imperial blow, and came into town humming a German-American version of "Comrades."

The prize list is large, including seven handsome diamonds, a \$650 piano, eight or nine bicycles, many pieces of bronze and silverware, sundries, merchandise, clothing, etc. There are three prizes in every race, four in some and five in one, so that contestants have a pretty good show for receiving something for their trouble.

Aurora C. C. Races.

The Aurora Cycling Club's race meet occurred last Saturday afternoon, a large number of Chicago cyclists going out. This number would have been more than doubled had not an error in telegraphing occurred. It rained the evening previous, and Saturday morning the track was heavy. George S. Webb, the manager, sent several telegrams saying the races were postponed. The weather cleared, however, and he sent the second saying "come." The attendance was slim, probably 500, but enthusiastic. John Taylor won the one-mile A. C. C. championship with a broken sprocket wheel at the finish. Lumsden captured four events. Bliss made a speedy ride in the five-mile handicap, but was far over-handicapped, having 300 yards to make up on the nearest man, which he did not do until the last lap. He was fifth. The limit men, Webb, March and Rogers, were never headed, and finished in that order in 12:47. The one-mile A. C. C. sealed handicap was not a success, John Taylor being unable to shake off Oleson.

Lumsden won the half-mile handicap from scratch, riding a very pretty race and winning by but a foot in 1:08. The track was not at all bad after so severe a rain.

Keator, after riding in five races, rode a half on a unicycle, his time being slow.

Officials were: Referee, William Herick; announcer, Harry Hanford; judges, L. J. Berger, R. C. Lennie, F. Ed. Spooner and Hutchinson.

THE SUMMARY.

One-mile, A. C. C. championship—John Taylor, 1; A. T. Webb, 2; Fred Olson, 3; time, 2:39 1-5.

One-mile, open—A. E. Lumsden, 1; J. P. Bliss, 2; Roy Keator, 3; F. Nessel, 4; time, 3:21. A leading race.

One-mile, 3:10 class—W. Bainbridge, Columbia Wheelmen, 1; Fred Olson, 2; J. Clark, 3; time, 2:47 1-5.

Half-mile, boys—Ed Smith, Aurora, 1; Dugald Boyd, Ottawa, 2; Loren Ervin, Plano, 3; time, 1:25.

Half-mile, handicap—A. E. Lumsden, scratch, 1; Roy Keator, 60 yards, 2; H. N. Stringer, Elgin, 60, 3; W. N. Heuman, Elgin, 50, 4; Frank Wing, Ottawa, 5; time, 1:08.

Quarter-mile, scratch—A. E. Lumsden, 1; Roy Keator, 2; John Taylor, Aurora, 3; time, 35.

Two-mile, handicap—Roy Keator, 200 yards, 1; E. Ulbrecht, 200, 2; H. N. Stringer, 200, 3; W. N. Henman, 220, 4; time, 5:06 4-5.

Five-mile, handicap—A. T. Webb, Aurora, 880 yards, 1; A. R. March, Chicago, 880, 2; C. W. Rogers, Aurora, 3; Roy Keator, Chicago, 500, 4; J. P. Bliss, Chicago, 100 yds., 5; time, 12:46.

One-mile, A. C. C. sealed handicap—George Olson, 1; John Taylor, 2; H. A. Taylor, 3; time, 2:32 2-5. Five seconds handicap. Time of Taylor, scratch, 2:37 3-5.

Mercury Cycling Club's Road Race.

After two postponements on account of the weather, the Mercury Cycling Club, of Milwaukee, was successful in its negotiations with the weather bureau and secured an ideal day last Saturday for the holding of the club's annual road race. The Mercury is the representative cycling association of the south side and its friends are many. If any evidence were wanting as to its popularity and standing in the community, the large gathering at the finish of the race amply demonstrated its firm foothold with the public. It is estimated that fully 3,000 people lined the course near the finish, all of whom were largely repaid for their trouble by witnessing one of the closest and most exciting races of the season. As usual with road races, many of the racing buds blossomed into astonishing wonders, much to the admiration of their friends. Wells Prichard, the winner of both the race and the time prize, was one of the dark horses, and his winning both the honors was thought as improbable as a trip to the moon. He covered the distance, eight miles, in 23 min. 20 sec. Prichard had a worthy foe for time medal in the person of Martin Klevenow, who pressed him hard on the

spurt. Only two of the twenty-three starters failed to show up at the finish. One was plucky young Mattie Martin, who was compelled to walk his wheel in on account of a puncture. The other was Henry P. Andrae, who will never plead guilty to the charge of finishing in any race he ever entered. As a ham winner Henry wears the crown. In selecting the course, as well as in carrying out all the details of the affair, the racing board displayed excellent judgment. After the race the club members and their invited guests adjourned to the club rooms, where later on a "feed" was set out. Following is a summary of the race:

Name.	H'd'p.	Time.
Wells Prichard (time medal).....	3 1-2	23:30
Thomas Stoll.....	3 1-2	23:41
George Walters.....	4 1-2	24:50
Jesse Pederson.....	5	25:40
Henry Zirpel.....	3 1-2	24:55
Marrin Klevenow.....	2	23:26
Charles Wilson.....	3	24:27
William Hermann.....	2 1-2	24:10
Charles Gordon.....	4 1-2	26:11
Joseph Lauer.....	7	29:12
George Bender.....	3 1-2	25:25
Charles Wuster.....	2 1-2	21:12
William Schimmel.....	2	24:12
Theodore Fast.....	4 1-1	26:45
Charles Hintz.....	4 1-2	24:50
Richard Ebert.....	3	26:17
Otto Pegrade.....	3	26:23
Henry Stoll.....	3 1-2	28:54
Alexander Emery.....	3	27:11
Rober Dahlman.....	3	27:33
Chris Christenson.....	7	34:38

At Westfield, Mass.

At Westfield, Mass., Saturday, a good crowd saw several interesting bicycle races and some riding against time. Murphy, Campbell and Dorntge on a triplet rode a trial mile in 2:18 1-4, doing the garter in :31 1-2 and the half in 1:07. Nelson rode a half in 1:10 1-4. A special race was held, in which Williamson, Catlin and Coombs of Pittsfield entered. The race was won by Williamson in 2:31 3-4, with Catlin second. In the one-mile novice there were two starters, Hisketh and Blakeslee, the former winning in 3:11 3-4. The half-mile for local riders resulted with Hisketh first, in 1:16 3-4, Rudall second and Fowler third. Four started in the mile open, Coombs, Hisketh, Fowler and Catlin, and Catlin won in 2:42 1-4, Hisketh second and Coombs third. In the mile lap race Rudall and Blakeslee collided. Hollister was first in 2:49 1-2, with seven points, Fowler second, three points, and Graham third, two points. The quarter-mile was won by Hollister in :33 3-4. Hisketh second, Kelley third. Two started in the mile for Berkshire riders, Coombs taking first in 3:24 1-2. The two-mile handicap was the race of the day, Hollister being first in 5:32 1-2, Fowler second and Graham third.

Rochester Race News.

Last Tuesday the second twelve-mile handicap race of the Lake View Wheelmen was held at the driving park. H. Barton, who had the limit, eight minutes, dropped out at the end of two miles, the pace being stronger than he could stand.

Carpenter rode seven miles, then stopped, owing to a poor machine. After riding five miles Barrows also dropped from the contest after being caught by the scratch man.

Every man in the race with his handicap, allowance had been caught by Iven at seven miles. He caught Servis, one-minute handicap, at four miles. After catching Crittenden with his more than a mile start, Iven and Servis rode leisurely home, allowing Crittenden to get a quarter of a mile away from them. In the final spurt Servis was beaten out by Iven.

Four of the participants in the final road race of the Crescent Cycle Club

were tied Monday afternoon. Howard B. Mills and W. Hogan each have thirteen points in their efforts to get the first prize, and Leighton Mills and C. J. Connolly are tied for third prize, with twelve points each.

Leighton Mills wins the time prize, a silver berry dish, his average time over ten miles of rough road, for the four races, being 40 min. 43 sec. The position at the finish of the last race was: Howard B. Mills, 10 sec., 1; time, 40:00. C. J. Connolly, 20 sec., 2; time, 41:30. Leighton Mills, scratch, 3; time, 41:13. George Hogan, 45 sec., 4; time, 43:45. Mason, 1 min. 30 sec., 5; time, 44:00.

The Ramblers Bicycle Club is talking up a road race to be open to all local wheelmen.

On Friday, Columbus day, it is expected that 1,500 wheelmen will turn out in the parade in honor of the great man.

PANHANDLE.

* * *

Buffalo vs. Rochester.

There is nothing definite as yet about the Callahan challenge to the Buffalo

under a special class, "paced by running horses."

Johnson rode a Star in the g. o. o. days.

Lumsden has joined the Manhattan Athletic Club.

Johnson always rides under the Chicago Cycling Club colors.

Steele, Stillwell, Helmich and Loonhardt will comprise the Lake View team next season.

The Independence track rises two and one-half on the last quarter-mile and is not down hill at all.

It is said W. B. Troy came to Chicago to secure riders for the *Sporting Life* western and southwestern winter trip. Lumsden may go, but Munger will not, except it be on his own hook.

* * *

At Muscatine, Iowa.

The Muscatine Wheelmen gave some very interesting races on Friday of last week, which resulted as follows:

One-mile, novice—H. Einhauser, 1; Fred Beach, 3; E. H. Berry, 3; time, 3:05 1-4.



H. A. COLEMAN,
Chairman Entertainment Committee, Milwaukee Wheelmen.

Ramblers B. C. as far as the public can ascertain, and it would be a good thing to either accept or refuse it at once. The defi from Klipfel to Foell has been accepted and the participants are busy arranging details. This will be a matter of some interest and will call for the observation of all wheelmen. These men are the first in this field and are both in good condition. They have any number of friends and it will be the most interesting event of the time. The challenge from the Press C. C. to all clubs in western New York for a team road race, six men to the team, has been accepted. There will be teams from three or four Buffalo clubs, and Rochester promises to send a team. The course will undoubtedly be from Buffalo to Rochester. This will give them all sorts and conditions of roads and will bring out every ability possessed by each.

* * *

Chicago Race Notes.

Johnson's records are to be accepted by the racing board, W. C. Thorne says,

Quarter-mile, open—Fred Bowman, 1; Clifford, 1; Friend, 3; time, :37 1-4.
Two-mile, handicap — Boyschau, scratch, 1; Hobs, scratch, 2; Smith, 60 yards, 3; time, 5:54 1-2.
Half-mile, boys—Boyschau, 1; Morehouse, 2; Lewis, 3; time, 1:31 1-4.
Half-mile, open—Bowman, 1; Hobs, 2; Rowland, 3; time, 1:22.
One-mile, county championship — Clifford, 1; Beach, 2; Einhauser, 3; time, 3:18 1-4.
One-mile, 3:30—Friend, 1; Berry, 2; Beach, 3; time, 3:14.
One-mile—Smith, 1; Boyschau, 2; Kobs, 3; time, 2:52.

A Prominent Milwaukee Wheelman.

One of the most popular wheelmen in the city is H. A. Coleman, chairman of the entertainment committee of the Milwaukee Wheelmen. Mr. Coleman is very enthusiastic over anything that bears the imprint of cycling, and has labored hard and been untiring in his efforts to promote the interests of his club. During the past year the Milwaukee Wheelmen have enjoyed a number of first-class entertainments, several of which were exceptionally good; notably, the "hard times" smoker and minstrel

show, which attracted wide-spread attention. The latest undertaking of the entertainment committee and its efficient chairman is the giving of a good minstrel show at the Academy of Music, Nov. 16, for the benefit of the club. Mr. Coleman is greatly interested in the success of the entertainment, and is hustling to make it so, both socially and financially. He has just passed his twenty-fifth birthday and is prominently identified with the newspaper business, occupying the responsible position of manager of the advertising department of the *Herald*, the leading German paper of the city. We present an excellent portrait of Mr. Coleman in this issue.

NOTES AND COMMENTS.

I am glad to read the very excellent remarks by "Old One" in last week's REFEREE; it is a relief to have some one help in the good work? I have been abused as a calamity howler and a pessimist, whereas I am neither. I believe in the cycle business and have proved my belief, but at present it is not in a healthy condition. "Old One" thinks that the cholera scare and the great exposition will not hurt trade. I sincerely hope not, but I fear they will, nevertheless. There has never been a brighter prospect for the business—if those engaged in it keep their heads and don't overdo the thing—than there is right now. Should we have a long, cold winter and a fairly decent spring, there will be a mighty call for bicycles early in '93; and if the little makers (and big ones, too, for that matter) will not promise more than they can perform in the way of filling orders, there will be room for everybody.

* * *

The "season" seems to get earlier every year. I can remember when it would have been folly for a maker to have sent out his drummers before the first of March, and now we hear that salesmen are booking large orders even in this month of the sere and yellow leaf. On the other hand I mind me when it was no uncommon thing to hold a good trade right up to snow time, while now trade is practically done by July 15. I wonder why this is. The fall is about the only respectable season we have in this country, and is surely the most enjoyable season in which to use the wheel, but men will go tearing around in July and August, and lay away their mounts in October.

* * *

The season is done and the geared ordinary, of which we heard so much in the early spring, is still *statu quo*. What is the reason? The machine is certainly practical—is much more free from vibration, lighter, stronger and more silent than the safety, and it is fully as safe. It has proved its speed for long distances and as a hill climber. Why does it not become more popular? I have one and have given it a long and exhaustive trial and I must say that I shall never ride a safety again unless something in that line comes out superior to the present incumbent. The dwarf ordinary lays over everything I ever rode for everyday business. It is steady, true and comfortable, and one can sit up and rest himself if he wants to.

LA COTE MAL TAILE.

A Chainless Tandem.

The Sercombe-Bolte Manufacturing Company has just completed a chainless tandem which weighs only thirty pounds, half the usual weight of a tandem. The fact that it is chainless makes each rider entirely independent of the other. The machine was built for the Mueller brothers, of New York City.

1893.1893.

ALWAYS IN THE LEAD!

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

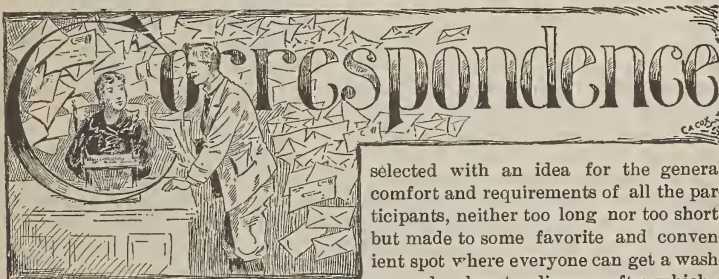
AGENTS wanting exclusive territory for a strictly High Grade machine
will do well by corresponding with us.

GENT'S WHEEL Weighs 34 Lbs.

LADY'S WHEEL Weighs 36 Lbs.

Kirkwood, Miller & Company,

PEORIA, ILL.



General Buffalo Cycling Chat.

BUFFALO, Oct. 17.—It is noticed that the *American Wheelman* has taken up the good cause and is helping to boom the Cycling Protective League, which is very much appreciated by its projectors and supporters. The press has been very negligent in reference to this worthy association, and a little more encouragement and notice from all sources will not do it harm. However, there will be a meeting called at an early day, and perhaps the league will be made a success. It will be remembered that we have always spoken well and long for this movement and have for some time seen the many advantages to be derived from a society of this sort. Let it be hoped the public press will assist in this undertaking and keep its claims before the wheelmen.

There has been a great falling off in the attendance of all the club runs this season just finishing, and the reason is at once apparent, from the fact that these runs are made up mostly months before the season opens, and the ideas of the club members are not consulted. Some are for long runs, others for short ones, and again others are not in for anything calling for any amount of exertion. Club runs ought not to be allowed to go, for when properly arranged are most enjoyable. But they should be

selected with an idea for the general comfort and requirements of all the participants, neither too long nor too short, but made to some favorite and convenient spot where everyone can get a wash-up and a hearty dinner, after which a quiet smoke, a chat and a lying-around rest of an hour or two. As the membership of the club is largely made up from among those who are desirous of having a good time, it seems that some such scheme as has been shown would be all right. It depends upon them for its support and their desires should be catered to. Of course there are men who will desire the long runs of from fifty to a hundred miles, but they are of the few and should be permitted to accommodate themselves to circumstances.

Contention runs wild and rivalry is at fever heat just now. There has been no end of centuries made during the past week by members of the Press C. C. and the Ramblers B. C., and with the demolition of all previous records. There is not enough care given to the establishment of these records to make them marks of ambition. A rider starts out alone or with a companion, making places at the desired distance, and returns to town with the astonishing statement that the entire distance has been done in such-and-such a time. He has no proof and feels indignant that his story should be doubted. While the wheelmen in general believe him, there are others who doubt, and it would be better for the good repute of the sport that more pains were taken in this direction.

This week will see the marriage of one of Buffalo's well-known wheelmen and ex-president of the Ramblers B. C., Louis Burch, at present of Chicago, to Miss Helen M. Mason, one of Buffalo's fairest daughters.

Sunday the funeral of Frank J. Steinbach, president of the Columbia B. C., who died on Friday last, was held. Frank was well beloved by all his friends and acquaintances, being an interstate club worker. Resolutions of regret and esteem were passed at the last special meeting of the club.

The Comrades C. C. will hold a donation party on the 27th inst., when a programme of varied items will be presented for the spectators' benefit.

On the 22nd the Ramblers will have a formal opening of their gymnasium, and a special feature of the event will be the attendance of the officers from all the different clubs in the city and vicinity. The Ramblers never take a back seat in the matter of entertainment, and a long and interesting schedule is in preparation. This event will be made a reunion, where all may meet and exchange views and comments. On Wednesday of this week will see the formal dissolution of the Exposition Cycling Association of Buffalo, when there will be a general good time and a long farewell to this association.

Last Saturday the Wanderers celebrated the Columbian anniversary by a supper and entertainment, at which the membership of the club was well represented and a most enjoyable time ensued.

Yesterday Klipfel and Foell each made a century over the Le Roy course, the former in nine hours, being his twenty-eighth for the season, and the latter in eight hours and five minutes.

WILLIE DUNN.

Philadelphia Honors Its Mayor.

PHILADELPHIA, Oct. 17.—Philadelphia may be slow, but she must be given credit this time for having furnished the cycling world with a sensation when no one expected anything of interest would occur to ruffle the troubled waters of the amateur question until the meeting of the racing board in Chicago this week. Still, now that the sensation has been sprung and the news been told, it is surprising how flat the news fell. Instead of creating a great hub-bub of excitement the *Sporting Life's* various schemes have been received with very little comment, most people apparently thinking them too impracticable to be put into effect successfully. The knowing ones expected some remarkable developments when it was announced that Frank Egan was to be brought over to take Crowther's position as editor, and the expectations have certainly been realized as far as schemes are concerned. Richter, the editor-in-chief of the *Life*, is an old newspaper man who was formerly proprietor of a little afternoon paper called the *Sun*. The paper has undoubtedly been very successful as a base ball organ, and rumor has it that its owners would like it to occupy the same position in the cycling world, believing that to be the sport of the future, so that if a few thousand dollars spent in advertising by means of Egan's beloved "amachours," followed up at the proper time by the proposed professional league, will attain for them their desires and place the *Sporting Life* in the position of the cycling "organ," and give them the same position in this sport that it has in the national game, they will of course consider the money well spent. However, "we shall see what we are to see" in the future. Preaching for cash and riding for cash are two very different matters, and the promoters are not

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.

meeting with unqualified success even in their efforts for the California trip, which is supposed to be a strictly amateur affair.

At a regular meeting of the South End Wheelmen, held last week, the following resolution was unanimously adopted:

Whereas, the South End Wheelmen, ever ready to recognize and acknowledge any movements in the direction of improving roads and highways have noticed with increased admiration the able and constant efforts of his honor, Mayor Edwin S. Stuart, both during his career in councils and since his elevation to the mayoralty, toward the improvement and betterment of the public streets of this city, and appreciating the fact that the recent paving of Broad street with asphaltum was accomplished largely through his untiring efforts; and

Whereas we, the members of this club, desiring to express our approval and appreciation as citizens and wheelmen of the course pursued by his honor in this direction, it is therefore

Resolved that the hearty thanks and grateful appreciation of this club be and are hereby extended to his honor, Mayor Edwin S. Stuart for his earnest, efficient and successful endeavors toward the improvement of the highways of this city and particularly that of Broad street.

PAUL BERWIN.

Milwaukee Wheelmen's Century Run.

MILWAUKEE, Oct. 17.—The Milwaukee Wheelmen's annual century run, while not in any way approaching in numbers the initial run of the club last year, can not be classed as a failure, for fifteen steady riders went over the course and excelled anything in the way of time heretofore attempted. The day was of the made-to-order style. The start was made at 6:30 a. m. Lieutenant Schmidt-bauer made the pace and was constantly urged to make it a little faster, with a result that it became almost a hundred-mile race instead of a social run. T. C. Nogaye, a plucky and nerry rider from the domain of his highness the Mikado, enlivened the run with numerous feats of wonderful riding on the outward journey, but relapsed into a very quiet

state on the return. An hour and a half was spent in Watertown, where everybody did justice to a splendid dinner, and endeavored to recuperate for the return trip. The road was in first-class condition, which may account for the great number of finishes, all registering within eleven hours except three, F. T. Prachthausen, Walter Durbin and Fred Pollworth. The following will hereafter be entitled to bear the distinguished title of cyclersian: E. W. Roth, C. A. Bennett, Theodore Geltaar, Will Klatte, F. T. Hoffman, George Schley, J. C. Schmidtbauer, George Becker, T. C. Nogaye, Otto A. Zachamer, Albert Mayer, L. P. Rhene, E. S. Regby, William Parr and F. Terry Andrae.

Charles Price, one of Milwaukee's best known racing men, will on Nov. 5 take his departure for a trip through the South American republics in the interest of the Sercombe-Bolte Manufacturing Company of this city. The firm is building him one of its very latest racing machines, and Price will endeavor to popularize the Sanger racer in the country where the thermometer has a vacation every day in the year. He will be gone about six months, visiting Havana, Kingston, West Indies and the republics of Central and South America.

Willis B. Troy, representing the *Sporting Life*, was in Milwaukee a few days ago for the purpose of making arrangements with Sanger to join his company of racing men which that paper proposes taking to the Pacific Coast this winter. Mr. Troy states that he has secured the consent of Zimmerman, Lumsden, Windle, Tyler and Berio.

JACK ROYAL.

Music in Chicago.

The Chicago orchestra will inaugurate its second regular season at the Auditorium Saturday evening with a popular

programme, which will include five important compositions not heretofore heard in Chicago. The soloist for the occasion will be Bruno Steindel, the eminent violoncelloist. The first symphony concert is fixed for Friday afternoon and Saturday evening of next week, and the chief number of the programme will be Beethoven's seventh symphony. The single seat sale opened successfully last Monday, the moderate prices ranging from 25c. to \$1.00 for matinees, and 25c. to \$1.50 for evening concerts, having proved a great inducement to music lovers.

Off for Europe.

Mr. Warman, of Warman & Hazlewood, left Chicago last week and sailed on the Eurania for Coventry Saturday. He goes abroad for the purpose of carrying out the different alterations required for the American cycle trade for next season. Coventry Cross cycles will be made purposely for the American market next season.

Two Clubs Consolidate.

The Mercury and Girard Avenue Wheelmen, of West Philadelphia, have consolidated under the name of the West Philadelphia Cyclers, making the new club the second largest in West Philadelphia. The officers elected for the next six months are as follows: President, J. F. Neill; vice-president, W. Edgar Buchanan; treasurer, R. S. Doughty; secretary, G. M. Miller, assistant secretary, M. Meredith; captain, C. R. Warwick; first lieutenant, G. H. Paist; second lieutenant, C. L. Bryant.

The membership already numbers a hundred and the treasury is well filled. This consolidation has been long thought of, and now that it has been consummated the new club will soon rank among the best if the members manifest

the interest that they should. Suitable quarters are being sought, and when found will be furnished in first-class style. At present every indication points toward future success.

Big Deal in Wheels.

BUFFALO, N. Y., Oct. 19.—(Special telegram.)—H. C. Martin & Company this morning closed a contract with the Buffalo Cycle Works for one thousand wheels for next season.

Chicago Notes.

Misses Heggerty and Porter completed another century Sunday, Oct. 9 over the Elgin-Aurora course. This was Miss Porter's fifth and Miss Heggerty's sixth century, all but one this season.

The Ravenswood Cycling Club's social season opens very successfully. The club house is the scene of some sort of entertainment every Wednesday evening. Its entertainment of the Lincoln club at the Ethiopians' smoker was royal.

Will Not Be In the Parade.

At the regular meeting of the Associated Cycling Clubs of Chicago Thursday night, it was decided to take no part in the World's Fair parade. This action was taken principally because it would be almost impossible for wheelmen to keep even ranks in a mixed parade, because of the slow pace and frequent stops. The delegates to the meeting thought it would be better to turn all energy toward the monster parade to be given next year. The association also voted to send a letter of indorsement to the coming good roads convention to be held at Central Music Hall.

James Kirkham won a five-mile road race at Clinton, Ia., Friday last, in 18 min. 15 sec. Lucien Weston was second and Alfred Rowland third.

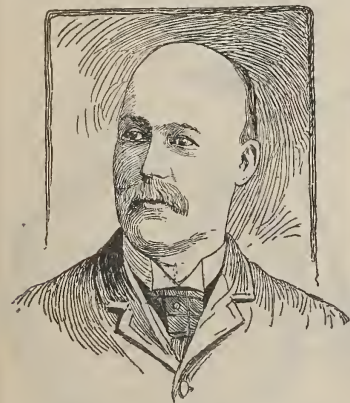


Grant Machine Tool Works.

(Fitchburg Daily Sentinel.)

This industry, in its methods of working, is unlike any other in existence. The machines are the invention of Messrs. R. H. and J. J. Grant, and patents on them have been applied for. The works are superintended by R. H. Grant, and John J. Grant is general manager. The latter went to work in a machine shop when but a boy and has had charge of different works since he was twenty years of age. He was nine years assistant superintendent of the Pratt & Whitney Company, Hartford, Conn.; two years superintendent of the American Sewing Machine Company, Philadelphia, and for three years previous to starting his present industry had been with the Simonds Rolling Machine Company, in this city.

The works are located at the corner of Lunenburg and Grant streets, a building being erected especially for them in August last. This measures 100x30, with ell 30x20 for boiler and engine room, but this is now all fully utilized and large additions to the building are in



J. J. GRANT.

contemplation. The products are anti-friction balls, ball bearings and specialties, the main feature of the business being at present the first named. The machines by which they are made are the product of many years of experience, observation and experimenting by Mr. J. J. Grant, and it is claimed they will revolutionize old methods. By their use the cost of labor is reduced to a minimum; they work automatically, feeding themselves, and a boy can attend to the working of thirty of them. Twenty are now in operation. This number is constantly being added to as fast as the machines can be made, and it is the intention to make this the largest anti-friction ball manufacturing plant in the Union. They are warranted in doing this because of so many manufacturers visiting here pronouncing their productions superior to any elsewhere made. The best of tool steel, made specially for them, is used, and is all handled cold except in the tempering, after being rough ground; and the method of tempering, which is peculiar to itself, is said to be the best anywhere used. The advantages claimed are that the ball is nearer a perfect sphere, that "piping" is impossible, that it is more durable and less liable to break.

Orders are now coming in faster than

they can be attended to, and large orders for export have been tendered as soon as facilities for their filling can be had. These machines are all constructed on the premises, and though now used largely for making balls, they are adapted for turning any round or spherical article from metal, and it would seem that the possibilities of the business are almost boundless.

English Visitors and Their Opinions.

Edward Mushing, managing director of the Centaur Cycle Company, and Joseph Lucas, who as a maker of lamps is well known wherever the cycle may be found, spent a portion of last week in Chicago. They have already visited many of the large cities. Heretofore the Premier Cycle Company of New York has handled the Lucas trade for the whole country, but, on investigation—the purpose which brought him here—he concluded that a good western agency would be desirable. Hence a good offer from the McIntosh-Huntington Company, of Cleveland, was accepted. A contract was entered into and hereafter that house will control the territory west of Ohio. It is probable that the Premier people will continue the business in the eastern states. Mr. Lucas has been in the lamp business nearly a quarter of a century. Originally he made ships' lamps and became famous on the introduction of the Tom Bowling. Since then lamps of all sorts and conditions have been made. The introduction of the king of the Road for cyclists' use gave him a grand reputation, which he has ever since maintained.

Mr. Mushing has some very pronounced ideas as to tires. He is a firm believer in the superiority of the Dunlop over all others, and says that eighty-five per cent of the tires used in England next year will be of that make. He believes, for the sake of resiliency, in the old method of affixing the tire, and so, he says, do the makers, but the demand for an easier method of repairing has caused the change for 1893.

"I am aware," said Mr. Mushing, "that the Dunlop has not been as successful here as in England, but that is due to carelessness in fitting. They have not received proper care. I have noticed this, that in 1891 only five per cent of the tires used in England were pneumatics. In 1892 this jumped to seventy per cent, and I can assure you that we have had less trouble with the seventy than we had with the five. This we account for by improvements in the tire to some extent, but very largely on account of the extra care in fitting." Mr. Mushing declares it to be the greatest of mistakes to use anything but the very best of materials in tires.

The Centaur agencies for '93 have been placed, to a large extent, with the old concerns, but some eastern territory remains to be assigned.

Peoria Trade Doings.

PEORIA, Oct. 7.—Charles W. Lynde, representing W. D. Allen & Company, of Chicago, was in our city last week, with a sample of the 1893 Protection Strip pneumatic. The Protection Strip will be self-healing. The different bicycle houses placed a sample order with Mr. Lynde and will give these tires a good test. If they are found to be what he claims for them, they will in all probability be largely used in Peoria the

coming season. Mr. Lynde had with him a sample pedal rubber. The body is made of a composition of cork and rubber, over which is cemented a sheet of pure rubber. In this manner the rubbers are made from four to eight ounces lighter per set than the solid rubber pedals. He also exhibited a new sample of a handle, which is made of a composition of rubber and cork, very light, and which promises to answer the requirements better than cork handles.

A large number of orders have been placed with Kirkwood, Miller & Company for their 1893 Telephone. This wheel is built on Humber lines, has an inch and three-quarters tire on rear wheel and an inch and a half on front wheel. The rear wheel is twenty-six inch and the front twenty-eight. The machine has a long wheel base, the saddle is well back and the handle-bars have a graceful curve and drop. The bearings on the '93 Telephone are guaranteed to be dust proof, and are as easy running as ball bearings can be built.

Charles E. Duryea, of the Rouse-Duryea Cycle Company, has been in Peoria for some time past looking after the new bicycle factory, which will be put in operation here soon. Mr. Duryea is one of the best posted men on bicycle construction in the country, and it is safe to say that whatever wheel he builds will be as good as the best. LAUREL.

The Trade in England.

LONDON, Oct. 8, 1892.—Over 280 firms have now taken space for the Stanley Show next month, and as quite fifty more are expected there is little doubt that the exhibition will prove the biggest on record. For the information of your readers I ascertained from Mr. Drury the other day that although the last date for applying for space has expired, there will be no difficulty in finding room for any invention, or other exhibit, received from the States, up to the date of opening. For an inclusive fee of \$4.87 any invention may be staged in the inventor's section during the whole period of the show.

The Rudge Cycle Company has issued a circular to all its agents announcing the intention of exhibiting at the Stanley Show, and giving as its reason the opinion that the date fixed by the Cycle Manufacturers' Association (January) is made too late to ascertain the views of customers regarding next year's trade. It adds that, considering the great changes that have occurred in the cycle trade during the last few years, it would be dangerous to dispense with such views, while if it waited till January there would be insufficient time to insure the manufacture and delivery of orders before Easter. I think the Rudge people are very wise and I have no doubt the Manufacturers' Association was compelled to select the date mentioned, owing to circumstances beyond their control. Speaking of the Rudge Company reminds me that it intends to exhibit at the Stanley Show an aluminum safety weighing seventeen pounds.

PERRY'S NEW GEAR.

Perry & Company, Birmingham, are placing upon the market their new geared hub, suitable for front driver safeties. It is practically identical with that applied to the Rudge f. d. safety described in my last letter, and is very similar to a gear with which the Referee people have been experimenting lately. As regards its lightness, neatness, simplicity and high quality, there can be little doubt, but as to efficiency no one seems to know anything. Doubtless it will answer sufficiently well to ensure the sale of the first machines fitted with

it, but up to the time of writing I have been unable to discover a scrap of evidence respecting its freedom of running at high speed, or its durability. I hope it may prove itself to be possessed of these qualities and I shall endeavor to obtain the earliest practical information concerning it.

THEIR GEAR SATISFACTORY.

Morris, Wilson & Company, who, by the way, are just converting their business into a private company to be called the Referee Cycle Company, Ltd., are now satisfied with the f. d. gear they have been testing for weeks past. They will exhibit a number of f. d. safeties at the show fitted with it. The other day I examined the drawings of the gear, which has four chain wheels and two chains. The whole is enclosed in a very neat steel case, is light, easy running and does not widen the tread—an important point. The gear is attached to the front fork end and the arrangements for adjusting the five or six ball bearings in its neighborhood are as simple as they are efficient.

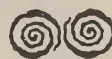
WILL MAKE FRONT DRIVERS.

Another important firm—perhaps the third in rank amongst London manufacturers—also engaged in preparations for a big front driver trade next year, is Begbie & Twentyman, of Hadley fame. Their factory is situated in Fortress Road, Kentisto Town, N. W., and I recently had a long chat with Mr. Beagbie concerning the past and future of his business. In the long ago the Hadley ordinaries enjoyed an immense reputation and this fact will ensure the go-ahead partners, who are no less successful in making road records than in directing their large business, a very considerable share of patronage. The Hawley f. d. safeties will weigh thirty pounds for thirty-six inch size, and thirty-four pounds for thirty-eight inch. The back wheels will be twenty-two inches, and the Crypto gear will be adopted. I have ridden two ordinaries in the past built by the firm, and must say I think a lot of their work. I have seen an early edition of their f. d. novelty and hope to try one at an early date. Their mode of fixing the saddle is both ingenious and original, consisting of an L shaped tube fixed horizontally between the neck and the spine, the rider's weight being borne by the longer arm. All the Hadley safeties will be from three to four pounds lighter in 1893. Their design is not the Humber pattern and will continue as it has remained for the last three years. The same remark applies to the Hadley tricycles, which have done much to make the fame of the firm. Their speed is peculiar, a result due to the possession by the firm of the real secret of tricycle building so commonly unknown except by a very few houses. Hundreds of Hadley safeties have gone to Ireland this year, where their strength is appreciated. Hadley semi-racing tricycles have been in demand in large number on the continent. Not only are the Hadleys ridden by fast road men all over the kingdom, but aristocrats like Lord Dunsany, the Marquis of Downshire and the Earl of Landerdale are among the firm's customers.

I called the other day on Pollard Brothers, of 32 Spring street, Paddington, to inspect an unique ordinary they are just completing to the order of H. D. Faith, the well-known amateur road and path rider. Faith made a long study of the ordinary as a speed mount and arrived at the conclusion that, with his thirteen stone weight, binding in the bearings retarded his pace when going at above a certain speed. His favorite mount for years, it may be stated, has been a Humber. The Humber company

3-BEAUTIES-3

The James Safety.

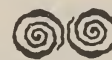


"JAMES" SPECIFICATIONS.

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

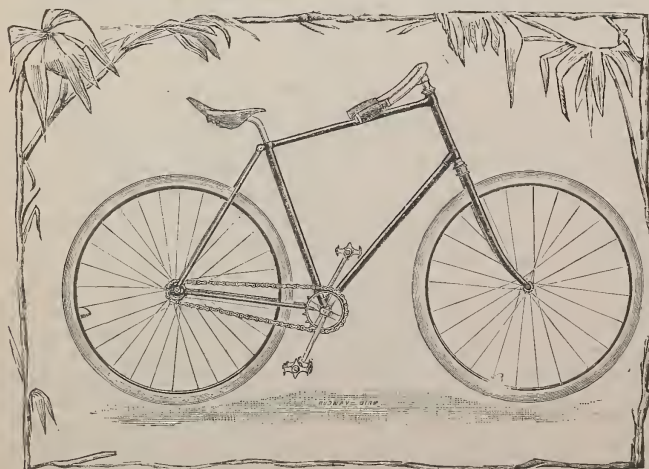
to the first Amateur rider who succeeds in lowering the One Mile [Amateur Record on one of our "CHAMPION" RACERS. We will also give to the first Professional who succeeds in lowering the World's Record at One Mile on our Machines

\$500 Hard Cash.

New Buckingham & Adams Cycle Co., Ltd.

Coventry Works, Birmingham, England.

South Road Model D.



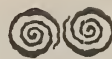
AGENTS WANTED.

The Agency for the above has been secured by the

JAMES CYCLE CO.,

113 Adams Street,
CHICAGO, ILL.

B. & A. Champion Racer.



"SOUTH ROAD" SPECIFICATIONS.

THIS MACHINE is the grandest ever offered. Ball Bearings throughout and adjustable everywhere. Fitted with Detachable Cranks.

Weights from 23 to 33 Pounds Guaranteed.

These are the Lightest, Fastest and Most Reliable Safeties ever offered in the States. In appearance and finish they have NO EQUALS. Watch the records during 1893.

Wholesale Agents:

The James Importing Company,
113 Adams street, Chicago, Ill.

GOOD AGENTS WANTED.



are not the people to bother about a fad. Faith's fad was to increase the size of the bearing balls. This he has had done in the mount I inspected, a fifty-seven-inch, tangent-spoked ordinary, with Smith's laced pneumatic tires to both wheels. There are twelve balls in the front bearing and the same number to the back bearing. The balls alone weigh three pounds, being no less than one inch in diameter. The hubs are barrel shaped and altogether too remarkable to admit of concise description. The tread is only eight and a quarter inches over all, and I don't think the weight will exceed fifty pounds. Of course this will militate against the success of the mount, but all the same I am very curious to learn how it turns out after practical trial. Mr. Faith's ideas in the past have worked out into successes, notably in the case of a tandem he designed a year or so back. This was not heavy—scaling only fifty-five pounds. Pollard Brothers are building a thirty-six pound tricycle for a light-weight lady customer, and will be fully prepared with an f. d. safety for next season.

General opinion is forming very rapidly in favor of the 1893 pattern Dunlop, which I endeavored to describe in my last letter. Its simplicity has taken the cycling world by storm, and the fact that the old price will be charged and will include the special rims, will greatly influence purchasers in its favor. A novelty of secondary importance, appealing more to pathmen than to quiet riders, also being produced by the Dunlop people, is the "Edwards cover" for attachment to new or existing Dunlops. These covers consist of light bands of rubber, with transverse butts or blocks moulded in them, with spaces between of about one inch. They give the tire a better hold on greasy surfaces or in rounding sharp curves. They also remove the clinging of the tires to soft surfaces and have been found to accelerate path speeds. The covers weigh about seven ounces each. M. B. Fowler used these tires when he recently lowered the two, three and five-mile records. I have tried a safety with the invention applied to its back wheel tire, and except when going very fast I think the device reduces comfort. Nevertheless, great interest is being taken in the novelty by speed men on both the path and road, and I have already seen several samples in use.

STANLEY.

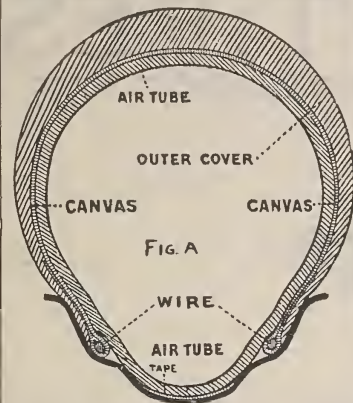
The New Dunlop Detachable Tire.

It is now an open secret that the Dunlop tire for 1893 will be of a startlingly novel pattern; and although it is generally understood that it will be a "wired" tire, the exact construction and action are not clearly to be comprehended without a technical description, because, unlike other tires held down by wires along the edges, there are no couplings whatever, the wires being continuous along the edge of the cover. The main points to be noticed are that a special rim is used, unlike any other rim; that the tire is considerably lighter than of yore; that it can be opened and closed more quickly than any tire hitherto made; that the construction allows of the use of the same beautifully soft and resilient rubber, in both the air tube and the cover, as have rendered the Dunlop so speedy and comfortable, and that there is no increase in the price. The "canvas bag" is done away with; and repairs are not only a matter of but a few minutes, but (unlike some other quickly-repaired tires) they are permanent.

ANYBODY CAN PUT IT ON.

The accompanying diagram (fig. A) shows the section of the tire and solid rim. Hollow rims are being made by

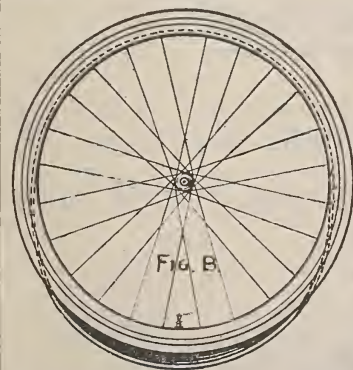
Warwick's, the Surrey Machinists' Company and the Nottingham Machinists' Company, the section in each case being exactly like the solid rim at the top, with a semi-elliptical bottom; and cycle makers will be free to order any of these makes they prefer, although they will all (like the solid) be obtainable from the tire makers only, the rims and tires being supplied complete, together. When the wheels have been built the makers can



put the tires on in two or three minutes, the only fixing required being to stretch a piece of tape over the spoke heads, with its ends solutioned together for three inches. Thus it will be easier to put Dunlop tires onto wheels than to stick solid tires on; and a broken spoke can be more easily replaced than with solids.

HOW TO FIT ON AND REMOVE.

The fitting on and removal of the cover is somewhat mysterious at first glance, but when its principle is understood it becomes admirable in its simplicity. By the diagram it will be seen that the cover is a graduated one, identical with the old Dunlop cover, but instead of its edges being solutioned outside the rim they are cut down to the wires. The wires are enfolded in a strip of canvas, which lines the cover—canvas and cover being permanently solutioned together—so that no part of the wire is exposed. In case wet should soak through the cover, the wires are first electro-coppered to prevent rust. Now, the



circumference of the wires being smaller than that of the rim edges, it is not immediately apparent how, being joined up, they can be put into the rim; but it will be seen that, although the wires are smaller than the edge of the rim, they are larger than its bed, so that by pushing the wire, at one side of the wheel, down into the bed of the rim, there is sufficient surplus wire at the other side of the wheel to form a loop, as in the diagram (fig. B), and by slipping the finger tips under this loop and sliding them round the periphery the whole loop of wire can be drawn over the edge of the rim. One edge of the cover being thus slipped into the rim, the air tube (joined into a continuous ring) is placed in the rim under the cover, and the other edge of the cover is then pressed down into the rim in exactly the same way.

The tire being inflated, the pressure of air tends to expand the cover, but the wires prevent expansion beyond the limits of their circumference, which is exactly that of the dotted line in fig. B, so that the edges are forcibly pressed into the recesses furnished for them into the rim, and the tire assumes the shape depicted in fig. A. To open the tire for repair, all that is needed is to deflate, press one side down into the bed of the rim, slip the finger tips under the loop formed on the opposite side of the wheel, slide the fingers along until all one edge of the cover is free, and pull the air tube out of the rim bodily, without having to unjoin the ends of the air tube.

SAME STYLE OF VALVE.

The valve is the same as the 1892 patent deflating valve, but made altogether smaller, and with several little improvements. To prevent the loss of the round washer (a common experience when repairing) a flat plate is used, with a nut which holds it firmly outside the air tube, and need never be disturbed—even when completely removing the tube and valve from the rim. This nut assists in making the connection between valve and tube absolutely air-tight. The nut outside the rim is a milled round-edged nut, to be turned with the fingers, so that the clumsy use or the spanner can no longer do damage. The mouth of the valve body has two nicks cut in it, and the air plug has corresponding shoulders to fit, in order to prevent the plug being turned round, twisting or ever cutting the rubber tube covering it.—*Bicycling Times*.

Chicago Trade Gossip.

George E. Lloyd is seriously ill at his home on Leavitt street.

R. D. Garden was at his desk for a brief time late last week.

The Western Wheel Works will use 17,500 pairs of pneumatic tires the coming season.

H. J. Winn, of the Illinois Cycle Company, has returned from an extended trip through the east.

Charles H. Stephens is engaged in the manufacture of a line of wheels at his store near Douglas Park.

Fred Patee passed through Chicago on Thursday of last week on a rather hurried trip to New York.

C. H. Tobey, formerly with the Kenwood Manufacturing Company, has entered the employ of A. G. Spalding & Brothers.

Frank Silvers, of Albany, is now in Iowa in the interest of the Derby Cycle Company. Mr. Garfield, of this concern, is at home sick.

Thorsen & Cassady contemplate enlarging their cycle business and may open a large retail store independent of their other business.

N. E. Turgeon, assistant manager of the Pope company's Chicago store, was united in marriage last Wednesday to Miss Gertrude M. Chapman, at Andover, Vt.

J. D. Adams, of the Chicago C. C., had his Humber road racer, No. 14,713, stolen last week. He would like to hear of it, his address being 173 Twenty-second street.

One large manufacturing concern is reported to be stalled late in the season with no less than 10,000 medium grade safeties, mostly youths' wheels in solid and cushion tires.

A local wheelman, who, like many others, thought the cost of importing was greatly exaggerated, planned to break the market (he's a board of trade speculator) by importing a number of high grade wheels and advertising them

at \$100. He imported the wheels, going to England himself, and when the cost was figured he found to his dismay that they cost so much he must sell at full list or make no money.

Thorsen & Cassady report a very fair fall trade and place their season's sales at 4,000 wheels, principally, of course, of medium grade.

Thomas Kane & Company will continue to handle the old line, making the Stover wheels their specialty for 1893. This house still has a few Bronchos for sale.

Gormully & Jeffery show their patriotism this week. Their window is beautifully decorated in the prevailing shade of terra cotta, and a handsomely enameled diamond Rambler in the same color attracts general attention.

Percy Harris now sells wheels for the Indiana Bicycle Company, of Indianapolis. During his career in the cycle business Mr. Harris has worked for more than a dozen dealers and has been in the business on his own account.

A. H. Radell has completed a racing wheel, built to his own measure, the seat of which is on a projection of the upper bar of the frame, which rises from its junction with the head. The wheel weighs but twenty-five pounds.

The Coventry Machinists' Company will very soon have the finest appearing cycle store on the street. The building at 296 Wabash avenue is being entirely remodeled. The shipping department will be larger and lighter, a new elevator construction will make the repair shop easily accessible, and the stairway in the front of the store is to come out and the entire front as well. The plate glass for the window will be the largest on the street.

Rouse, Hazard & Company, Peoria, report that their trade outside the United States has been much larger this season than ever before. They have done a nice business in Mexico and Canada, while they have also made shipments to England and South America. Last week they received an order for four bicycles from Java. The fact that this house is drawing trade from foreign countries is a pretty good indication that its goods and prices are right.

Louis Jordan, of 71 Randolph street, occupies one entire floor for his repair shop, salesroom, office and gun shop. This is four or five times the space occupied by the old firm of Graf & Jordan. Mr. Jordan has coined money this season. He has used over 400 pairs of pneumatic tires, 300 of these being the Bolte, and has also used 300 pairs of cushions. Seven men are given constant employment. Twenty-five wheels will be built the coming winter on lines after Mr. Jordan's own ideas. These will all be very light, from twenty-five to thirty-two pounds. Mr. Jordan does not do cycle work exclusively. His gun work is large and he is now engaged on several shot guns for exhibition at the world's fair.

Effect of the World's Fair.

"How will the World's Fair affect trade next year?" is a question often asked.

One of the leading manufacturers recently spoken to on the subject by the REFEREE thought that the fair would certainly not be beneficial. "People in the country," said he, "are now, and will be right along, saving their money for a visit to Chicago. Many a young man who would otherwise purchase a wheel will use his money to visit the fair. I do not mean by that that there will be a falling off in the volume of trade, but that the other's calls on young

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.

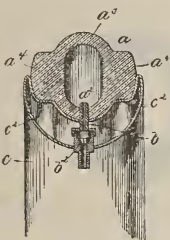
Tire Factory, 49-51 West 66th Street, New York.

people's pockets for cash may prevent any such vast increase in the demand as some seem to think is assured."

Another gentleman, connected with a Chicago wholesale and retail house, said that the principals had been trying to make up their minds what to do for next season. "We hardly know what to do," said he. "I am afraid the fair will bring us no end of trouble and little or no benefit. It has already raised rents, and has a tendency to increase salaries and other expenses. The traffic in this neighborhood [Wabash avenue] will be enormous and the stores will no doubt be filled constantly with visitors bent more on inspection than on purchasing. Of course we must attend to them and that means a large increase in the staff of salesmen. The renting business may be good. No doubt every means of conveyance to the fair will be overtaxed and wheels will be rented by people who desire to travel in comfort. Taken all around, however, I doubt whether the fair will be beneficial to the trade."

Another New Tire.

George A. Burwell, of Highlandville, Mass., has invented a tire which may prove quite popular with the tourist. It is a pneumatic, but when deflated is a solid. The tire has an air chamber (a2) and thickened sides or walls (a4, a4). The valve (b2) is connected to the tube (b), which in turn connects the air chamber.



The tire (a) is connected to the rim (c2, c2) in the ordinary manner. When the tire is inflated the pressure is entirely on the tread (a3), which is of thinner rubber than the walls. The walls (a4, a4), as soon as the tire is deflated and the tread becomes depressed, act as a solid tire, so that a puncture will not prevent the rider continuing his journey.

An Electric Lamp.

An electric lamp for bicycles, neat and compact, has been invented by Arthur McMillan, of Chicago. It is all contained in the space of a King of the Road lamp and attaches to the wheel in the same manner. The weight is four pounds, two ounces, but is to be greatly reduced. It is charged by a gravity battery, the entire expense being only fifty cents a year. This useful adjunct of a bicycle burns steadily for five hours and the light may be closed off without dismounting. It is fitted with a three-inch lens and is capable of eight candle light, which will be increased should present experiments be successful. By another contrivance the body of the lamp may be suspended under the seat like a tool bag, and a wire extended through the upper bar of the frame to the head, where the light would occupy only the space of the lens. Mr. McMillan is quite a young man and is elated over his success. He already has orders for a number of the lamps, which will list at \$13.00.

Has More Capital Now.

The March-Davis Cycle Company is now incorporated under the laws of Illinois. Some capital has been taken in, Stanley Crafts and W. E. Davis, of Austin, being the principal stockholders. The plant is to be increased at once, and next year's output will be many times

larger than this year's. The March has had most flattering success this season having, like the Moffat of old, captured a majority of prizes in city road races and the twenty-four-hour world's record. Boles, of Denver, recently captured all Colorado championships on a March, and not on another machine as has been stated. The success of the March is due greatly to the fact that only the very best material is used and the highest-priced workmanship.

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.:

483,990, tire for bicycle wheels; George A. Burwell, Highlandville, Mass.; filed Aug. 30, 1891; serial No., 403,159.

484,389, cycle saddle; John B. Brookes, Birmingham, Eng.; filed April 8, 1892; serial No. 428,366; patented in England Sept. 30, 1890.

484,290, cycle saddle; John B. Brookes, Birmingham, Eng.; filed April 8, 1892; serial No. 428,367; patented in England April 20, 1888; April 13, 1891; Dec. 3, 1891, and March 16, 1892.

Chicago Honored.

The Triumph Cycle Company, limited, has just finished the first of its next season's patterns, and the experimental machine was ridden by G. Jenkins on Saturday, when he beat the 100 mile Midland record. Like all the Triumphs it is very rigid and fast, and should further enhance the reputation of the firm. On account of the World's Fair at Chicago next year this machine will be named the Chicago Triumph—and a very good name, too.—*Bicycling News.*

They Are Laid Off.

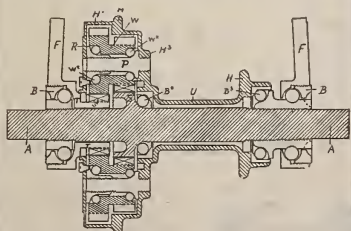
There is an unusual number of excellent cycle salesmen unemployed at present. The dealers have adopted the plan of stopping their pay immediately they come in from their last trip of the season, leaving the men to shift for themselves until they are wanted again.

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. 17,332. W. T. Shaw and A. Sydenham's "Improvements in driving gear for velocipedes and other like purposes" Oct. 13, 1891.—This



driving gear may be formed as a driving box on the pedal shaft of a tricycle or bicycle, in which case the box rotated at the increased velocity is provided with suitable means of conveying the motion to the driving wheel. But the gear is preferably built as an integral part of the axle and hub of the driving wheel, in which case it is constructed on the following plan: The fork (F) within which the driving wheel runs carries ball bearings (B) at the two lower ends, through which freely runs an axle (A) armed with cranks and pedals or other convenient means of propulsion. The hub (H) of the driving wheel is not fixed to the axle so as to move at the same velocity, but is connected with the axle by the interposition of mechanism which imparts to it a higher velocity, as follows:

The bearing (B) in the fork end (F) on one side is enlarged into a tubular form (T) continued inwards for a short distance and exactly embracing the axle (A). The external surface of this

portion is formed into a spur wheel (S) which is held fast and prevented from rotating by reason of its being firmly fixed to or in one piece with the bearing (B) of the fork end. By the side of this wheel a second spur wheel (S2) of somewhat larger diameter is formed upon the axle and of course moves around with it. This is the motor wheel of the mechanism. Beyond this wheel is placed the hub flange (H3), which is of special construction, and at its periphery sails over toward the fork, forming a short cylinder (H2), which incloses the mechanism. The hub flange proper (H3) carries four equi-distant studs or spindles (P) upon which are placed broad pinions (W) of a total width equal to the combined width of the two spur wheels (S and S2) described above. These broad pinions are of two different diameters, the smaller end gearing with the motor wheel (S2) and the larger end with the wheel (S) fixed to the bearing (B) in the fork end. The spindles on which the two-ended pinions run are supported on the side next the fork by a broad, flat ring (R) fitted tightly into a recess formed on the inside of the cylindrical continuation of the hub (H2). The flat ring thus forms on that side a casing for the gear wheels, which are in this way perfectly inclosed. It also carries, in the intervals between the spindle ends, four equi-distant supports at right angles to its inner surface, and of such a length as to butt against the inside surface of the hub flange (H3) to which they are firmly screwed from the outside. It will be obvious that this arrangement of pinions forms an epicyclic train, and that upon the motor wheel (S2) being set in motion, the broad pinions (W) will be rotated on their spindles. But besides being rotated, the broad pinions being in gear with the fixed wheel (S), will receive a motion of translation and will carry around with them the hub flange (H2) at a higher velocity than that of the axle (A). The amount of increase depends upon the ratio which the various components of the train bear to each other. The special hub flange described above has a web or projecting ring on its cylindrical portion to carry the spokes, and is continued by a tube (U) to the other end of the hub, where is a flange of the ordinary kind for the reception of the spokes on that side. Then follows the fork end (F) on that side, with ball bearing (B) for the axles. The hub proper also runs upon the axle, supported by a ball bearing at either end (B2 and B3), and the broad pinions (W) are likewise provided with ball bearings (W2) at either end, upon their respective spindles.

[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 Sept. 7, give notice in the prescribed form of such opposition.]

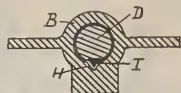
No. 20,483. J. R. Rickard's "Improved means for repairing pneumatic and other hollow tires for velocipedes and similar vehicles." Nov. 25,



1891.—When the tire has been punctured a plug is inserted with the head (A) in the interior of the tire and the shank (B) filling the hole the pressure of the air when applied through the valve forces the head (A) against the inner wall of the tire, making an air-tight joint. To insert the plug, a hole of suitable size is made in the tire where the puncture has occurred. The plug is coated with india rubber solution or some other suitable cement, and forced with the head (A) first into the interior of the tire, as shown on the drawing; the shank (B) is then pulled outward, thus pressing the head (A) against the inside of the tire. The tire is then inflated and the pressure on the head or flange (A) forces the plug against the inside of the tire and effectually holds it in position, thus making a perfect repair.

No. 19,032. J. S. W. Edmund's "Improvements in safety bicycles, tricycles and other velocipedes." Nov. 4, 1891.—This invention has reference to the parts by which the saddle is connected to the machine, and has for its objects to prevent the saddle from inclining either to the right or left, should the fixing screw become loose, and to prevent the support of the saddle from turning in the saddle post or other part of the machine in which it may be inserted. The socket on the foundation of the saddle is formed with an internal projection or rib, and the horizontal branch of the L-pin is formed with a corresponding longitudinal groove for the said projection to engage with. A similar projection on the interior of the saddle post, and a similar groove in the vertical branch of the L-pin, are formed. The positions of the engaging parts of the L-pin and socket may be reverse, as shown in the figure, where the V-shaped slot in the socket (B) is marked H and the V-shaped projection on the horizontal branch (D) of the L-pin is marked I. The applicant does not limit himself to the use of the projections and grooves before described, as the same effect may be produced by making the socket and the horizontal branch of the L-pin square or triangular in cross section, or of such other figure that, while the said eye or socket is capable of sliding

freely on the L-pin, it is capable of turning thereon. Similarly the vertical branch of the L-pin and the interior of the top of the saddle post may be



made square, triangular or of such other figure that the L-pin, while capable of sliding freely in the saddle post, is incapable of turning thereon.

General Trade Notes.

C. F. Stokes, of the Charles F. Stokes Manufacturing Company, is in California.

George K. Barrett is well pleased with a Raleigh which he received last week.

Morgan & Wright gave their employees a half week's holiday this week, owing to dedication.

Ainsworth, of H. A. Lozier & Company, expects to start out with samples in two weeks.

E. N. Bowen, of Buffalo, is working on a new stand, one that will answer every purpose.

R. D. Garden goes to Hot Springs this week for his health, which has been very poor for some time.

J. Jay Ross, for Ames & Frost, is now in Alabama and expects to reach Key West, Fla., before returning.

L. Fewsmith, of the Eclipse, is skir mishing around. The Eclipse people have a good man in Fewsmith.

Among the horsemen in Indiana, Kentucky and as far as Nashville, Tenn., the Morgan & Wright tire is very popular.

The Coventry Machinists' Company, Chicago, has just received a half-dozen twenty-three pound Swift racers—beautiful machines.

James Josephi leaves Cleveland for Chicago this week. He will work for one of the foremost manufacturers of the latter city.

"Imitation is the sincerest flattery." Four firms at least are making tires which are nearly duplicates of the Morgan & Wright tires.

Bayliss & Thomas, of Coventry, seek an agency for Excelsior wheels in Chicago. Herbert Hadden, their representative, is now here.

Luthy & Company, of Peoria, expect to import 2,000 machines this season. The past season has been a most successful one with this firm.

Mr. Lozier is thoroughly convinced that he has the best tire on the market and never tires of talking of its good points, and it has them.

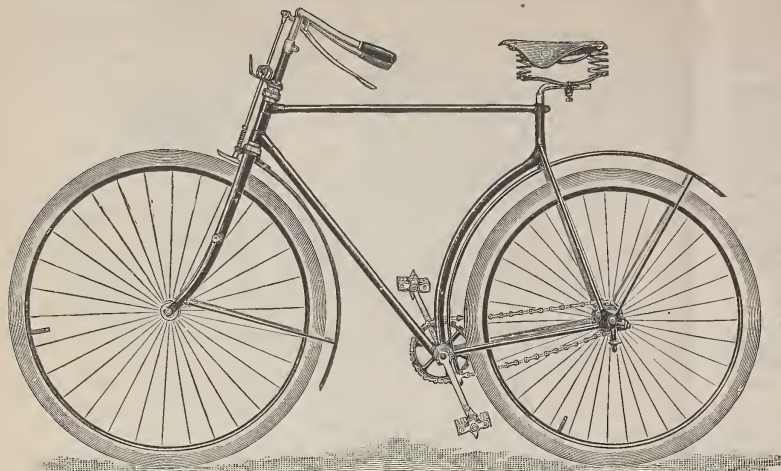
It is understood that the Warwick company is making a Pilgrim that "for weight knocks them all." We presume this means light weight, Kennedy.

William Herick, who returned last Thursday from a trip around the trotting circuit, disposed of a great number of Sterling attachments for sulkies.

Imperial safeties another season will probably be fitted with twenty-eight inch rear and thirty inch front wheels, the racers to be two inches smaller in each wheel.

Gearied ordinaries fail to catch on in this country. The dealers who feared a revulsion similar to that when the pneumatic tire came in, are correspondingly bappy.

Ned Oliver did a sweeping business in Buffalo and Toledo in Garford saddles. In the former place his contracts amounted to 15,000 saddles, consequently he is one of the happiest mortals on the road. There is no man to-day better posted in the cycle trade than Oliver,



THE "TOWNEND" MODEL M. (1892 PATTERN)

HIGHEST GRADE MACHINES

—AT—

Lowest Possible Prices.

Send

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.



◻ The Cycling Season is By No Means Past For 1892. ◻

FALL



THE BEST TIME TO RIDE

THE BEST TIME TO BUY.

BARGAINS IN STYLES, SIZES AND PRICED WHEELS. BUY NOW.

	LIST PRICE.	OUR PRICE.		LIST PRICE.	OUR PRICE.
'91 Junos, Solid Tires, (for Lady or Gentleman) -	\$ 75 00	\$ 48 00	'91 American Ramblers, 1 1-4 inch Cushioned Tires, -	\$130 00	\$110 00
'91 Junos, Cushioned Tires (for Lady or Gentleman), -	80 00	55 00	'91 Ladies' Rambler, Solid Tires, - - - -	130 00	110 00
'91 Boys' and Girls' Juniors, Ball Bearings, - -	35 00	25 00	'91 Sylph Cushioned Tires, - - - -	125 00	95 00
'91 American Rambler, Solid Tires, Diamond or Drop Frame, 125 00		90 00	Ordinaries at all prices, from \$12.00 up.		

EXTRA SPECIAL DISCOUNTT TO DEALERS AND AGENTS.

25

Other equally as good bargains to be had now. We also import the RUDGE, manufacture the SYLPH and OVERLAND, and job the Western Wheel Works' line and others. Sundries in great variety and prices right,

ROUSE, HAZARD & CO., - 89 G STREET, - PEORIA, ILL.

and it is the opinion of shrewd business men that he is one of the best salesmen.

We expected to announce in this week's issue the closing of a contract whereby H. C. Martin & Company will take the entire 1893 output of the Buffalo Cycle Works.

F. P. Prial was unable to be at the Chicago tournament on account of sickness necessitating his return to New York from Indianapolis. Mr. Prial had contemplated a trip to Denver.

The Winton Bicycle Company is showing a tremendous amount of energy at the present time and will soon be on the market through Ned Oliver with its samples. The company has plenty of capital.

Lozier, of Cleveland, says Ned Oliver has the most profitable cycle business in the states. He handles Garford saddles for all territory east of Cleveland and Winton cycles for all territory east of the Pacific.

Penseyers & Haber, of Buffalo, are laying themselves out to build 100 Globes the coming season. Their aim will be a twenty-three-pound racer, twenty-eight-pound roadster and a thirty-two-pound ladies' wheel.

Kingman & Company of Peoria control Centaur cycles in the west, and tripled their last season's order with Mr. Mushing, nearly one thousand being ordered. Mr. Mushing returned to Coventry with Mr. Lucas this week.

Mr. Lucas, the great English lamp manufacturer, placed the agency for the entire west, of King of the Road lamps, with the McIntosh-Huntington Company of Cleveland, who, it is reported, placed an order for 5,000 of this popular brand of cycle lights.

The G. & J. company has threatened George W. Shamp, of Buffalo, with an injunction if he does not at once stop making the Shamp saddle. Mr. S. has placed the matter in the hands of his attorneys. If he finds he is infringing he will stop making at once.

The cycle business of Evansville, Ind., a town of 10,000 inhabitants, lies between M. W. Dunham and W. C. Paine. The former has tried many wheels but has finally settled on Kenwoods as his leaders. He also handles Aerials. Paine handles Raleighs, G. & J.'s and several others.

Two Imperials are reported stolen by the Ames & Frost company, which offers a reward of \$50 in each case for the recovery of the wheel. No. 4672 was taken from Boston, and No. 4386 from Chicago. Both were model A pattern and had pneumatic tires and Garford saddles.

Morgan & Wright's employees held an eight-mile handicap road race last Saturday over the Oak Park course. William Tobin won, Charles Valentine second, F. W. Morgan and F. W. Osmun, handicap thirty seconds, tied for third place in 26:35. Four prizes were given. Fifteen men started.

A. J. Holmes is in charge of the bicycle department of the McIntosh-Huntington Company, of Cleveland. He returned recently from an extensive trip through England, and while over there became a benedict. Mr. Holmes is a valuable man and his trip did him a wonderful amount of good.

The Elmore Manufacturing Company, of Elmore, O., will soon have its samples out. The manager, J. H. Becker, is well up in the manufacturing business and thoroughly experienced. His father, H. V. Becker, is president of the company. He is also one of the oldest and wealthiest manufacturers of that place. The treasurer of the concern is a brother

of J. H. The company will put on the market medium grade bicycles. J. H. Becker has been the manager of the Buffalo Wheel Company and leaves Buffalo Nov. 1.

The Marion Cycle Company is much elated over the outlook for next season. Its wheel is to be a diamond frame, the bracket over the sprocket wheel having been discarded. It will weigh under thirty-five pounds. The company has orders for nearly 1,000 wheels, of which 620 are for St. Louis, 100 for Buffalo, and 250 for Chicago. The past season has been a profitable one.

The McIntosh-Huntington Company, of Cleveland, has secured the Southard crank for America. This company is laying itself out for a large trade in sundries and wheels. Mr. Bishop, the manager, declared himself as well pleased with the past season's trade. The company will have more territory for the Centaur wheels in the future. The contract with Lucas is a very important one.

All admire the Sterling road racer now on exhibition at C. F. Stokes & Company's. The wheel weighs twenty-seven pounds, stripped, thirty-three pounds all on, has forty-three inch wheel base and ten and one-half inch steering head. The hubs are reduced one-half from last year's size. The Humber pattern is used. It is a handsomely-finished, splendid-appearing machine and a credit to Chicago manufacturing interests.

A contract was signed last week between the Rudge Cycle Company of Coventry, Eng., and Rouse, Hazard & Company, whereby the latter will manufacture the Rudge in America. The new factory will be located in Peoria and will be equipped with as fine tools as money can purchase to construct high grade bicycles. A number of the parts will be imported from the Rudge factory in Coventry, and when a machine is put together here it will be as good and as finely finished as any wheel of the kind turned out of Coventry. Samples of the 1893 Rudge are shown by Rouse, Hazard & Company.

The C. F. Stokes company has gained, through hustling Billy Herrick, the order for a thirty-eight pound Sterling sulky for Nancy Hanks, the great world-beating trotter, who will lower all records at Nashville, Tenn., hitched to this sulky, the present week. The Sterling people are making a special effort on this sulky, the frame for which will be of twenty-gauge tubing, wheel spokes drawn from special wire tested to 950 pounds tensile strength on a Reible Brothers' testing machine. The tires are Morgan & Wright specially-tested racing tires. Altogether it is the finest quilt pneumatic sulky yet manufactured.

J. A. Hunt & Company, of Westboro, Mass., are now ready to submit their 1893 line of saddles to the trade. During the past few months they have been very industriously engaged on their samples for the coming season and have succeeded in hitting upon several decidedly novel features in saddle construction, besides producing some unique patterns. To obtain strength combined with the greatest lightness, beauty of design and finish, and comfort in riding has been the special object of their experiments and they are confident that their resulting samples will demonstrate the successful attainment of their object.

The Garden City Wheelmen secured quarters at Thirty-first street and Indiana avenue after disagreeing with their landlord at 1549 Michigan avenue, which premises they occupied rent free.

FOREIGN PRESS OPINIONS.

"Zimmy" Gets a Goodly Share of Advertising Still.

[British Sport.]

If the proposed match between Zimmerman and Nancy Hanks should come off, it is bound to create no end of a stir. We should not mind laying a dime on Zimmy, provided bicyclist and gee-gee start level.

Last week's tall, well-made figure of a man walked into the Coventry Machinists' Company's Manchester depot and saluted Mr. Watson with a long stare and "Don't you know me?" Who do you think it was?—none but "Sandy" Sellers, once England's champion. Sellers, we hear, has at last settled down and soon hopes to become a full fledged doctor. He says "the men have not the ole jiggers to push, and their work is not half so hard as that of the old-time racing men." Stay a moment, Sandy, they ride faster nowadays. 1 min. 56 3/5 sec. Phew!!!

[Northern Wheeler.]

What puzzles me more than anything else is why the cycling papers that clamour most for English records to be properly authenticated are the very ones to accept an alleged foreign record upon the uncorroborated statement of a cablegram.

[Wheeling.]

They say that Corbett, who licked Sullivan, is a cyclist. When Corbett meets Jackson he will have his work cut out for him. By the way, we see that a club of colored cyclists has been refused admission to the Associated Cycling Clubs of Chicago. The Associated Cycling Clubs of Chicago are "off color," and they don't show well so.

[The Cyclist.]

A project is on foot in America to arrange a match between Zimmerman and Nancy Hanks, the celebrated trotter. We suppose this would end Zimmy's career as an amateur. Pretty well all America would go to see the race, though.

[The Athletic and Dramatic News.]

As a rule we may take it that the mile bicycle record is lowered once every year. Zimmerman's record (2:06 2/5) beats the previous best (Osmond's 2:16) [How about Windle's 2:15 that stood all last winter, and many other American records which are still better?—Ed.] by 9 3/5 secs. If the record were beaten to this extent annually for the next ten years, the time for the mile in 1902 would be just 30 seconds, thus we may take it that record breaking so far as the mile is concerned must shortly arrive at its limit, at least until some more wonderful invention than the Dunlop pneumatic sees the light. It is worthy of note that the Dunlop has proved itself to be almost 400 yards faster than the fastest time ever accomplished on a solid tire. Of course, our calculations are made irrespective of the recently claimed record of 1:56 3/5 made by Johnson.

[Irish Cyclist.]

Some of the cycling papers have been exercising their minds over the question

of ladies' pedals; whether the ordinary pedal is too broad for the American market; whether English women have bigger feet than their transatlantic sisters, and so on. One English paper declares that pedals as at present manufactured are just right for English women, in spite of the bitter complaint raised by American lady cyclists about unnecessary width. Surely this rather overstates the matter—the average British girl does find stock-sized pedals too wide, as is proved by the enterprise of one or two firms which have started making specially narrow pedals for ladies' machines. Clever men of business are not usually in the habit of taking considerable trouble to meet a demand which does not exist.

[Sport and Play.]

When Holbein and Shorland mounted a tandem and went for the London to York record, it was a case of Greek joining Greek, and no mistake, and it surprised no one to hear that the famous highwayman's time in his ride to York has been completely eclipsed. We have come on a bit since the days of Bonny Black Bess, and could give Richard and his brave mare a bit of start on a ride like this. Although it has been out that Shorland had given over record-breaking for the season, he seems to have compromised the arrangements a little by getting upon a tandem tricycle. This doughty pair—Shorland and Holbein—rode the distance between the cities mentioned in 13 hrs. 19 min., beating the previous best by 2 hrs. 1 min. F. T. Bidlake, who accompanied them through on a tricycle, put up a new record for the three-wheeler. Pacemaking for a trio like this would be nice, wouldn't it?

Will Break Ground Shortly.

The plans of the National Columbian United Wheelmen's Association are progressing rapidly in regard to constructing the World's Fair club house and home for wheelmen. Land has been purchased on Madison avenue near the corner of Fifty-seventh street on which to erect the large club building, and within two blocks of the Fifty-seventh street entrance to the fair grounds. The architect is now at work upon the plans of the building, which will be a four-story structure. This will be a World's Fair headquarters for wheelmen, run by and supported by wheelmen and for wheelmen only.

J. M. Erwin is manager of the Lincoln Cycling Club indoor ball team.

Elliptical Sprockets Fitted to Old Wheels. Send us, prepaid, \$10 when you old cranks, axle and sprockets. The E. C. Stearns Co., SYRACUSE, N. Y.

BUTLER & WARD,

Manufacturers of

BICYCLE SADDLE SEATS.

All Sizes and Shapes. Send samples for estimates. 226-228 Halsey St., Newark, N. J. 224

25 CENTS

For the "Perfect" Pocket Oil, 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.



"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.

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

"PERFECT" Pneumatic Pump Holder

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

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

THE MORGAN & WRIGHT TIRES

Have now been before the public for one year, and it is upon the record which they have made on road and path that we must base our claim to further patronage. We trust it will be remembered that we have never made exaggerated claims for our tires. As we have always held the opinion that such claims, in the present state of the art, would be premature. We are still seeking improvement in our tires, and have the satisfaction of seeing those we have made during the past year imitated and copied by a number of makers whose ideas as to what constitutes a good tire have not in the past met with public approval. We have seen letters and heard trade arguments put forth by our competitors, who are now copying our tires, to the effect that they are using better material and making better tires than we can produce. We are perfectly willing to leave these claims to the test of time.

We ask our friends and patrons, however, to consider carefully these claims of superior quality and material. The selection of material for the **Morgan & Wright Tire** has been the work of over a year, and after innumerable tests in our factory and on the road, we have made such changes as experience has shown to be needful. During the past year we have made all repairs free of charge, and this has enabled us to learn from the experience of thousands of riders throughout the United States the weak points in our tires, and the public can rest in confidence that we know more about the quality of our goods and what is necessary to produce a perfect article than competitors who simply copy our methods and depend upon the stretching of a **SAMPLE** of rubber, before the eyes of a customer, to convince that they have more ability as rubber manufacturers. The head of our concern has been an experimenter in rubber fabrics for twelve years, and the business of our concern has been built up from very moderate beginnings, under the pressure of necessity. We do not claim superiority over every one on earth, and we are still experimenting, as we wish to keep up with the times. We shall never descend to detraction of the goods made by others; and what we have to say is in self-defense, against trade arguments being used by competitors, which, should they appear in public print, would give good grounds for an action for libel. We can assure our friends that we use the best material obtainable, that we shall improve our tires just as often as experience points the way, that we have manufacturing facilities and abundant capital to fulfill all our contracts, and with this we know we shall receive all the patronage which our product may deserve.

We have applied for patents on our tires and have every reason to believe that our work of the past year has discovered patentable features, and that our claims to such will be allowed.

All tires made by us after November 1st will be branded with our firm name and be markey "Patent applied for."

MORGAN & WRIGHT, CHICAGO.

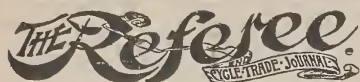


CHEAP

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.



PUBLISHED WEEKLY AT

CHICAGO

BY

The Referee Publishing Company

PRINCIPAL OFFICE:

Rooms 570-580, CANTON BUILDING, 328-334 DEARBORN 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.

BEHIND CLOSED DOORS.

The racing board is a creation of the League of American Wheelmen; the league a creation of the majority of the wheelmen of the United States. It is the custom of this racing board to meet once in so many months, weeks or days to pass upon records and pry into the true standing of the amateur, and it seems to be the custom of that august body to do its prying behind closed and bolted doors. To make matters worse, its members close their mouths tighter than clams, and until the weekly hand-organ arrives the 30,000 people who created this same racing board must wait to know what their servants have been doing. In the case of the suspected amateur, he must wait until every body knows he has been suspended before he can make his defense, and then, quite often, it is too late to do him the last part of good. There is no rule which says the board must lock itself up during its deliberations; nor is there any law against giving to the daily or cycling press the general results of a meeting. To be sure, the board has power to make rules for its own government, but that is all. There is no valid reason for the members of the board being secretive, nor is there cause for withholding the findings of the body from the cycling public. The fact that the news is given to the press at large does not prevent the publication of the board's report in the official organ. That is merely a record. The doings of Congress are published in the *Congressional Record*, but the country is given the cream of the news and no fuss is made about it. Nowadays when a member of the racing board is approached there is such an air of secrecy, so chilly, in fact, that it is only too comfortable to keep out of his way. Under the present system of doing business the racing board and its members as individuals can put on an intense amount of agony, all of which explodes in just a week's time. Open the doors of the meeting room, let the press tell what is going on, and things will be running much more smoothly.

SANGER'S MANY TROUBLES.

If Walter C. Sanger would succeed on the racing path he must first learn to treat competitors with at least a little respect; he must learn to be modest. Just as long as he charges others with trickery, and continues to claim the only way he can be defeated is by throwing him, the longer will he be in getting to that point in the racing world he seeks.

It is folly for him to think that no one can defeat him without resorting to foul play. Since he has left Milwaukee and been at two or three race meets we have heard of his kicking qualities. There has hardly been a race in which he was defeated that he did not claim some one fouled him. Why cannot Sanger have the same quiet, modest way that characterizes all the best men—Zimmerman, Windle, Tyler, Taylor, etc.? Sanger is cross and surly; he appreciates nothing good; he lays all his defeats to the trickery of others and is the most consistent kicker we have ever known. The sooner he gets over such actions the quicker he will be popular among his fellow racing men. Kindness and a generous disposition will accomplish more than bulldozing tactics. Poor Sanger; the whole world seems against him. He was in a peck of trouble regarding the Pullman road race, at Columbus, Parkside, Washington Park and at his own home. Sanger should call to mind the way he treated Bliss at Parkside and then wonder to himself if he is right in making all the fuss he does.

TIME TO MOVE.

Having, in the course of the racing season just ended, given four successful tournaments, the Chicago Cycling Club has proved that profitable and entertaining meets can be given in the west. It is customary in some places for associated cycling clubs to give such meets, but the Chicago organization bearing that title seemed to be a little wary about the matter. The last tournament of the western circuit was to have been under its management, but the organization seemed so shy about taking up the matter that the big club stepped in, gave the meet and pocketed a snug profit. The year 1893 will need some very active work if we would have the world know that cycling and cycle races can be carried on as successfully as any other thing in the World's Fair city. Chicago has a reputation of carrying anything undertaken to a successful end, and now that the south side club has shown that race meets can be run at a profit, it behooves the Associated Cycling Clubs of Chicago to bestir itself and prepare to handle everything that shall pertain to cycling during the World's Fair. There is no reason why the clubs should not control everything; but they cannot hope to do so if their delegates do not soon wake up.

THAT COMMITTEE OF SEVEN.

The wheelmen of the country announce that from this time forth the wheel will be a potent factor in American politics. They send out a declaration of principles in which they speak for a gold standard, tariff for revenue only, and the abolition of the spoils system. They decline to vote for the presidential electors of any party, preferring to go on record as remonstrants against both the old parties. Their plan of campaign is to vote only for such congressional and local candidates as may at some time before election day declare themselves plainly in favor of Columbian principles. Strange to say, the Columbian platform says nothing about good roads, but we presume that goes without saying.—Indianapolis News.

This, we presume, refers to the "Committee of Seven," which intends to turn things upside down and run things in cyclopedic its own way. We shall be surprised if any wheelman is inveigled into believing in any such scheme. The Indianapolis News has no authority for making the statement that the wheelmen of the country speak for a gold standard, tariff for revenue only, or that they prefer to go on record as remonstrants against both of the old parties. There is no truth in it whatever. But the wheelmen are for good roads first, last and all the time.

If some of the Chicago papers keep on, the next time the racing board holds

a meeting the proceedings will be handed each member before he enters the meeting room. The way some papers manufacture news regarding what the board does is wonderful. According to one paper the racing board has decided to permit the makers to pay expenses of a team, salary included, when, as a matter of fact, the board has taken no action on the question, or if it has it will not be known for a week. It settled the cash prize question by letting it severely alone; that was all.

Why is it the racing board picks out the small fry first upon which to inflict punishment? We notice that every time it meets some second or third rate rider is made to suffer, while the big rascals go free. The board is fully informed of violations of the racing rules by some of the biggest and best riders in the country, but not a word to them. Dare the board do its duty? If it were a fact that Zimmerman and Windle and two or three other cracks were selling prizes, and the board knew such to be the case, would these big offenders be suspended? We doubt it very much.

SHOULD YOUNG CHILDREN CYCLE?

Dr. Turner. Prominent as Cyclist and Physician, Gives His Views.

The question whether young children, between the ages, say, of six and twelve, should be allowed to cycle, and, if allowed, how much they may indulge in the pastime without incurring the risk of injury, is one of considerable interest, and has of late provoked discussion. This, like most medical questions, is a subject on which no man, who forms his opinion after due investigation, can pronounce dogmatically, or lay down any strict and invariable rules. For there are children and children, and what for one small boy or girl might be merely healthy and beneficial exercise, for another might mean physical ruin. But while each case must be judged on its own merits, one fundamental principle may be clearly enunciated, namely, that no young child with any organic weakness, whether of heart, lungs, joints or nervous system, should mount a machine under any circumstances whatever. Eliminating, then, those who, at this period of their lives are disqualified by nature, there is no doubt that the exercise of cycling, properly regulated and adjusted to the capabilities of the individual, is one of the very best forms of recreation that can be partaken of by children of both sexes at an early age. It develops the body, and the self-reliance and resource entailed by the management of a machine tends to strengthen and enlarge the mental and intellectual faculties. But, granting all this, great care is still necessary, and a few simple precautions, easily taken, may ensure good and avert evil. First, at what age should a child begin to ride? For most children, six is quite soon enough. There are, and will be, exceptions to this rule. Some children are much more forward than others, while the offspring of experts may be expected to develop, under paternal supervision a capability which to others not so favorably placed would seem abnormal. But for the average "English child" six is quite early enough, and even six for many is too early. Great care should be taken in choosing and fitting a machine to a young rider. Any old cast-off crock will not do, and may even produce disease and deformity. The machine selected should be light, of course, the gearing low enough to admit of a short crank throw (four inches is generally ample for a child of six or seven), and the saddle and spring properly adapted to the

weight and size of the rider. But most important of all is the length of reach. This should be quite short; the child should be able easily to touch the pedal at its lowest point with the heel. Nothing is more injurious than a reach so long that the unfortunate boy appears as if riding on a rail, just touching the pedals with the tips of his toes. Then the position must be carefully studied. Young, growing tissues are easily distorted, and a saddle too far back and handles too far forward would certainly cause a curved spine and a permanent camel's hump. The peak of the saddle two inches behind the crank axle, and the handles so brought round and back that the child can sit perfectly upright on the machine, are two things that must be insisted on in buying either a bicycle or a tricycle for a young rider. If these essentials are present the question of tires may be left to the pocket and inclination of the parents. But when the child is pronounced fit, and is provided with an ideal machine, the very important question arises, How far may he ride it? This is a question that cannot be answered in miles and furlongs. No absolute rule can be laid down, as no two children of the same age are alike. The only thing that can be said is that anything more than moderate fatigue is injurious. A young, growing child suffers much from over exertion. Though at the finish of a ride he may seem fairly fresh, still, if he has done too much the results will be apparent soon after, and a sleepless night and distaste for food will show that the system is poisoned by the products of its own waste. And it must be remembered, while treating of this subject, that excessive speed is more injurious than excessive distance—the excessive hill-climbing than either. The great test by which a judgment may be formed as to the distance which is sufficient for each child is to observe—(1) How he sleeps the night after the ride. (2) How he takes his food. (3) How he is the day after. If he sleeps well, eats well, and is bright and lively the next day, the riding has not been pushed too far, and has done good, not harm; but if he is feverish and sleepless, refuses his food, and is languid, dull and thirsty the next day, then it is certain that too much has been accomplished, and that such rides, if persisted in, will lead to mischief. Of course, in the case of children, as in adults, condition is attained by practice, and at the end of a few weeks the distance ridden may be increased with impunity. To sum up in a few words, a sound child six years old, properly fitted with a machine, and riding in proper form and position, may cycle within the limits of moderation, and suffer no harm from the exercise.—Dr. E. B. Turner, F. R. C. S., in *Bicycling News*.

Our Trade With America.

It is interesting to note that, despite the operations of the McKinley tariff, British trade with America in cycles, parts and sundries has rather increased rather than otherwise since the passing of the act. From the returns of the consul general for the Birmingham district (which includes Coventry) we find the following interesting figures for the corresponding quarters of the previous year:

Dec. 31, 1890, \$47,760.50; March 31, 1891, \$152,197.30; June 30, 1891, \$333,09.43; Sept. 30, 1891, \$128,107.41. Total, \$621,064.69.

Dec. 31, 1891, \$58,209.50; March 31, 1892, \$222,911.57; June 30, 1892, \$333,741.33; Sept. 30, 1892, \$76,400.25. Total, \$761,252.65.

The only falling off is in the last quarter, but it must be remembered that in the corresponding quarter of last year much stuff was being sent over in view of the projected tariff, which upsets the calculation of legitimate trade.—*Cyclist*.



Among those who called at the eastern office of the REFEREE, 21 Park Row, New York, the past week, were: S. Golder, Glasgow; A. Barrows, Coventry; Horace Bell, Chicago; Percy Stevens, Coventry; L. J. Phelps, Passaic, N. Y.; Fred Patee, Peoria, Ill.; L. B. Whymper, New York; Samuel Snell, Birmingham; S. G. Whitaker, Boston; W. H. Kirkpatrick, L. Crondel, Newark, N. J.; Dr. C. H. Winans; W. Perrett, Philadelphia; Guy P. Wilson, Baltimore; George M. Hendee, New York.

The spirit of intolerance has cropped out badly in Brooklyn in regard to Sunday riding, and a prayer meeting (more likely a gossip meeting) recently paid attention to "those wicked cyclists" who dare give the musty old vestry the go-by these days and seek a little of God's sunshine and pure air in the fields and woods, where the tinted leaf falls from its lofty perch to the ground, making a sort of double pneumatic for the rider and a carpet of gold for the pedestrian. The long-faced Christians of intolerance may just as well try to turn back this age to the dark days of the inquisition as to try to prevent men and women exercising their own free will in regard to church and cycling. The church is all right; so is cycling on Sunday for pleasure and health, but there is no use trying to hurry one to heaven by the disease route, and if a young man is shut up in his office every week day, surely he should have a living chance to fight the world, the flesh and the devil on Sunday in his own sweet way. Sometimes he prefers to commune with nature and nature's God in the park or in the suburbs, and sometimes patronizes the street, which he has every right to, even should it lead by a church. A paper says:

The asphalt pavement on Bedford avenue, Brooklyn, makes that thoroughfare a favorite field for the wheelmen, and on Sunday morning they fairly swarm through it on their way to the park. Many women are among the riders. The presence of the bicyclers in such large numbers on that particular day has, it seems, excited some unfavorable comment among the church people in the district, and anti-bicyclist sentiment has found expression in this humorous circular, which has been widely distributed the past few days:

The grand series, Grand professional exhibition of beautifully developed calves. Attractive cavalcade of male and female bicycle riders on the Bedford avenue course on Sunday mornings from 10 to 10:30 o'clock. No sawdust stuffing to be allowed. Only naturally formed legs will be measured. The committee on prizes will make and record the measurements at the goal. Contestants connected with respectable families will be dismissed in time to enable them to attend church service. Wheels must be housed during the hours of public worship.

Many members of the Central Congregational Church, which is close to Bedford avenue, have seen the circular, but none of them admits having had a hand in getting it up. The Rev. Dr. Behrends, the pastor of the church, said:

"Beneath the humor of this circular there are considerations of a grave and regrettable nature. Many members of my church have commented on this bicycle riding on Bedford avenue on Sunday mornings, and at a recent prayer meeting the matter was referred to. I can't agree with the circular when it hints at any improper exhibition, although it is true that the majority of the male riders wear tights. The attire of the woman riders is also modest.

"The regrettable part of the whole business is that these young men and women are apparently setting at defiance the beliefs and wishes of thousands of people. Somehow or other it always seems to me that these Sunday bi-

cyclists parade themselves in an especially aggressive manner. I don't call this Sunday bicycle riding a sin or even evil. It is rather a something out in good taste, a violation of the principles of good breeding."

Ex-Fish Commissioner Eugene G. Blackford, who is a strict Baptist and lives on Bedford avenue, said:

"This circular was sent out by some malicious person and is rot, pure and simple. You can't ride a bicycle with comfort and safety unless you wear tights. The costume of the women, from my observation, is modest in the extreme. I can see no sin in Sunday riding. Sunday is the only time that most of these wheelmen have an opportunity to get the dust out of their lungs."

This is the comment of Mrs. J. W. Hilde, who has a mansion on Bedford avenue and is an enthusiastic wheelwoman herself:

"This circular is evidently the work of a woman, and an elderly woman at that, who was a spinster and afflicted with biliousness."

And, Schwalbach, Whymper, Potter,

Park Row, you will hear all about it, and can possibly give some information of the workings of the cash prize plan in Australia."

"It is a great success with us," went on Busst, and it has stopped 'roping.' There's little of that now on Australian paths, and the straight-out cash is responsible for the favorable change. The men ride better and harder for the rocks, and it is only a short time before the giving of medals will be entirely out of date."

On being asked how the giving of cash had stopped "roping" (or selling races), Busst said: "Why, don't you see, if we went to a country meeting and were short of cash for expenses, we would stand in with the bookmaker and drop a race, and secure money that way. Now we go in to win, knowing the cash will pay our expenses besides having the honor of securing wins."

Busst is a finely developed young man, who don't think much of Chicago. He

his club in the two-mile bicycle race at the championship meeting, Oct. 11, but refused to go because he preferred to stay at home and pick up a few prizes at a local meeting. Such a man evidently rates his trophies by their cash value instead of the honors they represent, and would prefer forty-one dollars worth of local prizes to a forty dollar championship medal. We had some curiosity to learn what kind of prizes are given in Philadelphia, and have now obtained the information in the Philadelphia Sunday Item of Oct. 19. The meeting was held at Base Ball Park, given jointly by the Quaker City and Park Avenue Wheelmen. The list of prizes included bicycles, gold and silver watches, suits of clothes, sweaters, pins, lamps, pictures, medals, cups, bangles, wall machines, alligator grips, bicycle suits, clocks, revolvers, locks, bells and cyclometers. Mr. Taxis won a silver cup in the quarter-mile, a silver watch in the two-mile lap race, a bugle in the one-mile team race, and a full-dress suit in the half-mile. He also won the slow race, and the Item says: "For having performed this difficult feat Mr. Taxis will have his laundry 'done up' for one year by the Oxford Laundry free of charge." Thus we see the Philadelphia amateur gentleman sallies forth to the races at high noon and returns to his wigwam at even tide with a huckle slung over his shoulder, a silver cup under his arm, a silver watch in his fob, a receipted bill for an evening suit in one pocket and an order for a year's washing in the other. A suit of clothes is an odd prize, and must be tolerably near the line which divides amateur from professional trophies. But a wash bill is worse. A gentleman's laundry bill would hardly be less than a dollar per week, and the difference between this prize and \$52 in cash is too small to be seen without a microscope.

When the racing hoard of the League of American Wheelmen tire of dallying with the regulation of traveling, training expenses, they might profitably investigate the prize business. If a laundry bill is a genuine amateur prize, why not a hoard bill, or a bill for room rent, or a tailor's bill, or a haker's bill, or a milliner's bill. There is food for thought here."

I wondered what William thought of teams, pianos and real estate, so sought out the "Father Bill" in Newspaper alley. The veteran was busy, and after making known my errand, he said: "Yes, I'll tell you what I think—come in to-morrow," but on the morrow I failed to catch my man.

Some Factory Facts.

Here are two American items in "R Jay's" *Irish Cyclist*, on which I want to put him right if possible. The first is excusable, but the second —:

Gormley and Jeffery, in the list of the Stanley Show exhibitors, should read "Gormulley and Jeffery."

The Whitworth has commenced to score in America, and we learn that Mr. J. C. Pratt won the five-mile championship of his club on this mount in the extraordinary time of 11 min. The course he rode on was, however, 300 yards short, and the wind assisted the rider. The machine was a twenty-two-pound racer. A few days later the fifteen-mile handicap of the same club was won by Mr. C. Wasoon.

Gormully, McCreedy, just plain Gormully: the firm is fairly well known in America. In regard to the Pratt five miles in 11 min., less three hundred yards, that's a corker. Tell us who Mr. Pratt is; with even such a good machine as the Whitworth, the time seems too good for an unknown. I guess that track was about thirty hundred yards short.

That Car Scheme.

A Philadelphia correspondent writes me that the conductorship of that *Sporting Life* car was offered to the fair-and-square-to-the-yard Bunnell, commonly called "Bunny," who refused the honor which would have brought a cash prize reward. I also hear that Tom Eck telegraphed for a lower double berth for Johnnie Johnson and himself, and my informant says Johnson can go, but he must go alone, as there will not be room for three such renowned trainers as Eck, Windle and Troy in the same car. [Eck said Saturday that neither Johnson nor himself would go on the trip.—Ed.] I have been wondering how the car scheme promoters are going to make the trip a success from a racing point of view. If they go west they will strike



RECORD-MAKING MADE EASY.

UNCLE SAM (Manager): "There! I reckon that'll give Brother John something to talk about."—*Bicycling News*.

Luscomb, McLean and others, listen to this:

Mrs. C. Bresloe, of Brevort flats, Fulton street and Bedford avenue, said: "The limbs of these young men are an infliction, esthetically and from the standpoint of good taste. The majority of the riders are in their callow period. Callow things are never pretty, you know."

Callow things, eh? Well, well; wait for the next issue of Barney's *Announcer*. Mrs. B. will have cause for regret for calling the Brooklyn boys "callow things."

An Australian Bust.

Tom Busst, the Australian racing man, called in a down-town cycle store the other day, and in his very English way, remarked:

"I hear you are going to go for the cash in America shortly. The amateur pots are little use in any country, don't yer know."

"Yes, there is a great stir over the question," said the cycle salesman, "and if you will call at the REFEREE office, 21

says the principal features of the Windy City are big buildings and lard factories.

The Mills of the Gods.

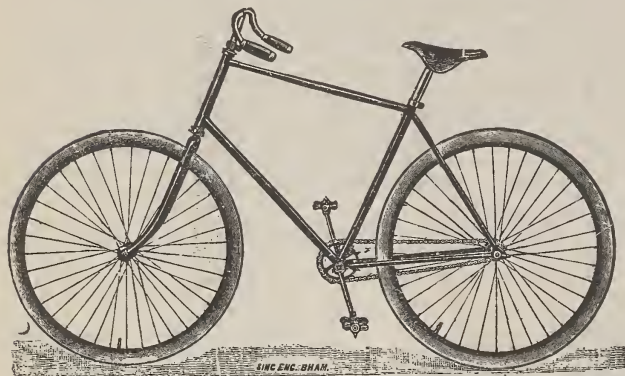
It was a year ago the following appeared in the New York *Sun*, but time proves the mills of the gods may grind slowly, but they grind:

From time to time the League of American Wheelmen, or rather its officials, have been deplored the condition of affairs in amateur athletics, going so far as to murmur "semi-professionalism," and at one time undertook to prevent the bicyclist riding for A. A. U. clubs, from not only receiving traveling or training expenses, but from having their entrance fees paid by the wicked union clubs. This spasm of purity seems to have aroused the ire of Mr. William B. Curtis, one of the board of managers of the A. A. U. and in to-morrow's Spirit of the Times he will editorially wade into the L. A. W. concerning a recent bicycle meet, as follows:

"Our hieycular friends love to vaunt their superior virtue on the amateur question, and are prone to deride the methods of amateur athletes. Sometimes they may be right, at others they are certainly wrong. Recent happenings are instructive. W. W. Taxis, Philadelphia, was entered by

3-BEAUTIES-3

The James Safety.

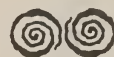


"JAMES" SPECIFICATIONS.

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" SPECIFICATIONS.

THIS MACHINE is the grandest ever offered. Ball Bearings throughout and adjustable everywhere. Fitted with Detachable Cranks.

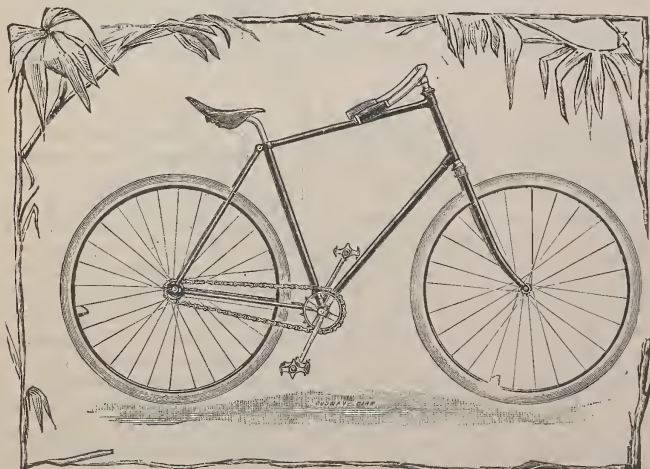
Weights from 23 to 33 Pounds Guaranteed.

These are the Lightest, Fastest and Most Reliable Safeties ever offered in the States. In appearance and finish they have NO EQUALS. Watch the records during 1893.

Wholesale Agents:

The James Importing Company,
113 Adams street, Chicago, Ill.

GOOD AGENTS WANTED.



AGENTS WANTED.

The Agency for the above has
been secured by the

JAMES CYCLE CO.,

113 Adams Street,
CHICAGO, ILL.

extreme cold weather in November—too cold to draw a crowd—and when they strike California the rainy season is likely to strike them from their arrival to their departure. The tracks, too, will be disappointing. Only one on the coast is worthy the name of track, and that is "Bob" Smythe's Alameda creation. The men in the meantime will get as fat as Christmas turkeys, and will not be able to ride fast enough to keep a kite up. This will disappoint "the thousands" which are expecting to see the world-beaters. Of course home-trainers in the car may help them out, but the change of water and diet will play havoc with their speed. They will find tracks in Denver; more in Salt Lake; trotting track in Tacoma, Seattle, Victoria and Portland; trotting and poor cycle track in Frisco; passable cycle track in Stockton; trotting tracks in San Jose, Sacramento, Napa and other California towns; trotting tracks at Los Angeles and San Diego, and trotting tracks through New Mexico and Texas, with the exception of Houston. From a racing standpoint I therefore conclude that the trip cannot be a record-breaker, but as an advertising scheme it may do some good—it will certainly for the *Sporting Life*. The people who will gather to see the men race will expect to see them do record time, and will not be entirely satisfied with anything else. Egan this week seems afraid of the racing board and the probable action it will take. Although not being gifted with prophetic vision, I will venture to predict that the board will not interfere in the way Egan anticipates. The truth is it dares not. But I am still predicting that that professional cash prize scheme of Egan's will not go through next season, although the majority of the papers took the bait, hook and all.

Grover Cleveland and Good Roads.

Some two months ago I mailed the democratic candidate for president a copy of the Memorial to Congress for a good roads exhibit at the world's fair; also a copy of *Good Roads*, and last, but not least, a copy of the REFEREE. I also sent the Hon. Grover a letter asking him to give an expression on the subject of good roads. I received no reply, and thinking he was too busy fishing, I laid low, so to speak, and yesterday paid the Victoria Hotel a visit, but found my man had gone to Brooklyn to view the parade. I went to the hotel early to day, and being fortified with a letter, sent same up to the great man's room with my card. Presently the bell boy returned with "There is no answer." As I was turning away a genial young man, who introduced himself as Mr. Cleveland's private secretary, O'Brien by name, informed me that he had opened the letter, and as Mr. Cleveland was busy with callers he thought it best that I should not wait, but trust to the mail for a reply. But I can tell you now it is extremely doubtful if you receive a reply as there are stacks of letters that can't be answered for weeks, upon every conceivable topic. Personally I have no fear in saying that Mr. Cleveland is heartily in favor of the betterment of the roads of his country. "By gad, they are not roads, but ditches; and being a progressive man Mr. Cleveland would, I know, favor any legislation to that effect. You may hear from him, then again yet may not," were Mr. O'Brien's last words as he made his way to the elevator with a large bag of mail.

Some Cash Prize Poetry.

I was feeling poetical the other evening, so with the help of a blacksmith and a time limit put on by Referee Ray-

mond, I ground out the following. The metre and rhyme are "rocky," but it means well:

FAREWELL OF THE MAKERS' AMATEUR.

Farewell, my friends, my makers dear.
I am not dead, but very near;
Farewell to dreams, plans and trash,
I'm out for the stuff, the good hard cash.

My road has been rocky, no one can deny;
My expenses large, my salary high;
The professionals are jealous, amateurs same,
And all seem onto my "green goods" game.

We will follow the man who carries the swag.
Be he Quaker, poet, or trainer bad;
Ride in palace cars, exhibit our form,
And talk amateur purity from night to morn.

We are not going on a tour of inspection
To the land of the hustling, windy west;
We will have some time for retrospection,
And some little time to feather our nest.

The cash prize bugle now is sounding,
We are girding our loins for a stubborn fight;
A hearty welcome to the gold that glitters,
Though we miss the checks on Saturday night.

of carriages and extended an invitation to all to celebrate the event. Last year he served the Milwaukee Wheelmen as first vice-president, and declined the nomination for president in 1892 on account of the pressure of business interests. He is at present a member of the board of directors. It is safe to assert that no members of the Milwaukee Wheelmen has its interest more at heart or responds more liberally with time and money to its support than Mr. Binner. He is the president of the Binner Engraving Company and is well and favorably known in the business world of the city of breweries.

Goes With The Monarch.

On Nov. 1 L. M. Richardson severs his connection with the Humber Rover Cycle Company, of which he is vice-president, to accept a position as as-ist-



O. E. BINNER

Then here's to scheming Troy and Egan,
Who know the follies of weakly man;
We'll help to boom their schemes and paper,
And ride for them on the cash prize plan.

Principal Milwaukee Riders.

An ardent admirer of the wheel and an enthusiastic devotee of every and anything connected with cycling, Oscar E. Binner, the subject of this sketch, stands conspicuous as one of the foremost figures in the wheeling fraternity of the Cream City. Ever since he mastered the tricks of this wily combination of men's ingenuity he has been in love with the sport. He was the first wheelman in the city to arrange a seat on the front of his wheel for the purpose of giving his little daughter a spin in the park. The picture, "Papa, my Rambler and Me," published in all the cycling papers in the country, has made his face familiar to all. In any movement having for its object the advancement of cycling, Mr. Binner will be found among its advocates. At the inauguration of the Waukesha road race a few years ago he hired a tally-ho cart and a number

ant manager of the Monarch Cycle Company. Mr. Richardson feels that the days of the importing business in cycles are limited, and that American wheels will soon have everything their own way in this country. The Monarch Cycle Company will have next season, with a line of wheels built on Humber lines, a racer, twenty-three pounds, scorching, thirty-one or thirty-two pounds, and roadster thirty-eight pounds, besides a ladies' wheel weighing thirty-five pounds. The company has every facility for turning out as fine a wheel as there is on the market. Mr. Richardson was one of the pioneer advocates of cycling in the west, and, in fact, in the country. In 1880 he was appointed Wisconsin agent for the Pope Manufacturing Company, at Milwaukee. It was during this year that Mr. Richardson conducted the first six-day bicycle race ever run in America. For many years he was connected with the John Wilkinson Company, selling out its bicycle stock to the Humber-Rover company, and going with the new concern himself.

WHAT THE EASTERNERS THOUGHT.

They Liked Chicago and Their Treatment —*"The Dark Secret."*

After a whole week's stay in the World's Fair city the eastern racing contingent—Zimmerman, Tyler, Smith, Dornitge, Hess—left for their respective homes on Monday afternoon, while Wheeler went to Kansas City and Culver to Milwaukee, on business matters. The departure of these prominent visitors was regretted by the members of the Chicago Cycling Club, the prominent wheelmen who become well acquainted with them, and by even themselves. For the past week they have eaten and slept at the Chicago club house and at its expense; the members tried to make things pleasant and entertaining for them and if the easterners' words are to be believed they were successful. Zimmerman expressed great admiration for Chicago, and said he had never in his life enjoyed himself more. And he was so appreciative—and so were the others, too—that the boys could hardly do enough for him. They took much enjoyment in entertaining such distinguished racing men, and will no doubt do so again.

ZIMMY WAS SHY.

Zimmy, as usual, was shy, and when introduced to the crowd at Washington Park Saturday, simply bowed and—what a sudden disappearance he did make! Tyler was not in anything like his proper form or Sanger would not have beaten him in the two-mile open Friday. Though not very successful in the races he enjoyed his visit hugely, saw much and promised to return sometime. Dornitge says Chicago is the only place to live; Hess said: "I be back in forty day;" Smith, "Out of sight," and Wheeler and Culver were equally as expressive. Wheeler and Hess nearly became lost one night and on finding their way to the club house declared that Chicago was as big as two New Yorks. Zimmy said he hadn't seen much of the place; he was afraid he would miss one of Harry Leeming's meals, so stayed at the club house a goodly share of the time. It might be remarked that these men are terrible eaters—any one of them can easily take care of three meals suitable for an ordinary mortal.

"THE DARK SECRET."

Friday evening, when a ring at the C. C. C. front door was answered, an inquiry was made for Mr. Zimmerman. "Tell him a gentleman from Jersey is here," said the caller. Zimmy went to the door and uttered an exclamation—"What, the Dark Secret?"

It was he.

The "Dark Secret" is a young colored lad named John Backus, who was at every meet on the eastern circuit, and who would follow Zimmy through a sea of fire. When he heard that Zimmy was in Chicago he left Freehold, N. J., went straight to New York and took a "blind baggage" on the New York Central as far as Albany. This was Tuesday night. Then he made a jump to Buffalo and taking a Nickel Plate train reached Cleveland Thursday. He reached Chicago and the C. C. C. house Friday evening at an expense of thirty cents. A song and dance, which he gave, netted him over four dollars, and on that he could probably have encircled the globe. In the east he followed the cracks about, and when a jump was made during the night the "Dark Secret" would be missing. But he would turn up in time for the races in the afternoon, no matter how far he had to go or under what circumstances.



With the close of the World's Fair dedication tournament at Washington Park, Chicago, last Friday and Saturday, the western circuit and the racing season of 1892 ended, though it is more than likely that some sort of a winter circuit will be arranged. The tournament was a success in every particular and the Chicago Cycling Club is the richer by several thousand dollars as a result of much hard labor by the various committees and officers and members. This is the fourth meet given by the club this season, though the first two were but small affairs and arranged only to bring out new racing talent among the members. However, these two small meets netted the club some, \$200 and urged the club to give a larger one Aug. 26 and 27. This gave the club a profit of over a thousand dollars, and allowed a strong team to go on the eastern and western circuits, which proved a big advertisement for the dedication tournament. The profits of the meet will materially aid the club in building its new home on Washington avenue.

THE WEATHER WAS FINE.

Thursday night, when the track was being worked into shape, and when the last necessary arrangements were being made, a gloom overspread the faces of those in charge of the tournament, and the visitors and racing men were also fearful of a postponement, for the sky became cloudy and drops of rain began to fall. There were good prospects of a rainy day on the morrow, and even the weather bureau predicted such. But, happily, Friday morning dawned clear and bright, with a slight wind blowing from the southwest. At 2 o'clock it was very warm and remained so all day. Saturday was a similar day, but towards 5 o'clock the wind shifted to the northwest and the cold wave which came with it made it uncomfortable for those who were not moving about. The wind Saturday was stronger—considerably so—than on Friday, and last quarters were consequently slow.

A LARGE ATTENDANCE.

Because of the dedication exercises at the World's Fair on Friday and the large



Finish of the Invitation Handicap number of visitors to the grounds Saturday, the transportation facilities were

inadequate, and many were unable to conveniently reach the track. For Friday a large number of complimentary tickets had been issued, and as a result some 12,000 people were on the grounds, two-thirds of whom paid, however. Saturday there were not less than 4,000 in attendance. The crowd was not an enthusiastic one, probably because the grand stand was so far from the track that the riders could not be distinguished except by those who knew them well. But there were many there who had never seen a bicycle race, and not a few expressed themselves as well pleased with the sport as with horse racing. The veranda of the club house was well filled with club members, and about the grounds many an old horseman was located, apparently interested greatly.

PROMINENT PEOPLE PRESENT.

The most prominent people in cycling saw the races and commented most favorably upon the beautiful grounds, the large attendance and the fine, smooth track. Col. Burdette, president of the league, was referee; Howard E. Raymond, chairman of the racing board; F. W. Gerould, chief consul of

The Lincoln Band was there



the Illinois division Col. Albert A. Pope, Charles E. Randall, Fred Patee, judges. All the members of the racing board and executive were there. H. G. Rouse, T. F. Sheridan and R. C. Lennie were timers; H. B. Hanford and W. A. Shockley announced the results. L. W. Conkling, assisted by R. W. Slusser, was starter, while E. C. Bode was clerk, assisted by T. T. Roe. Marshal Herrick, two or three assistants and a half-dozen policemen kept the track clear of all but officials and contestants, so that there was little trouble in running the races promptly. Each race had a fixed time for starting and Starter Conkling was never more than two minutes behind the schedule, so that no interest in the events was lost.

THE TRACK WAS PERFECT.

Up to the Sunday prior to the date of the meet horses had been allowed on the track for practice, so that it was very rough excepting quite near the pole.

On that day, however, Supt. Connolly of the grounds began working the scraper, and by Friday a faster mile track was never seen. Its surface was hard and dry, and after the smoother had gone over it, it was as level as a cement walk and as fast, too. The eastern men said it certainly ranked ahead of Hartford—well known as a record-breaking track—and next to the half-mile oval at Springfield. The track appears to be a very long mile, but was found to be six feet nine inches short, so the starts were made back of scratch that much for each mile, while the half-mile start was made half that distance back of the post.

THREE RECORDS BROKEN.

The track was fast enough, notwithstanding the wind, to lower three records. In the two-mile handicap Friday, Johnson and Lumsden started at scratch to overtake a field of thirty men, the limit being 350 yards. The latter quit after going a mile, while Johnson overhauled man after man, but was un-

RHODES WING THE PIANO



able to get a place. He covered the two miles in 4-41, which is world's record in competition.

Friday after the races Winship, Merrill and Banker went for the half-mile flying start triplet record, and succeeded in making it 59 sec., the last quarter being 27 1-4. Saturday the same men made another trial and rode the first quarter in 29 sec. and the half in 57 4-5 sec. Johnson had intended going for the mile record, with the two triplet teams for pacers, but the wind was so strong that he thought it would be useless to make the attempt, and besides he was far from being in the best of shape.

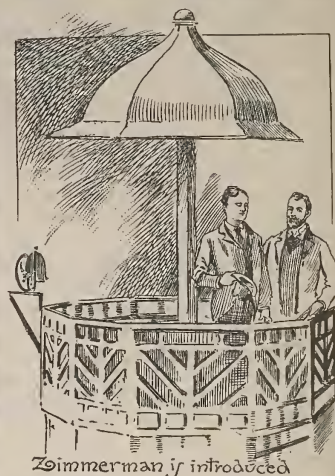
COULDN'T GET RUNNING HORSES.

The management fully intended to have Nancy Hanks, Jay-Eye-See or Mascot in a race against some of the cracks, but these celebrated horses could not be secured because they had other engagements. Running horses, hitched to sulkies for pacemaking in record attempts, was also to be a feature. A whole week was spent in trying to find suitable horses, but in vain. Horses that were fast enough were found, but had never been booken to harness, while those that would pull a sulky could not travel under two minutes for the mile and would, consequently, be of no use, for the triplet could give better service. As it was there were no horses on the grounds, so a great many were disappointed. But it was no fault of the management, for two men were kept busy looking up horses for a whole week.

ZIMMERMAN WAS THERE.

Zimmy attended the meet both days and, in fact, was a visitor to Chicago for a whole week. He was stared at and cheered by all, and when introduced to the great crowd in the grand stand the cheers were loud and long. But Zimmy didn't like it and got out of the judges'

stand and back to the track as soon as possible, while the crowd yelled for a speech. He wasn't in the speech busi-



Zimmerman introduced

ness just then and took advantage of an opportunity to go to the half-mile post to start Wheeler in order to escape the crowd. When he went up into the grand stand he was surrounded immediately and had hard work to get through the crowd. Zimmy didn't ride, though he expected to when he started. He was not in shape and had been advised to quit racing for the season. In fact his physician had cautioned him against getting on a wheel—and he obeyed the doctor.

MUSIC AND TRICK RIDING.

The Lincoln C. C. band was on hand both days, and the fifteen members gave some excellent music. They were attired in neat cycling costumes and were greatly admired. Although somewhat new, the organization is very complete, and a year hence will prove a strong card at all the principal meets. A. J. Nicolet, of the Chicago club, gave clever performances of trick and fancy riding on the ordinary, Eagle and safety, and when he rode past the grand stand on the wheel of the latter type he was given a hearty applause. Johnson, of 1:56 3-5 fame, also attracted considerable attention, while the "Milwaukee push" saw to it that Sanger's presence was made known. Modest Harry Tyler made friends with the crowd and the racing men. He did not do particularly well, but it was owing to a fall in Canada a short time since, which prevented more than two or three days' training.

First Day's Races.

One-mile, novice—First heat—J. E. Hudson, Wash. C. C. 1; H. E. Skinner, Chicago, 2; W. E. Barnum, Eng. C. C. 3; D. Robertson, Chicago, 4, time, 2:37. There were eleven starters, and up to the three-quarter pole it was anybody's race. Hudson made a good spurt and finished ten yards ahead of the bunch.

Second heat—A. D. Kennedy, Jr., I. C. C. 1; F. C. Becker, Blue Is. C. C. 2; C. E. Jones, Chicago, 3; C. J. Guthrie, Eng. C. C. 4, time, 2:47 2-5. There were ten starters. Kennedy won by two lengths, a length separating second and third.

Final heat—J. E. Hudson, 1; A. D. Kennedy, Jr., 2; H. E. Skinner, 3; time, 2:40. There were eight starters, Hudson winning by several lengths.

One-mile, 220 class—W. A. Rhodes, C. C. C. 1; J. P. Bliss, C. C. C. 2; C. W. Davis, C. C. C. 3; H. A. Githens, C. C. C. 4, time, 2:30 1-5. There were fifteen starters, including Sanger, Johnson, Smith, Barrett, Hess, Keator, Dorntge and Ballard. Sanger fell on the back stretch and three others went down. He protested Davis, claiming that the Chicago man had cut in front of him, striking his wheel. Davis was disqualified. A limit of 2:40 was set on the race. Rhodes made a jump at the three-quarter pole and got a good lead. Close to the finish Bliss forged into second place. Sanger was badly scratched and several wheels were wrecked.

Half-mile, handicap—First heat—G. L. Emmerson, Eng. C. C. 70 yards, 1; D. B. Southern, L. C. C. 70 yards, 2; G. C. Smith, U. C. R. 20 yards, 3; R. F. Richardson, C. C. C. 75 yards, 4, time, 1:04 2-5. There were sixteen starters, Davis being on scratch. Emmerson won by a yard from

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.

Southern, who was hardly a foot in front of George Smith.

Second heat—A. E. Lumsden, C. C. C., scratch, 1; G. K. Barrett, C. C. C., 20 yards, 2; H. R. Winship, Eng. C. C., 40 yards, 3; time, 1:19 1-5. There were no other starters and no need of hurrying. Lumsden passed Barrett ten yards from the tape.

Third heat—Roy Keator, C. C. C., 60 yards, 1; H. F. Heuman, Nat. A. C., 60 yards, 2; Carl Hess, M. A. C., 35 yards, 3; time, 1:06 3-5. Some of those in the second heat were started in this heat, which was won by two yards.

Fourth (extra) heat—P. H. Sercombe, Mil. W., 100 yards, 1; W. A. Rhodes, C. C. C., 15 yards, 2; W. C. Sanger, Mil. W., scratch, 3; A. L. Leonhardt, Cal. W., 50 yards, 4; time, 1:06 1-5. Some of those who did not come out for the other heats were

the tape, while Lumsden heat Barrett out for third. The Milwaukee man received a great ovation on winning the only race in which he finished. He started in one other only, but fell.

One-mile, 2:40 class—First heat—O. C. Green, 1; A. L. Leonhardt, 2; A. T. Heywood, 3; time, 2:45 2-5. Green took things easy until two hundred yards from the tape, when he went up like a shot and won five yards to spare.

Second heat—G. L. Emmerson, 1; H. F. Heuman, 2; G. E. Wilkinson, Elgin, 3; time, 2:45 1-5. Emerson won by a half-length.

Two-mile, 5:00—C. W. Dornette, 1; J. P. Bliss, 2; E. W. Ballard, 3; O. C. Green, 4; time, 5:26 1-5. A haker's dozen started and the race began at the three-quarter pole. From that point to the tape it was anybody for first, but Dornette secured a slight lead and kept it, though Bliss fought him hard, while Ballard was close up.

**

The Second Day.

Quarter-mile, open—George C. Smith, U. C. R., 1; W. A. Rhodes, C. C. C., 2; A. E. Lumsden, C. C. C., 3; time, :35. Also rode Tyler, Davis, Barrett and Wheeler. Smith got a good lead at the start but was nearly overhauled at the finish. He won by a scant foot from Rhodes, who beat Lumsden.

One-mile, 2:40 class, final—O. C. Green, C. C. C., 1; W. Bainbridge, Col. W., 2; W. F. Heuman, Nat. A. C., 3; A. T. Heywood, L. C. C., 4; time, 2:39 1-5. There were five other starters. The limit was 2:55 and no run-over, so that a good race was the result. Green won the race in the last hundred yards.

Five-mile, invitation handicap—Carl Hess, M. A. C., 325 yards, 1; J. P. Bliss, C. C. C., 175 yards, 2; O. C. Green, 350 yards, 3; time, 14:15 1-5. A Frenchman named Osborne was permitted to start scratch, but got over only about four miles when the winner crossed the tape. Bliss made a splendid spurt at the finish and all but beat Hess. Bainbridge had 600 yards and kept a good lead until he caught Ulbricht (of the same club) who had dropped back two-thirds of a lap. Then Ulbricht made pace for him and he was first over the tape. A protest was allowed Bainbridge was disqualified and the race given to Hess. When the back-mark man caught the field a grand loaf began, no notice being taken of Bainbridge, thought it was not known to the others that he was taking Ulbricht's pace.

Half-mile, open, first heat—John S. Johnson, C. C. C., 1; W. A. Rhodes, 2; H. A. Githens, C. C. C., 3; time, 1:19. A loaf all the way, as there were no other starters.

Second heat—A. E. Lumsden, 1; C. W. Davis, C.

C. C., 2; G. K. Barrett, C. C. C., 3; Roy Keator, C. C. C., 4; time, 1:08 1-5. This was a hustling race all the way through, although the four who qualified were the only starters.

Final heat—C. W. Davis, 1; W. A. Rhodes, 2; J. S. Johnson, 3; A. E. Lumsden, 4; time, 1:44. This was such a grand loaf that those who pushed the men off and the starter mounted their wheels and finished before the contestants. But it was a fight for the last hundred yards and a good victory for Davis.

One-mile handicap, 2:30 record—E. W. Ballard, C. C. C., 75 yards, 1; J. P. Bliss, 40 yards, 2; G. K. Barrett, 40 yards, 3; O. C. Green, 100 yards, 4; time, 2:25 2-5. Bliss and Barrett caught the hunch on the last quarter, but could not overtake Ballard, who won by ten yards, half that distance being between second and third.



One-mile, dedication (piano race), prizes for quarters—W. A. Rhodes, 1; A. E. Lumsden, 2; C. W. Davis, 3; H. C. Tyler, S. B. C., 4; H. A. Githens, 5; time, 2:47. The time limit was 2:45, but the referee allowed the race. Keator was given a tip to go for the first quarter, which he got with ease. Then he kept on going, and opened a gap of a hundred or more yards, passing the half way ahead. Here he slowed up, looked around to see where the others were and again went out—for the three-quarters, which he secured. Then he went for glory and the piano, as he said, but the hunch passed him. The fight down the stretch was hot, and Rhodes won by a length. He was carried on the shoulders of two club-mates be-

fore the grand stand amid great applause. Keator certainly could have won the piano had he not slowed up after passing the half-mile post.

Half-mile handicap, final—G. L. Emmerson, Eng. C. C., 70 yards, 1; G. C. Smith, U. C. R., 20 yards, 2; E. W. Ballard, 45 yards, 3; P. H. Sercombe, Mil. W., 100 yards, 4; time, 1:04 4-5. Emmerson won by a length.

One-mile, triplet, flying start—Banker, Merrill and Winship, 1; Bliss, Githens and Barrett, 2; time, 2: 9 1-5. The time limit was 2:20 and the winners were twenty-five yards ahead at the finish. This was because the tire of the other machine went flat.

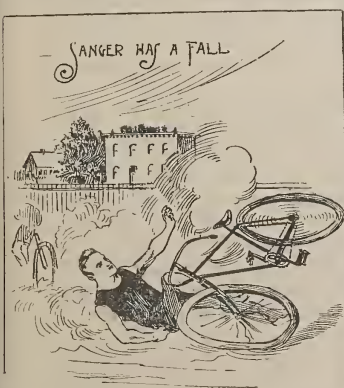
Bicycle and Trotting Races.

At the trotting races at Franklin Park, Boston, last week Wednesday, bicycle racing appeared to be the feature of the day. There were three races on the programme. The first, the novice, was won by H. P. McGeary in 2:55, A. B. Jewell second and A. R. Schultz third. In the three-minute class there were eight starters, H. W. Robinson of Malden being first in 2:44, F. H. Pratt of Linden second, and W. F. Coleman third. In the free-for-all there were a dozen starters. E. A. McDuffie was first in 2:41, P. J. Berlo second and Connolly third. H. W. Robinson made pace from the start to the head of the stretch, and then came in fourth.

* * *

The Race Didn't Take Place.

Last week Saturday Buffalians thought they would have a road race, but now it is as far off as ever. At a meeting held on the evening of last Thursday, at which the Buffalo Athletic Club, the Press C. C. and the Ramblers B. C. of Buffalo were present, and also the Genesee Wheeling Club of Rochester, through their delegates, all the details were arranged and decided upon; but it seems that when the delegate from Rochester reported there was war in the camp and his work was not accepted. The clubs had decided to make the run over the course from Buffalo to Corfu



put into this one. It was a close finish between Rhodes, Sanger and Leonhardt.

Two-mile, handicap—W. A. Rhodes, 75 yards 1; O. C. Green, 175 yards, 2; G. L. Emmerson, 275 yards, 3; J. P. Bliss, 75 yards, 4; time, 4:39 3-5. Johnson and Lumsden were the only scratch men, the latter dropping out at a mile and three-quarters, while Johnson rode to fifth place in 4:41, world's competition record. Rhodes made a good spurt and maintained it across the tape, a length ahead of Green.

Two-mile, open—W. C. Sanger, 1; H. C. Tyler, S. B. C., 2; A. E. Lumsden, 3; G. K. Barrett, 4; J. S. Johnson, 5; time, 5:13 2-5. This was the best race of the day, an even dozen starting. It was not fast except at the finish, which was close, Sanger pushing a foot ahead of Tyler when near

RAGLAN CYCLES

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

HARBER BROS. COMPANY,
Bloomington, Ill.

FREDERICK W. JANSSEN & CO.,
310 Broadway,
NEW YORK CITY.

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

IN CHICAGO AND WESTERN STATES.

IN EASTERN STATES.

IN CANADA.

And Manufactured of the Best of Everything by

TAYLOR, COOPER & BEDNELL, LTD
Raglan Works, COVENTRY, ENGLAND.
LONDON, 33 HOLBORN VIADUCT, E. C.

and return, with six men in each team, and each club was to put up \$25 toward the grand prize. When this decision was announced the Buffalo A. C. at once backed down and out, which was considerable of a surprise to everyone, as it has been hankerin' for a go between itself and the Rochester boys. The B. A. C. was the only club to do any kicking, and everything pointed to an interesting race between the clubs remaining.

It was expected that an interesting run of 200 miles between Foell of the Press and Klipfel of the Ramblers as per challenges would have been a thing of the past by this time, but now that, too, is thrown over. Foell waited so long before he formally answered Klipfel's challenge that the latter got tired and settled down to business and politics, and when Foell's answer came Klipfel said, "too late"

* * *

A California Field Day.

The Los Angeles (Cal.) Athletic Club gives its fall field day at Athletic Park Thanksgiving day, when the following cycle events will take place: One-mile, novice; one-mile, open; one-mile, 2:35 class; half-mile, open; two-mile, handicap.

* * *

Philadelphia's Local Meet.

The race meet of the Tioga Athletic Association on Columbus day was a genuine local affair, there being no "cracks" whatever present. There has, however, been no meet this season where the majority of the finishes have been so close, the natural result of so many evenly-classed riders. Following is the summary:

One-mile, novice—First heat—Frank Bennett, 1; W. C. Wunder, C. C., 2; W. Carson, 3; time, 3:15 1-5.

Second heat—S. N. Lafferty, Eclipse Wheelmen, 1; C. M. Simpson, Eclipse Wheelmen, 2; H. Koehler, Dorian A. C., 3; time, 3:14.

Final heat—S. N. Lafferty, 1; W. C. Wunder, 2; time, 2:52.

Third-mile, scratch—H. T. Wunder, C. C., 1; J. J. Diver, A. C. S. N., 2; O. S. Brandt, M. A. C., 3; time, 49 4-5.

One-mile, 3:00 class—First heat—C. A. Marple, T. A. A., 1; S. H. Rich, C. C., 2; Joseph Huston, Dorian A. C., 3; time, 2:55.

Second heat—S. N. Lafferty, 1; C. Miller, E. C., 2; G. F. Bowman, Q. C. W., 3; time, 2:19 4-5.

Final Heat—S. H. Rich, 1; A. C. Marple, 2; C. Miller, 3; time, 3:20.

One-mile, handicap—H. Butcher, E. W., 135 yds., 1; J. J. Diver, 70, 2; J. C. Donnelly, O. W., 30, 3; time, 2:32 2-5.

One-mile, tandem, handicap—A. A. Gracey and H. T. Wunder, 25 yds., 1; E. E. Hersh and A. L. Biery, Allentown, 90 yds., 2; time, 2:28 2-5.

One-mile, 2:40 class—H. N. Swank, P. A. W., 1; J. J. Diver, 2; W. Hunter, 3; time, 5:55 3-5.

Two-mile, handicap—H. Butcher, 250 yds., 1; W. Pollock, Dorian A. C., 170, 2; H. N. Swank, 160, 3; time, 5:22 4-5.

One-mile, handicap, T. A. A.—H. T. Wunder, scratch, 1; A. C. Marple, 90 yds., 2; J. C. Donnelly, 30, 3; time, 2:39.

* * *

The Scheme is Off.

The prospect of Messrs. Quin and Hinkle renting the Milwaukee Exposition building during the present winter has been abandoned, as they were unable to make a satisfactory lease. It was their intention to have bicycle races every Saturday evening, and at that rate it would not have taken long to destroy all interest in the sport. Mr. Quin is proprietor of Athletic Park, and is considering very seriously the advisability of building a quarter-mile track. If he should do so, there is no doubt that it could be made very popular.

* * *

Tournament at Newark, Ohio.

The first tournament of the Licking Cycling Club of Newark, Ohio, was held at the fair grounds on Friday afternoon last, and was an unqualified success. About two thousand people were present and the club will realize a neat sum from the affair. The weather was perfect and the track in fair condition. The races

were interesting and the finishes close in nearly all events, although French easily won every open race, carrying away two go'd watches and a diamond pin. The officers were: Referee, B. V. K. Schulz, Zanesville, O.; judges, S. M. Culbertson, Zanesville; E. P. Moore, Columbus; E. F. Appy, Granville.

SUMMARY.

Half-mile, club—J. J. Daniels, 1; J. R. Brown, 2; H. D. Simpson, 3; time, 1:19.

One-mile, 2:50 class—E. Zarskey, Akron, 1; F. W. Elliott, Zanesville, 3; S. I. Wilson, Columbus, 3; time, 3:03.

Half-mile, boys under fourteen—Fred King, Newark, 1; Harvey McCreary, Mt. Vernon, 2; Fred Johnson, Newark, 3; time, 1:31 2-5.

One-mile, open—A. N. French, Columbus, 1; E. Zarskey, Akron, 2; W. C. Hughes, Zanesville, 3; time, 2:45.

Quarter-mile, county—J. R. Brown, 1; H. L. Simpson, 2; B. B. Jones, 3; time, 3:38 1-5.

Five-mile, club—J. J. Daniels, 1; H. L. Simpson, 2; H. D. Rank, 3; time, 16:30.

Half-mile, open—A. N. French, Columbus, 1; E. Zarskey, Akron, 2; F. W. Elliott, Zanesville, 3; time, 1:16 3-5.

Two-mile, lap, open—A. N. French, 13 points, 1; S. I. Wilson, 6 points, 2; W. C. Hughes, 2 points, 3. Fifty-yard, slow—George Boyles, 1; H. D. Rank, 2; time, 1:26.

One-mile, county—J. J. Daniels, 1; H. I. Holmes, 2; Grove B. Jones, 3; time, 2:43 2-5.

Two-mile, team—Newark, 44 points; Granville, 40 points.

Consolation, H. Dorsey, 1; C. E. Harris, 2; C. B. Allen, 3.

Just About the Size of It.

It would be a hopeless and thankless task to even attempt to raise the present cyclists to a pure amateur basis; I fear they are imbued with the taint of professionalism beyond redemption; they do not want a pure amateur basis; by their own confession they would prefer money prizes, and they are racing to-day solely for what they can make out of it.

It must be extremely mortifying to American sportsmen—it is to me—not to be able to point with pride to the fast riding of our racing cyclists as the work

of amateurs. How can one be proud of a countryman, be his work ever so clever, who is riding under false colors, which is tantamount to saying he is leading a dishonest life? A man who is dishonest in his sport I would not trust in any walk of life. There are no degrees of honesty.

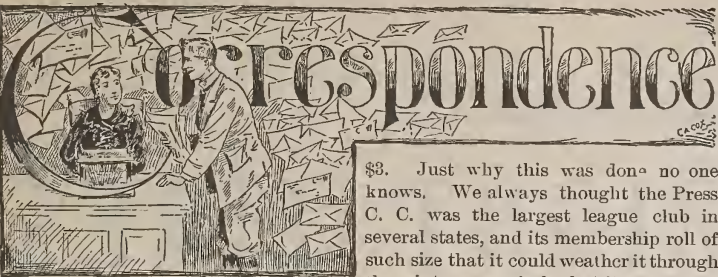
I claim that some of the manufacturers and some of our clubs are responsible for the souls of many unsophisticated young men whom they have led astray. I have no language strong enough to express my contempt and the contempt of all fair-minded men for the officials of clubs who deliberately plan the pollution of the innocent and ignorant lads for the sake of securing a few more points than the rival club.

This question of legislation in amateur sport is too lightly considered, and entrusted too often to men not in touch with its truer and higher significance. Sport is an educator of the boy; if he is honest and fair in that, he will follow a similar course in the more serious walks of life. If a trickster in his play, he is likely to carry it into his business.—C. W. Whitney, in *Harper's Weekly*.

Prince Didn't Sell the Race.

Jack Prince, in a note to the REFEREE, denies that he sold a race at Springfield, Ohio, on which a bicycle agent had made a bet of \$500. He wants to know who ever heard of a "poor, white amateur bicycle agent betting \$10, let alone \$500." He claims to have ridden twenty-nine races against horses this season, twenty-six of which he won.

At the annual fall athletic meet of Amherst College last week Wednesday, the one-mile safety event was won by Barnes, '95, in 3:20 1-2; Law, '95, second and Burnham, '95, third.



News From Rochester.

ROCHESTER, Oct. 24.—Once more the delegates to the Rochester Wheelmen's League have cast off the armor of jealousy and have all put their shoulder to the wheel, as it were, for better legislation in the association.

The bitterness which had prevailed so long was not washed away until a few evenings ago, when the Genesee Club withdrew its resignation; the removal of the old secretary was made and a substitution of two delegates was necessitated. As a result, harmony and unitedness is the rule, and now the members are better organized to advocate plans for the advancement of cycling in the city. A meeting was held last Wednesday evening in the rooms of the Rochester Athletic Club, when business of a constructive nature was transacted.

That dreaded disease, known extensively among the cycling and other organizations as dissatisfaction and mismanagement, has been contracted by the West End club with fatal results. The disease attained such malignant proportions that the patient succumbed last Thursday evening, and the burial occurred a few days later. So what was once one of the largest and most dignified wheeling clubs in western New York has now passed into oblivion.

The Ramblers' entertainment committee is hustling, and a pleasant time is anticipated for the cold nights. A theater party is the first event on the programme.

PANHANDLE.

Elections at Grand Rapids.

GRAND RAPIDS, Mich., Oct. 22.—Elections are thicker than hops for the G. R. B. club; it has three different elections at present. First comes the club election on Nov. 1, then the presidential, and during this time the division election is brewing and will be decided Nov. 15. The nominating committee of the club has just put two tickets in the field, both of which are good. The candidates on the first are: President, J. H. Taylor; vice-president, Dr. C. H. Hold; secretary, C. W. Mangold; treasurer, C. E. Richmond; assistant treasurer, Morris White; directors, W. B. Folger, H. W. Stebbins, James Stewart, P. S. Crozier, H. L. C. Hall; captain, P. S. Hunt; first lieutenant, W. E. Dyer; second lieutenant, George Andrus; color bearer, George Chase; bugler, W. J. Gouldsberry.

The other ticket contains these names: President, H. W. Stebbins; vice-president, Frank Escott; secretary, Frank Heath; treasurer, P. S. Hunt; assistant treasurer, F. V. Garrett; directors, A. B. Richmond, Fred Denny, R. B. Hain, Leo Andrus, W. S. Turner; captain, J. H. Taylor; first lieutenant, W. R. Simmons; second lieutenant, A. I. Saliers; color bearer, F. S. Gilbert; bugler, W. S. Van Amberg.

The club will give a fine athletic entertainment on Thursday night.

Tuesday night Miss Cora Stebbins will entertain about fifty of the club, at her home, with pedro and dominoes.

QUI VIVE.

Buffalo Cyclists Busy.

BUFFALO, Oct. 24.—The Press C. C. has receded its entrance fee from \$5 to

\$3. Just why this was done no one knows. We always thought the Press C. C. was the largest league club in several states, and its membership roll of such size that it could weather it through the winter very nicely; but it seems that they are after more members and are in need of their dues to make their expenses balance. The committee of arrangements for the grand ball to be held at Music Hall soon reports everything in good shape for a successful issue.

One afternoon last week W. H. Penseysers, of the B. A. C., made a new mark over the Corfu course. The record was previously held by F. C. Fuhrman, of the Ramblers, at 3 hrs. and 10 min., but it is now reduced to 2 hrs. and 50 min. by this latest effort. This course is becoming the "proper thing" to tackle for record. The brothers Buse, on their tandem, made the fifty miles in 2 hrs. and 45 min. a day or two after Penseysers. Penseysers holds the fifty-mile straightaway record at 2 hrs. 11 min. 30 sec., made Aug. 1, 1891, at the time of the Press-Rambler road race. Speaking of the Buse brothers, we are reminded that these boys are doing some very fine riding on their tandem, and are in good condition, giving their friends some idea of what may be expected from them next season, and they certainly are able to fulfil all expectations.

Centuries were made by nearly all of the 100-mile runners yesterday, as the roads in this neighborhood were in good condition, and the fine state of the weather was such that the opportunity could not be passed. Among those who made these runs were Foell, of the Press C. C., who finished his thirty-second century for the season; F. F. Klipfel, of the Ramblers, making his twenty-fourth; also Cleveland and Buss, of the same club, each added another 100 miles to their records. Yesterday saw several of the Buffalo B. C. club members out for a run, and they showed that, although not so prominent as some of the other clubs in affairs of the road, they are still in it when the occasion demands or they feel like it. This club has arranged a good programme of winter amusements, and will see that it is carried out with careful attention to the least of the details for the comfort and gratification of its members and their friends.

If a pleasing programme, a full house and perfect satisfaction at the conclusion of the evening's amusement constitutes a successful event, the Ramblers were right in it. A schedule of boxing and boxing events had been arranged and was most evenly carried out, terminating in a burlesque fight between two of the club men disguised as noted pugilists, which fairly took the audience by storm, and produced no end of hilarity and fun. This last was quite a novel idea, besides being something new to this part of the country, and is deserving of considerable praise. The gymnasium of this club is to receive several new pieces of apparatus, and the work, which is to begin in it at once, will be under the personal supervision of Instructor Brunner.

WILLIE DUNN.

Vice-President Dillansbee, of the Garford Manufacturing Company, is in Boston showing '93 Garford saddles to the New England manufacturers.

It is reported that the Pope Manufacturing Company spent \$243,000 in advertising last year, and that the profits of the business were not far from \$700,000.

ZIMMY AND SANGER NOT MATCHED.

There Was Talk of Such a Thing, but That Was All.

The cycling public in general, and that of Chicago in particular, has been thrown into a state of excitement over the report that Zimmerman and Sanger were to ride a series of races for a prize of \$1,000 a side and a side bet of \$20,000, or something like that. Several daily papers in Chicago came out with "scare heads" announcing all this, when as a matter of fact there is not a particle of truth in the story, and once again the cycling scribes of the *Post*, *Tribune* and *Inter Ocean* have "fallen down." It came about in this manner. P. H. Sercombe, of Milwaukee, whose wheel Sanger rides and is shortly to sell on the road, was talking with several others about the relative merits of Sanger, Zimmerman and others. Sercombe said Sanger could beat any man living and offered to bet \$500 that he could. Troy and Zimmy were both within hearing and immediately jumped up. Zimmy said he could get fit in ten days and assured Troy he would ride against Sanger if the stake were large enough. Troy said the Jerseyman would not consent to go south and train for such a race unless the stake was at least \$1,000, for half that amount would be eaten up in traveling and training expenses. But he was willing to put \$1,000 on Zimmy and *Sporting Life* had plenty more if necessary. That was the last heard of the Milwaukee bluff, and it is not at all probable that a match will ever take place. The *Tribune* had this to say:

Mr. Sercombe evinced an anxiety to have the match come off at the Exposition Building track in Milwaukee. It would never do, for the track is something like ten laps to the mile and anything but speedy, though it would be good enough for a spectacle. If either man should elect to have a good, stiff race, a first-class track would be the prime requisite. If it is to be a series of loafs and final dashes, the matter might as well go to Milwaukee as any place else. But there is an imperative demand for speed, uniform speed, and that can only be obtained on a half-mile or a mile circuit. It is proposed to set a time limit of 2:26 on the mile event, a limit of 5:00 on the two mile, and a limit of 13:00 on the five-mile race. This would net something worth witnessing, give full opportunity for head work or track science. Even pacemakers might be allowed to insure remarkable speed from these remarkable men. Several small bets and one or two considerable ones were recorded yesterday at 2 to 1 in favor of Zimmerman. The betting is done on public form, Zimmerman having a record of a flying start mile in 2:05 4-5, as against Sanger's 2:16. But then the Milwaukee man never had the advantage of his great rival. At two miles Zimmerman without a peer until the other day, when Windle displaced his record. Windle also effaced his five-mile record. So on public form Zimmerman is entitled to the call in the betting, for Sanger holds no records.

The above is nicely gotten up but there are no facts about it; it is merely the work of a reporter who was compelled to serve up some news in the cycling line. We have great respect for Sanger's riding ability, but we miss our guess if Zimmy couldn't cross the tape twenty yards ahead of the Milwaukeean in a mile race. It must not be forgotten that Sanger did not dare take up Barrett's challenge for a series of races, and Barrett is by no means the equal of Zimmerman.

THE MILWAUKEE SIDE OF IT.

MILWAUKEE, Oct. 25.—Mcney to bet on Sanger, should the race between he and Zimmerman be arranged, is as plentiful in Milwaukee as the most enthusiastic sport could desire. From many sides comes the assurance that Sanger's friends are legion, and that they will not be afraid to back their convictions that the Badger boy is the peer of any wheelman of the universe. He has advanced in one season from almost obscurity to a leading position among the representative racing men of the world. The friends of Sanger are endeavoring to

arrange a series of races between he and A. A. Zimmerman. As an evidence of their integrity in the matter a forfeit of \$500 has been deposited by P. H. Sercombe and F. H. Bolte of the Sercombe-Bolte Manufacturing Company, with the sporting editor of the *Chicago Tribune* as part of a stake of \$1,000 (in the form of a trophy) to be contested for. Mr. Sercombe states that they have no choice of tracks, and that they will be perfectly satisfied with the surface of any track selected.

It may be the opinion in some quarters that the talk about a race for the championship of the world between Sanger and Zimmerman is only a bluff and an advertising scheme, but I am informed by the Milwaukee parties interested that they are in earnest and mean business from the word go. The Milwaukee people claim that the matter was pushed onto them and they have accepted the challenge with the avowed purpose of seeing it through, cost what it will.

A Sad Occurrence.

The team race of the South End Wheelmen on Columbus day at the Point Breeze track were marred by a sad occurrence. The race was between two teams chosen by the two lieutenants from those entering, the plan being that the team scoring the greatest number of points was to be entertained at supper by the losers. Shortly after the finish of the race W. H. Marriott, one of the riders, dropped suddenly to the ground unconscious. Efforts were made to resuscitate him by those present, and one of the best men dispatched for an ambulance. But efforts were of no avail, as he had evidently expired shortly after falling.

Mr. Marriott was an enthusiastic wheelman, having taken up the sport some three years since by advice of his physician, who said that he could not live long unless he took some active exercise, being subject to the disease which caused his death—heart failure. On this account and because of his age (52) he was never known to over-exert himself, and while riding in this race he did so only for amusement, starting and finishing last, making no effort to do more, his only idea being to be eligible to the festivities which were to follow. Mr. Marriott was an ardent supporter of anything connected with cycling affairs, an esteemed and popular member of his club, of which he was one of the board of directors, and was the father of F. B. Marriott, one of Philadelphia's fastest riders. He was a prominent down town business man.

Bert Myers to Wed.

Bert Myers, the well-known racing man, is about to take unto himself a better half; in fact by the time this paper goes to press the affair will have taken place. The lady is Miss Grace Hazard, daughter of S. B. Hazard of the firm of Rouse, Hazard & Company. She is one of Peoria's four hundred and is held in very high esteem by all who have the pleasure of her acquaintance. The wedding is booked for Wednesday evening, Oct. 26.

Nancy as a Trade Mark.

The McIntosh-Huntington Company has been granted a patent on a trade-mark, a cut of which is shown herewith. The trade-mark is to be used on bicycles and articles accessory thereto. The trade-mark is No. 21,873, and was registered at the patent office Oct. 18.



THE MORGAN & WRIGHT TIRES

Have now been before the public for one year, and it is upon the record which they have made on road and path that we must base our claim to further patronage. We trust it will be remembered that we have never made exaggerated claims for our tires. As we have always held the opinion that such claims, in the present state of the art, would be premature. We are still seeking improvement in our tires, and have the satisfaction of seeing those we have made during the past year imitated and copied by a number of makers whose ideas as to what constitutes a good tire have not in the past met with public approval. We have seen letters and heard trade arguments put forth by our competitors, who are now copying our tires, to the effect that they are using better material and making better tires than we can produce. We are perfectly willing to leave these claims to the test of time.

We ask our friends and patrons, however, to consider carefully these claims of superior quality and material. The selection of material for the **Morgan & Wright Tire** has been the work of over a year, and after innumerable tests in our factory and on the road, we have made such changes as experience has shown to be needful. During the past year we have made all repairs free of charge, and this has enabled us to learn from the experience of thousands of riders throughout the United States the weak points in our tires, and the public can rest in confidence that we know more about the quality of our goods and what is necessary to produce a perfect article than competitors who simply copy our methods and depend upon the stretching of a **SAMPLE** of rubber, before the eyes of a customer, to convince that they have more ability as rubber manufacturers. The head of our concern has been an experimenter in rubber fabrics for twelve years, and the business of our concern has been built up from very moderate beginnings, under the pressure of necessity. We do not claim superiority over every one on earth, and we are still experimenting, as we wish to keep up with the times. We shall never descend to detraction of the goods made by others; and what we have to say is in self-defense, against trade arguments being used by competitors, which, should they appear in public print, would give good grounds for an action for libel. We can assure our friends that we use the best material obtainable, that we shall improve our tires just as often as experience points the way, that we have manufacturing facilities and abundant capital to fulfill all our contracts, and with this we know we shall receive all the patronage which our product may deserve.

We have applied for patents on our tires and have every reason to believe that our work of the past year has discovered patentable features, and that our claims to such will be allowed.

All tires made by us after November 1st will be branded with our firm name and be marked "Patent applied for."

MORGAN & WRIGHT, CHICAGO.

STARLEY ON THE TRADE

THE WELL-KNOWN ENGLISH MAKER
GIVES INTERESTING FACTS.

American Cities, He Thinks, Are Immense, but Chicago Leads All—Condition of the Market—The Safety and Geared Ordinary.

This is my first visit and my first acquaintance with America, and although I had formed an idea that you were very advanced in many ways, and that for energy, ability and intelligence in the pursuit of productive enterprise there was very little to be desired, I am bound to confess that I am astonished at the wonderful strides that have been made. To an ordinary Englishman who has not visited your country it is difficult to conceive without personal observation just what position you are in. I had, of course, formed impressions as to the general character of the Americans from coming in contact with them in England and, generally speaking, had considered that one of the marked characteristics was this—that they looked ahead and set a value upon prospective possibilities, whereas we in England are more likely to judge of a thing by its past. The former has always seemed to me to offer advantages in many ways, though it also has its disadvantages. For instance, they may open to receive anything new, that speedily becomes a thing of the past; whereas in England, although it may take in many cases a long time to take up anything new, it may be a long time before the thing that is taken up is found useless and is discarded. It is astonishing to me to find how quickly your knowledge is circulated through America. Although it is such a vast country, it seems remarkable to what extent any new idea or thought that is known the community in one part of the country is made known to the other, and how quickly the new idea is grasped.

CHICAGO LEADS ALL.

One can not help feeling impressed as he enters New York harbor of the general style of the city. Also its busy ways and large buildings, together with the very handy, though, to our way of thinking, unconventional manner of conveying passengers by the elevated railway, are all very striking features. The tall buildings also are quite astonishing. The unconventional is further illustrated by a trip to Washington, a city totally different to New York, and one which has many attractions. But for energy and growth and for wonderful strides, Chicago seems to be decidedly ahead. When I visited the French exhibition and saw the perfect manner in which all details were carried out in connection with the buildings and the surroundings of the buildings in the grounds of that exhibition, I was strongly of the opinion that no other country could work up so perfect a sight as the French, but I am bound to say that after a visit to your World's Fair it promises to become far greater than anything else ever yet done. It is really astonishing, and no one can form an opinion of it unless they see it.

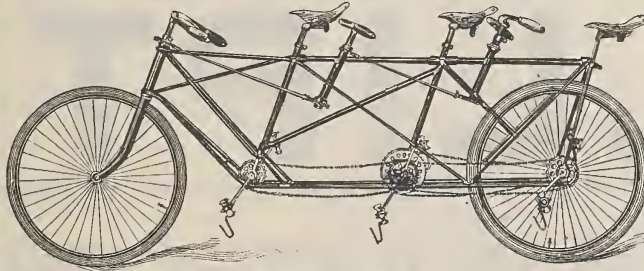
With regard to the trade in America, although I think there will be a good demand for English bicycles for the next year or two, I am of opinion that it will not be many years before you will make nearly all the machines you will require for your use. More especially will this be so when the cycle becomes an established form of machine, as your method of production are much more thorough than ours, and where the form and de-

tails become established so that a quantity can be made you will have a still further advantage. But while our principles of production in many instances are not so thorough as yours, they admit of changes without loss, and enable us to adapt ourselves to altered circumstances more readily than does your system of producing, and hence it is, while the bicycle in form and detail is subject to change from time to time, we shall always have a certain advantage. Apart from this, the industry having been established longer in England, we manufacture more parts, which is an additional help to us, we also control the fashion, which is also in our favor.

IN THE BUSINESS TWENTY YEARS.

I find it was just twenty years last May since I entered the cycle trade, and since that I have seen a great many changes. It is incalculable the number of forms the various parts have taken from time to time, and the improvements or supposed improvements that have been made in them. Then apart from this, there has been seven or eight distinct forms. The first bicycle was, of course, the hobby horse. After that came the bicycle worked with pedals, attached to cranks driven from the front wheel, which has had such a long run, and which is to-day known as the ordinary, I presume in consequence of having been the first form of bicycle that took the public taste. Some few years

fully warranted in the estimate we had formed as to its advantage by hearing constantly of riders who were able to ascend steeper grades than they had ever been able to before, either on a bicycle or tricycle, which fully proved that our estimate was a correct one. It had always seemed to me an omoly that a tall man should ride a high wheel and a short man a low one, as in the case of the ordinary bicycle, and that the distance he sat from the ground was determined by the length of his legs, for in some instances a short man is stronger than a tall one and has quite sufficient power to impel a large machine if he could only reach it, and with a geared-up machine this can be regulated beside. It is quite clear that the nearer one sits to the ground the less he is affected by wind pressure, which is a serious item under certain conditions. In addition to this, with the ordinary bicycle in going up hill the weight is distributed over the two wheels, and a larger weight placed upon the back wheel than when going along a level road, which is distinctly the reverse of what is desirable, and the same principle applies to the geared ordinary. I am strongly of the opinion that the geared ordinary is a step backward and not a step in advance. There are some riders who require a change, I fully admit, but I think the general public will be slow to take such a machine. Indeed



The Winton Triplet.

The Winton triplet, upon which Banker, Merrill and Winship broke the records at Washington Pa. Saturday, has thirty-inch wheels, one and three-quarters-inch front and two-inch rear tires, six and a half-foot wheel base—nine feet over all—seventy five pounds in weight, eighty gear, special anti-friction chain gearing, and sprocket steering arrangement. The wheel is splendidly braced and the riders obtain the same position as on a single wheel.

after this the tricycle was made in such a form that it could be ridden with less fatigue than was caused by walking, and for several years this came in for a fair share of attention until it became a very perfect machine. But it was found inconvenient to store it. Nevertheless its safety had induced many to ride the tricycle who would never have ridden the bicycle. To get over the difficulty of storing, a bicycle known as the Facile was introduced, and had a very good run on account of its safety. This soon led to the introduction of a machine known as the Kangaroo, and that in turn made way for the Rover. I often think it is our pity that in order to distinguish it, its should have been termed a "safety," for although it was safe, that is only one of its good points, and in introducing the Rover, although I was quite alive to the value of the safety of the machine, it was certainly not the cardinal point I had in mind when I introduced it, but rather this: I felt confident there were principles in cycle construction that had, up to the time of the introduction of this machine, never been obtained, and I felt confident that there was still a valuable force that had never been utilized before, and it was to obtain this force that I placed a man on the bicycle in the position I did.

SOON LEARNED THE GOOD QUALITIES.

It was not many months after the introduction of the Rover before we were

I feel convinced that for middle-aged riders there will be very few who would care to change from a rear driver to such a machine. Not only do I believe it is not a bit faster, if so fast, as the rear driver, but I believe the tendency to distribute the weight between the two wheels instead of bringing it almost entirely upon one, as in the case of the Rover, is a wrong one. In addition to this, I do not think it is possible that any kind of gearing can be made that will run so easily as a chain, which, provided it is kept clean, is one of the best means of connection that it is possible to make. That it is open to serious objection at the present time there can be no doubt, as being near the ground and exposed to dust and dirt, it can not, of course, work perfectly, but cover it in with some dust-tight cover (oil-tight, if preferred) and it would be perfect. I don't think any first-class machine will be considered complete without it.

MAY BE RIDING ONE WHEEL SOON.

I think the only thing that makes a geared ordinary possible is the pneumatic tire. As I have already expressed my opinion of this tire, it is hardly worth while to mention it here. When the bicycle was first introduced it was looked upon as rather an accomplishment to be able to balance upon two wheels, but to-day it is regarded as a matter of perhaps two or three hours' practice. I am strongly of the opinion

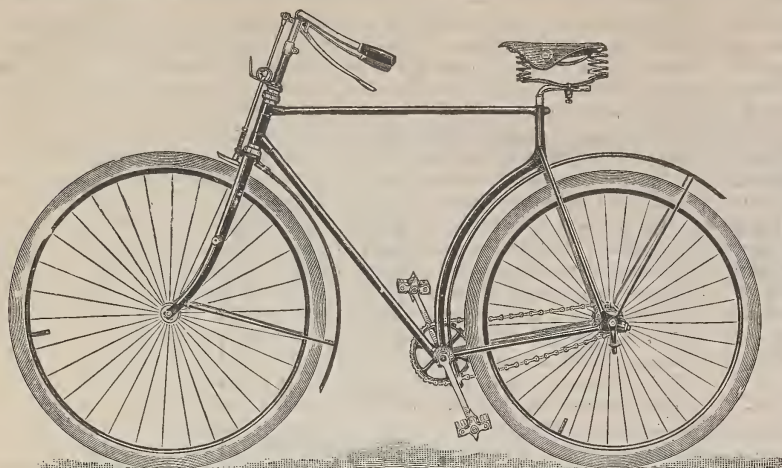
that the time is not far distant when it will be regarded as a great advantage to ride almost entirely upon one wheel, and with this idea in mind, I took out a patent about a year ago for a bicycle, for which I registered the name bunicycle, which combines as nearly as possible the words bi and uni cycle as I could claim, and it was intended to convey the idea that although it was a bicycle, in effect it was a unicycle. I am strongly of the opinion that it will not be long before the advantage of such a machine will be fully realized. The fact that riders have during the last year or two found it better to sit well back over the rear wheel proves that the machine runs more easily when they are placed in that position, and I think when the additional advantage of a spring is obtained in such a manner that they will be still more isolated from the vibration set up by the uneven surface of the roads, such a machine will be regarded as the best, so that apart from the mechanical details there is a distinct difference in principle between the rear driver and the geared ordinary. One distributes the weight over the two wheels, especially uphill, while the other carries it almost entirely upon one, and I think there is no doubt that the latter will prove itself the best in the end.

TRADE WILL BE MORE DIVIDED.

I see no reason to think there will be less demand in England and Europe generally than there hitherto has been. In consequence, however, of so many makers starting up during the last year or two, it will be much more divided than heretofore. There is, however, one feature that is most marked, and that is the almost universal desire for one form of machine. At one time many makers used to claim it as an advantage to make a large number of patterns, but that would not be considered an advantage to-day, as the form seems very clearly established. Since the introduction of the pneumatic tire we have had to depart from all former ideas of strength, and are now enabled to make machines that we should have considered quite unsafe to carry the weight of a rider a few years ago. There can be no doubt that a machine fitted with a pneumatic tire can be made ten pounds lighter, at least, than could have been made when the small solid tire was used. There is, however, a medium to all things and I am strongly of the opinion that, although for a light expert rider, who is within easy reach of a repair shop, a machine can be made that will carry him over ordinary roads safely, to weigh not more than thirty pounds; that a similar machine, weighing thirty-five pounds, would be found to be a better weight in the end, and for ordinary touring purposes and for riders over middle weight, a machine weighing forty pounds complete would not be too heavy.

MAY NOT MAKE GEARED ORDINARIES.

We shall not make a geared ordinary unless circumstances prove it to be decidedly a superior machine, which we think is not likely to occur. We shall confine ourselves to what we conceive to be the best machine that can be made, and not engage in the trade for anything that may only last a brief season. One of the greatest charms of the ordinary was the ease with which it was steered, but this is entirely lost where the wheel is geared up to revolve faster than the pedals, and the fact that a gear cannot be made to run as easily as a chain, and bearing in mind that no spring can be used in connection with the geared ordinary to lessen vibration, will tell much against its chance of becoming popular to any extent. In addition, it has this almost fatal drawback: You cannot place



THE "TOWNEND" MODEL M. (1892 PATTERN)

HIGHEST GRADE MACHINES

—AT—

Lowest Possible Prices.

—SIF—

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.



Going
To Buy
a Wheel?

You Want **"THE BEST"---THE SYLPH.**

It's a SPRING FRAME SAFETY with the spring in the right place—Directly Under the Load—
"Sylph Cycles Run Easy!" Their riders say, so say we. All who try them are surprised at the EASY RUNNING QUALITIES and when they take a spin over a rough road or pavement, are still more surprised at the EASY RIDING QUALITIES. No bumps, no jars, but complete pleasure and comfort—features not noticeable in rigid or any other spring frame machines. There is no loss of power to rider, and the frame is rigid in every direction (except up and down) Others have discovered the merits of SYLPH CYCLES Try one and you will discover them als.

Catalogue Free Agents Wanted.

ROUSE-DURYEA CYCLE CO.,

89 G Street, PEORIA, ILL.



the handles far enough forward without making the steering very erratic. Before the introduction of the Rover, the difficulties of determining the position of the handle was a serious one to contend with, and for a long time I was in doubt as to where it should be placed, as it seemed to me that to sit behind the axle of a wheel and apply a downward force to the pedal five or six inches in advance of the axle and have the handlebar behind the axle also was a mistake, and I had almost arrived at the conclusion that whatever distance the rider sat behind the crank shaft, the same distance forward of it was the right position for the handle to be placed if he was to be able to exert all his force upon the pedals. It was to obtain this position that compelled me to adopt the form of machine now in use, to enable riders to sit further over the pedals than would be safe on any other machine. I do not think the importance of the work of the handles was realized until the Rover was made. It was with the introduction of this machine that I bent the handlebar backward and sloped it downward. The handles were confined to two kinds—the straight handlebar with pear-shaped handles and the one known as the gimlet handle. It seems quite clear by the universal adoption of the present form of handles, with two slight modifications, as to the curve, etc., that I was quite right in my forecast as to its value.

THE EXTENDED WHEEL BASE.

I think there is a proper position in which the rider sits relatively to the back wheel, and that if his position is to be maintained a tall rider will require the crank shaft further forward than a short rider to equalize the difference in the length of the leg. I think a short rider will do as well without any extension of wheel base; but with a tall rider it is different; with three or four inch extensions he is simply equal to the short rider without it. I can not see any advantage other than this. I do not favor the present form for riding? By no means; I think to lean over doubled up, for ordinary riding, is quite a mistake; while I believe for rapid speed it is right and necessary. I am decidedly of the opinion it is as distinctly wrong for ordinary riding and will have a bad effect upon those who indulge in it to any extent. I would not advocate bringing the handlebar back, but rather that it should be raised until the rider can sit upright, which is the most natural and best position in which to ride. Cycling is a distinct gain to the many methods of locomotion by which the world keeps going, and to those who indulge in it temperately it forms an exhilarating and healthy pastime. It offers without undue fatigue twice to three times the speed of walking, which is quite sufficient in itself to commend it thoroughly to Americans, in addition to which there is a charm in the smooth, gliding motion that can be obtained in no other way, and provided discretion is used in obtaining the right position for riding, that the proper speed is ridden, it will be found an inestimable boon.

J. K. STARLEY.



The Lincoln Cycling Club indoor ball team played its first game Wednesday evening at Irving Park. J. M. Erwin has decided to accept the management of the team and will, with the boys' help,

land it well towards the top or nowhere. Fred Tilt is captain, Slusser pitcher and Crouse catcher, the other players including Short, Niesz, White, Walton, Braun and other leading lights.

Employees of Morgan & Wright, the tire manufacturers, have formed a cycling club.

The Cycle Signal Corps, of Denver, Col., in Chicago to attend the dedication last week, was a neatly-equipped body of young men, thirty in all. Among the number were several of note. John S. Filmous was captain; W. A. Wilson, first lieutenant; B. H. Merchant, second lieutenant; sergeants, W. L. Spring, Horace Gray and Johnson, and corporals, John H. Kellogg, George E. Smiley, Whipple and Skinner; privates, F. Sperry, Crawford, Adams, Smith, George Apple, Taylor, Dougall, Zollars, Mack, Waybrecht, Lewis, Tom Dillon, W. Wyeth, Charles Waughwant and F. Clark.

The constitutional committee of the Century Road Club met at Winter's last Tuesday evening for supper, and thence proceeded to Mr. Gerould's office, where the constitution and by-laws were read and prepared for presentation to the club at a meeting called for next Tuesday evening at the Grand Pacific. Everything is in good running order, and before another week the C. R. C. will be in good running order, tickets mailed for an election, and the greatest road club in the world launched upon what is sure to be a great career.

The Chicago Cycling Club indoor ball team will miss those sterling players, Lumsden, Tober and Anderson, this season. The first two will be found with the Kenwoods, and the latter with the Carletons, in the Midwinter League. The Chicago team as formed is as follows: Henry Bingham, pitcher or catcher; Joe Clare, second base; Ben Becker, left field; Rob Brooks, short stop; J. P. Bliss, short stop; C. W. Davis, first base; Joe Card, pitcher or catcher; A. J. Nicolet, third base; W. B. Young, right field or catcher.

Sunday, Oct. 16, Miss Lucy Porter rode her seventh century, accompanied by Ed Porter, whose thirteenth century it was. To Aurora and Joliet, returning via Blue Island, was the course covered in thirteen hours. Miss Porter has ridden six centuries this season. Miss Heggerty also rode a century over the same course on the same day, her sixth bar earned and fifth this season. These two ladies rank as the leading long-distance riders of America, and so well trained are they now that a century is but a circumstance, and neither one admits that she is in any manner injuring herself. Each had ridden a century over the Elgin course only the Sunday before.

The Lincoln Cycling Club has issued a schedule of attractive social events from Nov. 5 to New Year's eve. On the evening of Nov. 5 a Japanese smoker will be given at which only Jap costumes are eligible, and a rice eating contest, free for all, occurs. One week later an informal smoker occurs, at which each must "sing a song, tell a story, dance a jig or lose a button." Nov. 19, a band concert, L. C. C. band; Nov. 26, Escen and Ranchen, whatever that may be; Dec. 3, another characteristic smoker, this kind called a Pumpkin smoker: hayseed costumes only, and a pie-eating contest for prizes, no handicaps for age, sex or previous condition of servitude; Dec. 17, some more "Essen and Rauchen;" Dec. 24, musical smoker; Dec. 31, banquet and second annual run of the midnight wheelmen, the old year out and new year in. To this run cyclists of the city are invited.



To Handle Quintons.

Mr. Gordon, of the Quinton Cycle Company, writes under date of Oct. 12 that they have made full arrangement with the Bretz & Curtis Manufacturing Company to handle the famous Quinton Scorchers in large quantities for 1893. Mr. Curtis, who has been in England for some time, sailed for home on the City of Paris. The contract between the two companies is such that the manufacturers are bound to make early deliveries. When Mr. Gordon came to America last year he made a deal with the Bretz & Curtis Manufacturing Company, promising early delivery. The company lived up to its contract and the assurance was that the American agents were able to fill orders and to guarantee delivery on certain sales. Mr. Curtis assures us that last season's trade was a good one and next season will be largely increased. The Quinton wheels are up to date and the '93 design, a cut of which was recently published in the REFEREE shows a very handsome wheel.

Represents Bayliss, Thomas & Co.

H. Hadden, representing Bayliss, Thomas & Company, spent last week in Chicago, and closed with J. Hoyle to



handle the Excelsior for the states of Illinois, Iowa, Indiana, Michigan, Minnesota and Missouri. The contract is an important one, and it ushers into the cycling world another importer. Mr. Hoyle is, however, well known in this city, having carried on for the last two years a very profitable repairing business, also as an agent for the Excelsior through the Sweeting Cycle Company. The wheel is a good one and will no doubt have a large sale. Mr. Hoyle will, as soon as samples are received, send out travelers.

Eastern Trade Affairs.

NEW YORK, October 25.—Robert Willis, of London, the president of the English Ormonde company, and a brother of E. J. Willis, of the American Ormonde company, is in New York. Mr. Willis is young in years, but old in cycle trade wisdom, so Messrs. Bridgeman and George S. McDonald declare. The Londoner is barely twenty-five, but is an encyclopedia in regard to the trade, and, as McDonald says, one of the most far-

sighted men he has ever met. Mr Willis came over for three purposes. First of all he wanted to see his brother; then he wanted a rest, and he also wanted to find out how the feeling regarding further trade runs in America. I had a five-minutes' talk with the Britisher on Warren street, and at the Ormonde company's place the other day. Condensed, here is what the young man said: "Trade is bad in England, prospects gloomy enough, and the whole trouble has been brought about by over-production—too many starting in the business, which swamped the market. Seriously enough, we have arrived at the conclusion that to other fields rather than to our own local one, we must in future look for our trade. Although only having been here a week I can feel the pulse of trade beating with a vigorous beat, which contrasts greatly with the weakness of our home trade. The future looks bright here, and I hope America won't overdo the thing in manufacturing, although it is sure to come to that sooner or later."

GENDRON'S NEW SULKY WHEELS.

Peter Gendron, of Toledo, was in New York this week, and told the REFEREE about some new safety wheels his concern, the Gendron Wheel Company, is building, which the genial Toledian thinks will greatly assist the gee-gees in annihilating time. He has just made two pairs of wheels 52 and 54 inch, of wire wheels, ball bearings, and one and a quarter inch cushion tires, with five-eighths inch holes, the walls being five-eighths of an inch thick. Gendron thinks the cushion is faster than the pneumatic for trotting purposes, and to get the best results the greater the speed the better. He figures wind resistance and surface contact as being four seconds in favor of his idea, and says many of the western trotting sports are in line with him. Gendron is anything if not practical. Secretary Vogel, of the Gendron company, is about to break in a pair of elks and drive them to the Gendron ball bearing, cushion tired idea, using a four wheeler.

BOUGHT A GOOD PATENT.

E. J. Phelps, of Phelps & Dingle, called on the REFEREE to say that he has just purchased an important patent, the Frederick Shroder, No. 466,517, issued Jan. 5, 1872, same being applied for Dec. 30, 1891. This, the firm says, antedates every other for a clamping device. The claim is a broad one, as follows: "Claim 2. The combination of the U-shaped tire, the fellow, an inflated tube confined by said tire, and an internal clamping device between which and the fellow the U-shaped tire is secured, substantially as set forth," etc. Mr. Phelps called attention to an error made in timing him recently at Passaic in removing the tire and exposing the inner tube. "The outer tire was removed and the inner tube exposed in fifteen seconds, and the whole replaced ready for inflation in forty-eight seconds."

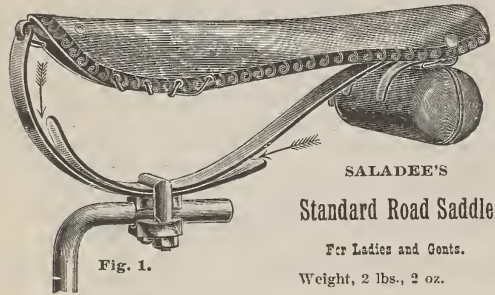
TO HAVE LARGER QUARTERS.

The Anglo-American company has found its present quarters much too small for the large and wonderfully increasing trade in parts, so it will move on the first of November to 213 Pearl street, where nearly the whole of a large and commodious building will be occupied. This company now does business with nearly every manufacturer in America, and has built up its present

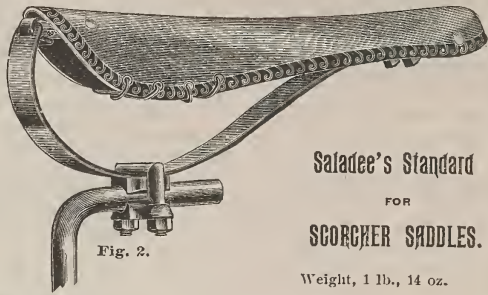


SALADEE'S PATENTED INTERNATIONAL STANDARDS

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.

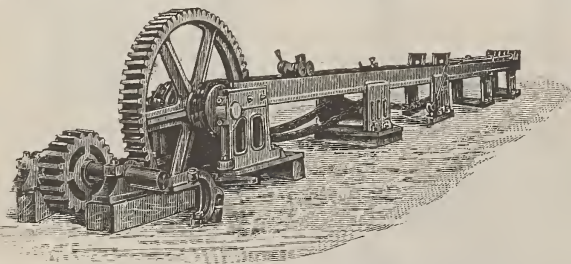
SPECIALTIES!

Machinery and Complete Plants of Most Modern Practice for Making

SEAMLESS COLD-DRAWN STEEL TUBES

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

Sugar Cane Mills.



Triple & Multiple Effects

Improved Drawbench for Seamless Steel Tubes.

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

SAMUEL FISHER & CO., NILE FOUNDRY,

Established 50 Years.

eeow

BIRMINGHAM, ENG.

THERE ARE OILERS AND OILERS

But only one "PERFECT." Be sure to get the best. There are other good oil cans, but the "PERFECT" Pocket Oiler is still unexcelled. Ahead of all others in neatness, durability and popular favor.



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

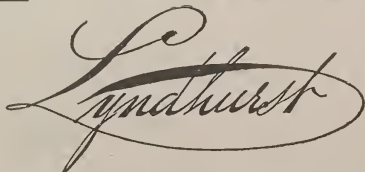
Similar to oiler holder, but slightly larger. Pump is always convenient and vexatious delays avoided; handsomely nickel-plated. For sale everywhere. Price, 25c. each.

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

Racer 23 Lbs.

Light Roadster 33 Lbs.

Won Over 30
Races This
Season.



Factory,
Lyndhurst,
N. J.
Agents Wanted.

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

Send along your name, address and two dollars and receive



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

- THE - SUNDAY SUN \$2.00 a Year

Containing more reading matter than any magazine published in America.

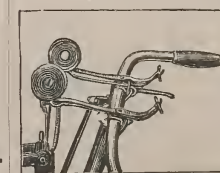
Address THE SUN,
New York

25-2

Bargains! ♦ For Sale!

Columbia '92 Racer, 25 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 \$14, with privilege of examination.

F. R. ZEIT, Medford, Wis.



LAMSON'S LUGGAGE CARRIER

No. 1. Convenient, durable, noiseless, cheap. \$1.
Other popular carriers are on 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.



THE
STANDARD
CAP
COMPANY



56 West
Houston Street,
New York.

Originators of the

Long Visor Eton Cap.

Eton and Bicycle Caps

Of all grades.

TRADE ONLY SUPPLIED.

WANTED — An experienced man to take charge of the assembling department of a high-grade bicycle manufactory. None but the best need apply, Address, SUNOL BICYCLE Co., 16th and South Jefferson Sts., Chicago.

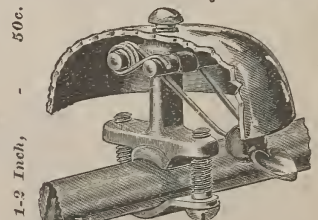
WANTED — Party with experience to act as inspector in a bicycle manufacturing business. Must be competent to judge of the correctness of all work on various parts. Address, SUNOL BICYCLE CO., 16th and Jefferson Sts., CHICAGO.

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.

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

Hello!—1700

ELECTROTYPING,

PHOTO, Zinc, Etching, Map and Wood Engraving.

BICYCLE CUTS A SPECIALTY.

PATENTS

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

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

connection by selling reliable goods at the right price, and giving constant watchfulness and promptness in business relations with customers. Messrs. Perin and Friedenstein are two hustlers hard to beat. A large cargo of tubing arrived for the firm last week.

ONLY ONE SMITH.

Howard A. Smith & Company, of Newark, N. J., have, in Crondel and Kirkpatrick, two lively people who never lose an opportunity to advance the interests of their firm, be it in a talk with a newspaper man or with a prospective customer. It has been generally supposed that this lively pair was part of the company, but such is not the case. Writing recently, Howard A. Smith & Company said: "We notice in a write-up in the REFEREE you speak of 'Howard A. Smith & Company, eastern agents.' In future kindly say, 'Newark, N. J.'" There are many Smiths, but only one Howard A. Smith, after all.

THE FIRE-FLY LAMP.

The Fire-FLY pocket lamp, about the size of a stylograph pen, has just been placed on the market by the Trade Specialties Company. George C. Card, the manager, thinks the little lamp will catch on with the cyclists. The idea is simply this: The cylinder is fitted with oil and wick in one end and 50 small explosive caps are fitted in the other, which unscrews. A pin or hook is used for igniting the caps which lights the lamp wick, which can be used to light the cycles lamp, gas or cigar. A thousand extra caps, for ten cents, goes with the lamp, and 250 are given the purchaser free.

NEW HOWE AGENCIES.

The New Howe deal with Joseph Ketchum & Company, of Brooklyn, fell through at the last moment, over territory dispute, it seems; but the smooth Golder went to work and commenced dividing the territory among other houses, and Amos Shirley, of Eighth avenue, got New York state. Golder has experienced much inconvenience and delay with the customs, and the red tape and formality has lost him much valuable time in getting his excellent goods through the tariff gate, election time no doubt being responsible in a measure for the delay.

ON AMERICAN SHORES.

Among the arrivals from abroad in New York last week was the well known Samuel Snell, of Birmingham; George Curtis of Bretz & Curtis, Philadelphia, and S. Betterman of the Triumph Cycle Company, Coventry. The former will remain in New York for a few days and then go west on a business trip, and will represent Warwick & Son and other English houses as well as the lamp industry. Mr. Curtis shipped to Quaker City and Mr. Betterman will go west in a few days representing, of course, the Triumph.

MISCELLANEOUS MATTERS.

The John Leng Son's Company, of Fletcher street, New York, is going into the tubing and parts business on a large scale. The firm has just received a large-shipment of diamond frames and tubings, also a shipment of parts.

The Gormully & Jeffery company, which had a sort of chattel mortgage on the wheels and office fixtures of Agent Emanuel, recently found it convenient to close up its account with the young man, so the REFEREE is informed.

The well-known Sydney Bowman has just bought out the interests of his partners, Collins and Nuthel, and in future the jolly young vegetarian will go it alone. A bright business young man is Sydney, and he sells and believes in 'blue rims.' Bowman's store is up-town on Eighth avenue.

Arthur Barrows and Percy Stevens sailed for the old country this week, feeling kindly disposed toward Uncle Sam and everybody else. The Coventry men called to bid the REFEREE adieu and stated that the Rudge and Secure would be heard of much in the future on this side of the divide.

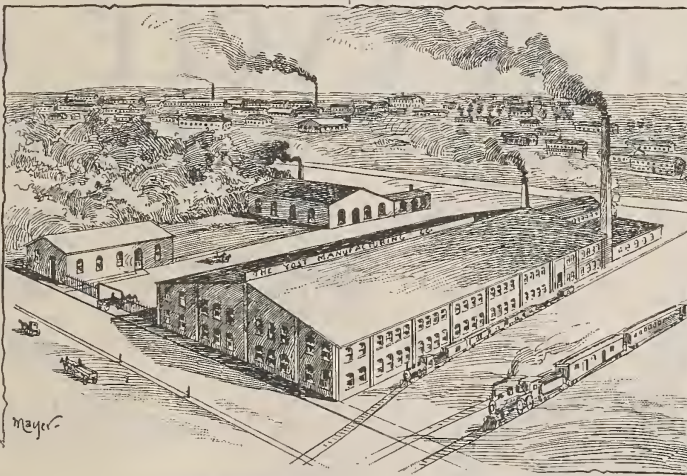
The George R. Bidwell Cycle Company will spring something sensational in tires one of these days. Mr. Bidwell and Frank White gave the REFEREE man an exhibition of the merits of the new thing in tires recently, and it is a stunner to all appearances and purposes, but they wished the particulars kept secret until their patents are safe in Uncle Sam's hands.

George Hendee says that Hurlburt Brothers & Company are making great preparations for next season. The wheels this firm will push next season will be the Majestic, manufactured at their Worcester factory, and Mr. Mushing's well known King of Scorchers. The report that Hendee had left or is about to leave Hurlburt Brothers & Company is erroneous. George is apparently satisfied and so is the firm.

Mr. Yost's New Factory.

Ever since the separation of Lozier & Yost the trade has watched the movements of Mr. Yost with considerable interest. Numerous rumors were circu-

lated that he intended locating in California, then Oregon and in various other places, but the fact was that Mr. Yost had gone to California to recuperate before again starting in the manufacturing of bicycles. On his return to Toledo a new company was at once formed and called the Yost Manufacturing Company, with a large capital. Three acres of ground were purchased in one of the suburbs and buildings put up, and last week the writer was shown through a factory in almost complete running order. The factory is situated on the right hand side of Dorr street, and about a block from the Yost station of the Lake Shore road. Three acres of ground are owned by the company. The railway company has built over six hundred feet of siding for the use of the Yost company, and the arrangements are such that all goods are carried from the factory by the railway company to the freight houses and from there distributed. There are three buildings. One is used for the offices, and is a one-story brick, 48x20, divided into four rooms. The first is used by the book-keepers, the second by Secretary-Treasurer W. F. Dewey, the third by Manager J. L. Yost, and the fourth is set apart for the stenographers and typewriters. The rooms are all nicely furnished and have every convenience. A few yards from this building stands a one-story structure which contains an enameling room 24x36, having three ovens, two 12x13 and one 6x6. The floors are of cement and the walls and ceiling sheet-iron. The plunging room is 16x16. The ovens are arranged for fuel gas, natural gas and coal. The main building was next visited. The machine room is 76 1-2x156 1-2 inside. It is now partly filled with the latest improved machines, which were running to their full capacity. The forge and blacksmith shop, 35x50, contains one trip and four drop hammers, and ten brazing fires, which are fed with natural gas. In the engine room is a 125-horse-power engine and a hundred-horse-power boiler. Enough room has been reserved to duplicate this. This building is 30x40. The tool room contains fourteen machines, and next to it is the draughting room. Before leaving the machine room our attention was attracted to several fine machines made by the Toledo Machine and Bolt Works. One of them was an automatic chain machine. With this the company will make its own chains. Near this was one of the finest rim machines manufactured. The six turning machines were also worthy of notice. Near these was a machine (the only one in use in the country) which would take a bar of cold drawn steel and turn out cones and bushings. Then there were spoke header and threading machines, also one for the turning out of sprocket wheels. Of the latter there is only one



or two in the country. Mr. Yost was thoroughly at home in describing these machines, and wore a broad smile of satisfaction at the hum of the numerous machines on this one floor. The second floor of this large building contains an assembling room, polishing room with ten polishers, finished stock room, plating, coppering and buff rooms. In the construction of these works no expense has been spared and Mr. Yost is determined in his new departure to be in a position to fill all contracts promptly and to have sufficient capacity to increase his output at will. The company has ample capital. We congratulate Mr. Yost upon his resuming manufacturing under such favorable circumstances, and we wish him success. In a few days samples will be in the hands of travelers.

The Philadelphia Show.

The committee in charge of the third annual cycle show announce that it has finally succeeded in making arrangements for the holding of this year's exhibit. The only obstacle in the way was that of the lack of a suitable building, but this has finally been overcome, as the managers of the new Philadelphia Bourse (at the head of which, by the way, is George E. Bartol, who, as a member of the Philadelphia Bicycle Club, organized the Associated Cycling Clubs, under whose auspices the shows have been given) have decided to allow

the use of the market-house which now occupies the site on which the mammoth Bourse building is to be erected. This building contains some 37,000 square feet of floor space, being about the size of the Madison Square Garden, in New York, and three times as large as Industrial Hall, in which the exhibit was held last season. The show will be opened on January 4, continuing ten days, and a prospectus of the same will shortly be mailed the trade, following the announcement which has already been sent to all manufacturers. The date, as will be noticed, is somewhat earlier than last year, but it is thought will prove fully as satisfactory to exhibitors. The reason for this was the fact that the building could not be secured later. The committee proposes to change the quarters into a handsome show hall regardless of expense, heating it with steam and lighting it by electricity. An office will also be immediately opened in the central part of the city for the transaction of all show business. There now appears to be absolutely nothing to stand in the way of the 1893 exhibit being far superior to either of those previously held, as the fact of adequate quarters having been secured will ensure the entire support of the trade, whose only objection last year was on this score. The Philadelphia show is now looked upon as an annual trade fixture, and the "base imitations" of last year in other cities only served to establish it more firmly in the estimation of those most interested, as the result of the REFEREE's canvass amongst the trade fully proved.

The New Swift Factory.

E. M. Newman, a member of the Lincoln C. C., is completing plans for the new factory of the Coventry Machinists' Company, at Richmond, Ind. There will be four buildings. One will be three stories, 55x250 feet, one two stories, 60x100 feet, another two stories, 40x60, and another two stories, 60x80 feet. They will be of brick, with mill constructed interior. With equipment the cost will be \$100,000.

The New Works Started.

Under date of Oct. 22 the Eclipse Bicycle Company writes from Beaver Falls, Pa., as follows: "We started our works yesterday and have things in good shape, and are about ready to commence with a capacity of at least 1,000 machines per month. We expect to build a very much better wheel this year than ever before, and one that we know will be as good as anything made. If you want to see one of the finest plants in this country, and one that is true to the picture on our letter heads, come down and we will be glad to show you around. The machinery is operated by water power and the buildings heated entirely by steam and lighted by incandescent lamps, the current taken from our own dynamo. We think everything is in shape to do quite a business."

Peoria Trade.

A representative of the Grant Anti-Friction Ball Company, of Fitchburg, Mass., was in Peoria last week showing samples of its new process balls. The salesman in question was Robert Grant and he claims his company has the best steel ball for the money on the market. He managed to secure a number of good orders before leaving the city.

Charles E. Duryea, of flying machine and bicycle fame, has taken up his residence in Peoria. He will superintend the construction of the Sylph and Rudge cycles, which will be built at the new factory recently started here.

F. H. Henning, of Kirkwood, Miller & Company's bicycle department, has gone

...:GIVE US A REST:...

We Hear Them Cry,



When "Raleigh wins," so oft they spy—
'Tis Zimmie here and Canter there,
And gallant Linton, of Aberdare;
Kempsey and Bate keep up the game,
With Banker and Hess of U. S. fame,
Gericke, Lister, Walker, Stott,
Jacques, Wheeler, Hartford, Kidd and Scott,
For Raleigh riders, legion named,
Throughout both hemispheres are famed.



THE RALEIGH CYCLE CO., LTD.

GREENWICH and BANK STS., New York.
(ABINGDON SQUARE.)



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

BRETZ & CURTIS

*MANUFACTURING CO.,
of PHILADELPHIA,*

Are shipping the

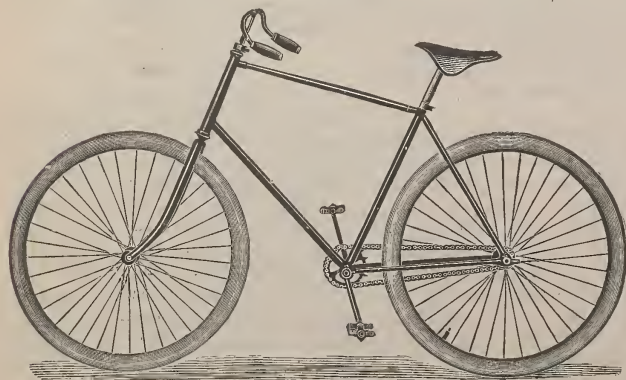
Scorcher Safeties

to the best people in the land.

HADN'T YOU BETTER TRY ONE YOURSELF?

Hollow Rims on all our Machines.

"It runs the easiest of any machine I ever rode." That is what every one says who rides our wheel.



THE SMALLEY MODEL D.

Weight 34 lbs., wheel base 48 inches, front wheel 30 inches, rear wheel 28 inches, Morgan & Wright pneumatic tires, full ball bearings, rat trap pedals, cork handles. Enamelled red or black as ordered.

The workmanship and materials used are the very best.

Geared to 64 unless otherwise ordered.

A rider can push our wheel geared to 64 as easily as he could most wheels geared to 58.

Mr. Otto F. Merpall is in charge of our wholesale and retail store, 271 Wabash Ave., Chicago, Ill. General office and factory, Plymouth, Ind.

Correspondence solicited. Please mention this paper.

THE MARBLE CYCLE M'FG. CO., - - - PLYMOUTH IND.



CHRISTMAS
ISSUE,
1892,

Will be the Finest of all
the Referee's productions.

CONTRIBUTIONS

from the Most Famous of
English and American Cyc-
ling Journalists.



Profusely Illustrated..



NEWS,
HISTORY,
STORIES,
HUMOR,
COMMON SENSE.



To Subscribers,
FREE!

To Others,
25 Cents

Per Copy.

east with a full line of Telephone cycles. Before returning home he will appoint a representative to handle this line in the New England states. The past season has been a very successful one for the Telephone, and the outlook for 1893 is encouraging.

The four large jobbing houses in Peoria are at present busily engaged in testing samples of pneumatic tires, which have been put upon the market for 1893, to find the best and be in a position to know what they are buying.

Luthy & Company will continue to handle the Sanspareil for next season. They report a good trade on them this year, and are making extensive preparations for pushing them to the front next season.

Rudge Cycles to be Made in America.

Rouse, Hazard & Company, Peoria, Ill., are announcing their lines for 1893, and that they are going to be decidedly in it is evident from the fact they are to manufacture the world-famous Rudge cycles in this country from finished bearings, forgings, etc., imported direct from the parent factory, while the weldless steel tubing, from the Weldless Steel Tube Company, Birmingham, Eng., will be used throughout. This new arrangement will have the tendency to make the Rudge more popular than ever in

the cheaper and heavier. The other tire can be made to weigh three and a half pounds for racing purposes. The Bidwell company will put these tires on the market at popular prices, and they guarantee the very best Para rubber and will use their own valves, which in the past have given satisfaction.

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.:

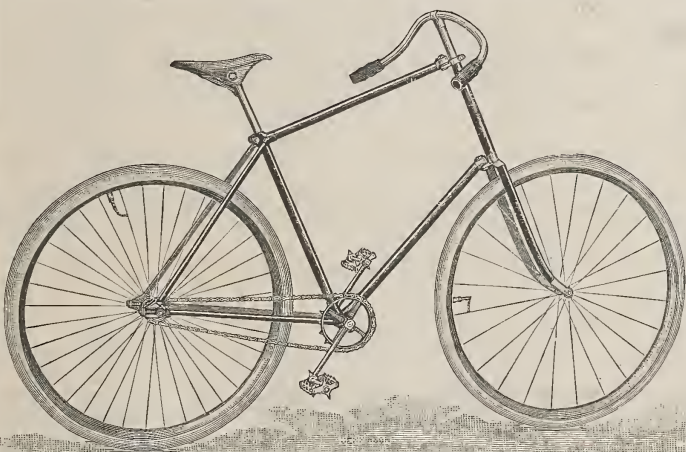
481,420, sectional pneumatic tire; Francis Gleason, Philadelphia, Pa.; filed Feb. 27, 1892; serial No. 423,041.

484,492, chain adjustment for bicycle; James S. Copeland, Hartford, Conn., assignor to the Pope Manufacturing Company, Boston, Mass.; filed April 20, 1892; serial No. 429,822.

484,675, vehicle or other wheel; Arthur W. Robinson, Sheldon, England; filed April 9, 1892; serial No. 428,479; patented in India May 20, 1889.

484,681, adjustable seat support for bicycles; George H. Smith, Rhodes; Richard K. Hartley, Chadderton, and Isaac S. McDougall, High Broughton, England; filed Oct. 29, 1891; serial No. 410,233; patented in England March 21, 1891.

484,712, bicycles; Richard K. Hartley, Chadderton, England; filed Aug. 31,



20-POUND RUDGE RACER (RED RIMS).

this country, as the saving in duty will allow R. H. & Co. to furnish these most popular wheels on much more favorable terms. They already have English-made samples in stock, and Fred Patee is now in the east with same, and will, without doubt, do business. A twenty-pound Rudge racer with red rims, illustrated in this issue, will be placed on the market at an early date. It will be heard from several times during the season of 1893.

The New Bidwell Tire.

Frank White, of the Bidwell Tire Company, is now at the Palmer House, Chicago, entertaining a host of bicycle manufacturers in showing the new Bidwell tires. The one that struck us most forcibly was the tire made of cotton fabric with a rubber covering. The two are separate, but when put on the rim they are cemented together very slightly. The peculiar feature about the fabric was that inflating did not expand it, but contracted the tire, and therefore the harder it was blown the closer the tire would hug the rim, and also that the tire could be contracted to fit a thirty-inch or a twenty-eight-inch rim. Another tire had the fabric vulcanized to the rubber covering. The former need not necessarily be cemented to the rim. For repairing, an opening seven inches from the valve is unlaced. The vulcanized fabric tire is

1891; serial No. 404,280; patented in England Sept. 6, 1889.

Trade marks, 21,873; bicycles, velocipedes and accessory articles; The McIntosh-Huntington Company, Cleveland, Ohio; filed Sept. 17, 1892; essential feature, the representation of a horse and the words "Nancy Hanks."

The New Garford Factory.

The Garford Manufacturing Company, Elyria, O., writes: "The new factory is fast approaching completion, and will be under roof within the next ten days. Contracts for machinery have been placed in the main. The engine and boilers are being put in, and before a great while we shall expect to see smoke issuing from the new stack. Nearly all of our machinery is to be automatic. Our capacity in the present factory it is estimated will be at least 1,000 saddles per day. Present contracts, however, indicate that even this capacity will be more than pushed next year, and negotiations for increased facilities are already under way."

Increased the Stock.

The Toledo Bicycle Company a short time ago decided to increase its capital stock, and last Wednesday the last of the new stock had been taken by local capitalists. The company is now in a



CHRISTMAS
ISSUE,
1892.

If you are a Maker, Im-
porter or Jobber of

CYCLES,
TIRES,
BELLS,
LAMPS,
PEDALS,
DROP
FORGINGS
TUBING,
OR
SUNDRIES OF ANY
KIND,

You are invited to send
details for insertion in
our . . .

TRADE DIRECTORY

Free of Charge.



The Christmas Issue will
be Larger, Better and gen-
erally more interesting
than ever.



To Subscribers,
FREE!

Single Copies,
25 Cents.



NO, THANK YOU, WE DON'T WANT THE EARTH.

Unlike some people in the Bicycle business (who are not satisfied with less than 100% profit) we always try to make—



CLOSE FIGURES on all of our Wheels, knowing that we are giving full value for the money, and that—



A GOOD JUDGE can readily see we are making—



A BIG OFFER when we sell a High Grade Pneumatic for \$90.00 that would cost you \$135.00 elsewhere.

COLD DRAWN WELDLESS STEELFACTS AND LOW PRICES,

TWO VERY ESSENTIAL POINTS FOR BICYCLE RIDERS TO CONSIDER.

- | | | |
|--|----------------------|---------------------|
| No. 123—20 inch Boys' and Girls', Enameled and Nickered, Tangent Spokes | List, \$22.50 | Net, \$12.60 |
| No. 121—22 inch Boys' and Girls', Enameled Frame, Nickered Trimmings | List, \$25.00 | Net, 13.80 |
| No. 1—24 inch Boys' and Girls' Combination, Cone Bearings, Tangent Spokes, Solid Tires | List, \$35.00 | Net, 18.00 |
| No. 130—24 inch Boys' and Girls', Combination, Ball Bearings all around, Solid Tires, SPRING FORK | List, \$40.00 | Net, 24.00 |
| No. 125—25 inch Boys', Cone Bearings, Solid Tires | List, \$30.60 | Net, 18.00 |
| No. 124—25 inch Boys', Cone Bearings, Cushion Tires | List, \$35.00 | Net, 21.00 |
| No. 128—26 inch Boys' and Girls', Combination, Ball Bearings to Wheels, Cranks and Pedals, Cushion Tires | List, \$50.00 | Net, 30.00 |
| No. 3—28 inch Ladies', Ball Bearings all around, Yost Saddle, Dress Guard, SPRING FORK, Cushion Tire to rear Wheel, | List, \$75.00 | Net, 45.00 |
| No. 3—28 inch Ladies', Ball Bearings all around, Yost Saddle, Dress Guard, SPRING FORK, Cushion Tires to both Wheels, | List, \$80.00 | Net, 48.00 |
| No. 4—30 inch Gents', Ball Bearings all around, Yost Saddle, SPRING FORK, Cushion Tire to rear Wheel | List, \$90.00 | Net, 54.00 |
| No. 4—30 inch Gents', Ball Bearings all around, Yost Saddle, SPRING FORK, Cushion Tires to both Wheels | List, \$100.00 | Net, 60.00 |
| No. 201—30 inch Ladies' and Gents', Combination, Ball Bearings all around, Tangent Spokes, Nickered to intersection, Diamond Frame, Cushion Tires to both Wheels | List, \$90.00 | Net, 63.00 |
| No. 210—30 inch Dunlop Gents', Ball Bearings, Garford Saddle, Cushion Tires, Cork Grips | List, \$120.00 | Net, 72.00 |
| No. 221—28 inch Ladies' 2-inch Dunlop Pneumatic, Ball Bearings, all around, Garford Saddle | List, \$150.00 | Net, 90.00 |
| No. 250—Meacham Dunlop Pneumatic, 30-inch wheels, Ball Bearings all around, Cork Grips, Garford Saddle, Diamond Frame, | List, \$150.00 | Net, 90.00 |
| No. 8—Meacham Scorchers, Gents', Wheels—30 inch Front, 28 inch Rear, 2-inch H-T. Perfection Pneumatic, Ball Bearings all around, H-T. Saddle, Weight 34 lbs. | List, \$160.00 | Net, 96.00 |

E. C. MEACHAM ARMS CO.

—CAPITAL PAID IN, \$300,000.—

SEND FOR CATALOGUE.

ST. LOUIS, MO.

position to increase its capacity, which is being done at this writing. W. C. Brewer is the new manager and since assuming the management has infused new life and energy into the work. The spring safety will not be pushed, but in its place 100 twenty-four pound racers will be made, and for the regular stock there will be a thirty-three pound scorcher with a forty-five inch base, ten and a half inch head and twenty-eight and thirty inch wheels. The roadster will weigh thirty-eight pounds. We are able in this issue to show illustrations of the Dauntless, both ladies' and gentlemen's. For the 1893 trade the Toledo company is able to show an empty warehouse, having sold all of the 1892 stock, and now with a capital stock of \$200,000 the Dauntless will be heard of throughout the country.

Chicago Trade Jottings.

Prince Wells was in town last week. Mr. Hughes, of the Quadrant Cycle Company, is still in Philadelphia. The T. D. Gause Cycle Company expects to carry over very few '92 wheels.

Martin Rotier, editor and proprietor of the *Pneumatic*, Milwaukee, called Thursday.

W. W. Kenfield, of the Rochester Cycle Company, was in Chicago last week.

With several of the houses trade remains good, a wheel or so being sold every day.

Considerable capital has been added to the Illinois Cycle Company, of which H. J. Winn is president.

The Gormully & Jeffery company has now gotten to where it can attempt to fill orders for G. & J tires for the English market.

F. Howard Tuttle leaves Nov. 1 to enter his position with E. C. Stearns & Company, for whom he will travel in the northwest.

It is rumored that Fred Patee is to join the Chicago forces as manager of a large retail cycle establishment to open in the spring.

Mr. Blake, representing Luthy & Company, was in Chicago last week; so also Frank Henning, the popular manager of Kirkwood, Miller & Company.

Charles H. Meade, of the Humber-Rover Cycle Company, will be married Nov. 22 to Miss Catherine McKenzie, at the home of the bride, 423 Fulton street, Chicago.

P. H. Sercombe, of Milwaukee, called last week, and the first thing he did was to hand the clerks a liberal supply of advertising matter. Mr. S. is all business and push.

F. J. Reville, of Boston, has taken R. D. Garden's place as manager of the Pope company during Mr. Garden's absence at Hot Springs, for which place he left early last week for his health.

L. W. Friedberg has established a repair shop at 2760 Commercial street, Ravenswood, where in the evenings he does many jobs for the suburbanites. He is at work on a tandem for his own use.

The Heartly Machine Works, Toledo, is running to its utmost capacity on orders for special machines for bicycle manufacturers. Mr. Heartly spent last week in Chicago and was a visitor at the REFEREE office.

W. W. Kenfield spent the best part of last week in the city, and favored the REFEREE with a call. Mr. Kenfield is president of the Rochester Cycle Manufacturing Company, a concern which has met with considerable success. The agents who handle the Rochester are

among the best in the country. Mr. Kenfield is now in Peoria.

Stephen Golder will be in Chicago this week, so report says.

The Hill Cycle Company, Chicago, was incorporated Monday with a capital of \$50,000. The incorporators are Mr. and Mrs. Hill and Mr. Fowler.

R. S. Beard, of Milwaukee, forwarded to the Coventry Machinists' Company, last week, a case of twenty-four bottles of Milwaukee export beer, in appreciation of the excellent qualities of a Swift safety, ridden by him. Rather an elegant testimonial!

Among the callers last week was Alfred Bednell, of Taylor, Cooper & Bednell, Coventry, manufacturers of the Raglan. Mr. Bednell has closed with his agents in this country for another year, and sails in a few days for home with the satisfaction of knowing that

livery, and at this time of writing 800 have been delivered. The W.-H. Company has booked orders for every one of the thousand. E. R. Larned, formerly with Horton, Gilmore, McWilliams & Company, is now on the road for the house.

Miscellaneous Trade Jottings.

The Ames & Frost factory is finished and machinery is being placed.

It is reported that the Stover company will use Air-Tight tires this season.

The Peerless Manufacturing Company, Cleveland, is hard at work on the 1893 samples.

The B. F. Goodrich Rubber Company shipped a few days ago fifteen hundred tires to England.

A. U. Betts & Company, whose goods were first put on the market through the medium of the REFEREE, report a phenomenal season. Mr. Betts is now

company controls considerable territory on these wheels.

We wish to draw the attention of our readers to the announcement of the Bretz & Curtis Manufacturing Company regarding its 1893 saddle. The Solid Comfort has caught on.

The Rovers for next season will be a leading line. The racer will weigh twenty-three pounds, road racer thirty pounds, roadster thirty-eight pounds, and ladies' wheel thirty-five pounds.

The Thistle eighteen-pound racer, built by the Fulton Machine Works, has proven all its builders could have asked of it. After trials on the road under heavy men it still stands rigid and true.

The Quinton Cycle Filling Company of Coventry is illustrating, in this week's issue, its specialties. The company says it is in a position to execute large orders, and claims its fittings to be made of the very best material.

J. Elmer Pratt says: "We will see the greatest reaction in the bicycle business next year ever known. Old dealers will continue to increase their business owing to their immense agency system and selling capacity."

J. K. Starley busied himself, while in this country, gathering data for after-dinner speeches in Coventry, where he is an alderman and noted speaker. He visited the stock yards, Dwight and many other points of interest in and about Chicago.

The Chapman Hardware Company of Toledo, recently purchased the stock of C. W. Munson of the same city. The latter gentleman thus retires from the bicycle business and is now negotiating to sell his interest in the stand which he put upon the market this season.

Grah, the Columbia agents in Toledo, failed recently, and the Pope Manufacturing Company has appointed the Chapman Hardware Company agent. The Overman company on learning that the Chapman company had been appointed agent, withdrew the Victor agency and placed it in the hands of Collon & Hickock. A merry war is now going on between the two firms.

W. W. Kenfield, president of the Rochester Cycle Manufacturing Company, has recently made the following agencies: George Worthington Company, Cleveland, for the state of Ohio; Anderson Manufacturing Company, Detroit, the eastern half of Michigan; Perkins & Richmond, Grand Rapids, western half of Michigan; H. T. Hearsey, Indianapolis, state of Indiana; G. C. Sweet, Buffalo, for that city, and Benjamin Andrews, Syracuse.

Trade in the western country has been greatly overstocked this season by irresponsible salesmen, who predicted an unprecedented boom to induce sales. J. Elmer Pratt found one firm with fifty-eight of one make of wheel left over. Salesmen who have the best interests of their houses at heart sell a man only such a quantity of goods as they think he can sell. The boomer must suffer in his next season's trade, if he dares travel in that region again.

Gormully & Jeffery's fall business is astonishing. Not a day goes by that one or more wheels have not been sold, the majority being the new diamond framed Rambler, 1893 model. In bringing out and marketing this wheel this fall, instead of waiting until spring, Gormully & Jeffery have made no mistake. Other dealers could have followed the example and, by selling part of the trade now, saved the inevitable rush and shortage of goods in the spring.

John Palmer has for the past few months been at work with the B. F. Goodrich Rubber Company, Akron, O.,



the Raglan has gained a firm foothold in the United States and Canada, and also that the orders he received on the trip are far in excess of those of last year. Harbor Brothers, Bloomington, Jansson of New York, and Bostwick & Company, Toronto, are the wholesale agents.

H. T. Sperry, president, and W. L. Speery, secretary and treasurer of the Sperry Cycle Company of Denver, Colo., were in Chicago last week with the Cycle Signal Corps of Denver. W. L. Sperry is the young man who, with two bones broken in his hand, coasted down Pike's Peak with Eugene P. Blake of Luthy & Company on a tandem.

The Woodruff-Hanchette Company, of this city, manufacturers' agents, has been dabbling in wheels to a more or less extent this year, and has sold upwards of 800 high grade wheels. A few days ago a contract was closed with the C. F. Stokes Manufacturing Company for 1,000 medium grade wheels for immediate de-

making arrangements to double his output for 1893.

Monarch racers and road racers for '93 will have twenty-inch front and thirty-inch rear wheels.

Cushman & Denison, New York, deny that they intend putting on the market a high grade wheel next season.

The Stover company has sold every machine of its '92 output. Next year's output will be greatly increased.

The Machine shop of the Indiana Bicycle Company, Indianapolis, was destroyed by fire Tuesday night. Loss, \$30,000.

Thomas Knight, of the Knight Cycle Company, St. Louis, and a prominent wheelman, died at Owen Sound, Can., Oct. 16, where he was visiting his former home.

The George Worthington, Company, Cleveland, will again handle the Ariel, Rochester and Grand Rapids cycles. The

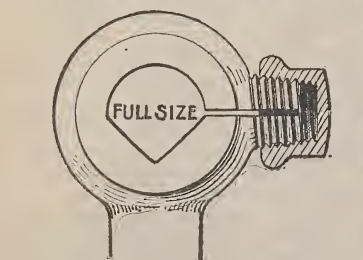
perfecting his tire and improving it in every way. The work is now about finished and samples will soon be in the hands of travelers. Our readers are familiar with the tire. The valve is a new one, on which patents have been applied for. From the one shown we conclude it will be a success. The patents for Palmer's fabric tire has not as yet been granted.

The Hackney Hammer Company, Cleveland, has incorporated its bicycle department into a new corporation, to be known as the Hackney Bicycle Company. A new building has been secured and new machinery purchased, and the 1893 samples will soon be in the hands of its travelers. Mention of this concern was made some time ago in the REFEREE. Heretofore the output of the Hackney company has been contracted by the Birmingham Hardware Company, Cleveland.

Morgan & Wright tires for 1893 will be branded with the firm's name and "patent applied for." The firm finds this necessary, owing to the many imitations of its tire on the market. Despite these imitations, Morgan & Wright retain all their trade and are securing new contracts daily. Users of this tire last season will not soon forget the many favors granted them by this firm, nor that M. & W. had a year's experience on the very tire others are claiming to make better. As during the past season, M. & W. will repair tires free of cost.

Sercombe-Bolte's New Crank.

The cuts herewith show the new crank manufactured by the Sercombe-Bolte Manufacturing Company of Milwaukee. The concern writes the REFEREE as follows about the new device: "We shall supply these cranks to the trade at an unusually low figure, although they are by all odds the best cranks on the market. They are very stiff, very light, and fastened to the crank-shaft by a device that has more strength than six cotter-pins combined, at the same time by two revolutions of the nuts they can quickly be made so loose that they can be taken off with the hand without further use of tools whatever. To explain more clearly, the thread on the clamp portion is also cone-shaped, and by screwing the nut down it grasps the axle so firmly that no one will ever suffer from a loose crank."



At the same time, for repairs they are more quickly removable than any other make. Owing to the shape of these cranks we can have them drop forged so that very little work is required to perfect them."

Stolen.—\$15 Reward.

WORTH, No. 1,180, both wheels white enameled. \$15.00 reward. Repair shops please look out for this wheel.

24 Cash Prizes.

We desire to thoroughly introduce our Sunol Bicycles throughout the United States in 1893, and in order to give them such an introduction, we realize that we must advertise liberally and well. We are willing to advertise liberally, but that it may be done well, we must have a supply of bright original advertisements. We therefore make the following offer for the best 24 advertising ideas, first prize to be awarded to the author of the best, second prize to the author of the second best, etc.; decision to be made by three competent judges:

1st Prize, \$200. 2nd Prize \$100. 3rd Prize \$50.
4th Prize, \$25. 5th to 24th Prize, \$10.

We will also pay \$5.00 for each idea not securing a prize that we think we can make use of. Contest closes January 15th, 1893. For particulars as to the nature of advertisements required, etc., address—

The McIntosh-Huntington Co.,

Adv. Dep't.

Cleveland, Ohio.

THE RACING BOARD'S DOINGS.

Bliss and Keator Suspended — Johnson's Record Sent Back.

The racing board, with every member present, labored long at its session at the Great Northern Hotel. All of Saturday morning and Saturday night, and up to the early hours of Sunday it was in secret session, while the remainder of the Sabbath was devoted to a meeting of the board and the executive committee. The readers of the ordinary cycling journal must wait a week to learn just what transpired at that meeting, while the official hand-organ will be permitted to dish it up in its next issue. But, of course, some things leaked out, and it is now known that Roy Keator has been suspended pending an investigation into his amateur standing. Just what the charges are not one of the board will state. It is also known that Julien P. Bliss, of the Chicago C. C., has been laid on the shelf for sixty days. It is claimed that Bliss repeatedly entered and rode in class races to which he was not eligible, and that the evidence was so strong against him that the board could do nothing but suspend him. As a result he loses several prizes he has won in class races.

Windle's records were all accepted, but those of Johnson were not. However, they will be, though they will be in a separate class. It seems that Johnson's claim for records was in type-written form, signatures and all, and as the rules provide that the signatures of the referee, judges and timers must be attached, the application was sent back for these necessities. Windle was given credit for a flying mile in 2:02 3-5 and 2:05 3-5 for the standing start mile. The flying half in :57 4-5, two miles in 4:28 3-5 and five miles in 11:41 were also

records that were allowed the Milbury man. The board wrestled with several suggestions made to improve the racing rules, but the members were too secretive about this.

When the executive committee and the racing board met in joint session the subject of international races—likely to be held in Chicago next year—was taken up. There were many who were only too willing to go to England to confer with the delegates from other countries regarding the matter. Each pulled his own wire, but it was finally decided to send the league's president as the representative from the United States. Then the joint session took up the mighty amateur question. The members of that august body think they have hit upon a solution of the great problem, but they wouldn't give out any facts—they will appear in the hand-organ. It is doubtful if any of the members are in favor of cash prizes—Col. Burdette isn't, for he said so. He is alleged to have said this to a daily paper's representative: "If the League of American Wheelmen ever adopts the iniquitous divisible cash-prize system it will be when I am too dead to oppose it. The very influence which has prostituted that branch of cycle racing known as the professional or cash-hunting crowd, will disintegrate the entire fabric of the association and fill the ranks with prototypes of those very personages that are now pigeon-holed and tabulated as 'objectionables.'"

For Better Roads.

There was a good representation at the good roads convention at Central Music Hall, some of the most prominent men of the country being in attendance, among them Col. Pope of Boston, Clem Studebaker, Col. George Pope, S. T. K. Prime, Gov. Fuller of Vermont, Gen.

Roy Stone of New York, and Judge Griswold of Connecticut. Gov. Fuller was made temporary chairman. Addresses were made by Gen. Stone, Isaac B. Potter, Prof. Campbell, Gen. Post, J. G. Berrykill, Dr. C. B. Ripley, W. L. Webber, Clem Studebaker and others. Gen. Stone said that in the state of Illinois the money loss by bad roads to farmers alone is estimated on good authority at \$16,000,000 per annum. This, of course, is not the whole tax, since the people in towns bear their full share in loss of trade and increased cost of living, but it will be a safe basis of calculation, and at this rate the total loss for the United States would approximate \$300,000,000 per annum. The average earnings of capital in this country may be taken at three per cent, at which rate this \$300,000,000 is the interest on \$10,000,000,000, or one-sixth of the entire wealth of the country.

Judge Thayer, of Iowa, was elected president, and S. T. K. Prince secretary. The following committee on constitution was named: Gen. Roy Stone, New York; Horace Porter, New York; P. S. Post, J. N. Stahl, T. H. Hackett, F. W. Gercould, Illinois. A. A. Pope, Massachusetts. The committee presented a constitution and the convention adjourned.

The Triumph Cycles.

Mr. S. Bettman is now in this country locating agencies for the Triumph. We herewith present a portrait of one of the managers of this company. The gentleman is well known throughout the cy-



M. J. SCHULTE,
Manager Triumph Cycle Company.

cling centres in England and the continent and is also a speedy rider. The last time the writer saw him he was lugging off a valise as a third prize in a mile race in Coventry.

At the fall games of the Cornell College A. C., at Ithica, N. Y., last Saturday, C. D. Dreier of the Chicago C. C. won the two-mile bicycle race in 6:07 2-5. The former Cornell record was 6:15 4-5.

LOST.

Derby bicycle, No. 407, from hallway No. 162 South Canal street, about 2:30 p. m., Oct. 19. Has no lamp bracket, brake or chain guard, and is fitted with Strauss' pneumatic tires, 2-inch rear, 1 3/4 front, Garford Scorcher saddle and rubber pedals. Handle-bar is of the upward curved pattern for tall rider and has cork handles. \$25.00 reward for recovery and conviction of thief.

DERBY CYCLE CO.,
162 South Canal St

SUBSCRIPTION PRICE OF THE REFEREE
—\$2.00—