

CYCLING.

RACING AND THE LEAGUE OF AMERICAN
WHEELMEN.



THE 1899 meeting of the National Assembly of the League of American Wheelmen will be held at Providence, R. I., during the second week in February. At that time the question of the retention or relinquishment of control over racing affairs in the United States will come up for discussion, and possibly for ultimate decision. For over two years past, differences of opinion upon this matter of League policy have troubled the entire organization; and the minority sentiment in favor of abandonment was so seriously entertained at the last February meeting that, before adjournment, the Executive Committee was instructed to investigate, and report a year later, upon the feasibility of relinquishing the conduct of the sport to another organization, owing to the growing opinion among members that the two should be divorced. The text of that report is not, of course, available at this time, but the personnel of the committee, composed of officers known to hold decided and conflicting views, leaves little to be doubted that whatever recommendation is offered, will lack unanimity, and make it clear that the whole matter will be referred to the Assembly, with no show of progress toward settlement as a result of a year's debate in committee.

The national organization is singularly divided on the question of expediency involved. At a meeting held at Chicago in December, a number of mid-West League of American Wheelmen officials, among them Mr. George D. Locke, Mr. C. W. Mears, Mr. F. D. Valkenberg, and Mr. Wallace Sherwood, respectively chief consuls of Illinois, Ohio, Wisconsin, and Indiana, informally declared themselves in favor of the continued control of racing by the League. At nearly the same point of time, the board of officers of the New York State Division, in annual meeting at Rochester, practically declared against the retention of racing control. There was a spirited contest over the retention of the State racing board by the division; at the end of the discussion, the vote stood 33 against the retention of the State racing board to 8 in favor of it. A resolution was finally passed striking the words "racing board" from the constitution and by-laws of the division. Meanwhile, prominent clubs both East and West, passed resolutions favoring the one course or the other, a careful canvass of them showing, however, a decided reference for relinquishment, the usual form being that advanced by the Century Wheelmen, of Philadelphia, Pa., one of the best known League clubs in the country, as follows: "Resolved, That it

is the sentiment of the Century Wheelmen that the League of American Wheelmen abandon control of cycle racing."

Unless amicably and permanently settled, this problem plainly threatens the peace and harmony of the national body. A two-thirds vote is necessary to inaugurate a change; but if I were to risk a prophecy at this time, it would be to the end that such a majority would be forthcoming. The present inability of the national racing board, well officered and well equipped as it is, to govern the whole mass of racing men; and the difficulty or impossibility of sustaining its rulings on all occasions, together with the fact that more than one-half of the best tracks in the United States have been alienated from the League of American Wheelmen within the past twelve months, make inevitable a change, or a crisis of endless possibilities for harm to the sport. In Greater New York alone, Madison Square Garden, Berkeley Oval, and Manhattan Beach tracks have all been suspended from League of American Wheelmen privileges, and the sport in the metropolitan district, under the control of the League of American Wheelmen, has been practically smothered since the midsummer of 1898 in consequence. A like condition prevails in many other cities. The action of the board of officers of the New York State Division, already quoted, removes all mention of racing from its constitution and by-laws, and practically burns the bridge behind the resolution to relinquish in the most influential of divisions, and makes resumption a matter of extreme delicacy and difficulty.

It may earnestly be inquired in what hands amateur racing will find itself if divorced from the League of American Wheelmen. No definite answer can, at this time, be ventured. Its control should naturally be exercised by organizations representing the leading tracks, on the one hand, and racing men's organizations on the other—not by a body made up almost wholly of riders having no active connection with racing or track management. The recently organized National Cycling Association—so self-styled—waits the opportunity which it confidently expects will follow the February meeting of the Assembly, to assume direction over all branches of the sport. In the National Cycling Association, the interests of the leading track owners are dominant, but it is fortunate in having enlisted the active participation in its enterprise, of many of the most experienced and efficient men latterly identified with cycle racing in the United States; still the details of its plans are yet unrevealed, and League sentiment is somewhat incredulous concerning it. It is barely possible that the League of American Wheelmen will separate itself from attempted control of professional competition, and retain the government of amateur sport alone; or, if racing is divorced altogether, the American Amateur Union may be willing to accept the latter charge. It can scarcely be doubted, however, that if the League of American Wheelmen finally decides against retaining racing control, either wholly or in part, some means will be found to take up what it relinquishes, and adequately care for it.

THE IMPENDING ELECTIONS OF THE LEAGUE OF AMERICAN WHEELMEN.

President Isaac B. Potter, of the League of American Wheelmen, has definitely announced his unwillingness to stand for re-election, and the question of officers for the ensuing year has become a vital one. Pennsylvania and Massachusetts have already combined on Vice-Consul Thomas J. Keenan, of Pittsburg, Pa., as a presidential candidate. C. Frank Kireker, of New Jersey, who is also mentioned in connection with the same office, is handicapped by the fact that the present treasurer, who is booked for another year, is also from New Jersey, and is using official influence for Mr. Keenan. For the first time in the history of the National Assembly, Pennsylvania will have a larger delegation than New York—47 as against 46—which augurs well for Mr. Keenan. Candidates for other offices are still in debate.

CANADIAN WHEELMEN'S ASSOCIATION.

Montreal has already put in the field candidates for the highest offices in the gift of the Canadian wheelmen's Association: Louis Rubenstein, the present Vice-President, and A. B. Rattray, chief-consul of the Montreal district, for the Presidency and Vice-Presidency respectively. The Province of Ontario men whose names have received the most consideration are E. B. Ryckman, of Toronto, and Dr. J. D. Balfour, of London, Ont. Mr. Ryckman is looked upon as the stronger candidate. For the Vice-Presidency, no candidate has yet been announced from Ontario, although the friends of H. B. Howson, chief-consul of the Toronto District, support him for that office.

PROPOSED SIDE-PATH LAW FOR NEW YORK STATE.

An act in relation to the use of bicycles on side-paths, for licensing bicycles, for the appointment of side-path commissioners, and to provide for the construction, maintenance, regulation, preservation and shading of side-paths, drafted by representatives of the wheelmen from all sections of the Empire State, will be presented to the present legislature as soon as the right opportunity offers. This bill applies to all the counties of the State with the exception of Albany and Monroe, which have already laws of their own. It gives the power of appointment of side-path commissioners to county judges, instead of to boards of supervisors, which, were designated in the original draft of the measure, and provides that each commission shall consist of five members. The annual side-path fee to be collected from riders is fixed at fifty cents. The most important sections of the bill, not already noted, as it now stands are as follows:

Section 6. No person shall drive, lead, stand or hitch any horse, cattle, sheep, swine or other animals upon any side-path now constructed or hereafter to be constructed in this State.

Sec. 7. No person shall wilfully obstruct, injure or destroy any side-path or any portion thereof now constructed or hereafter to be constructed in said State.

Sec. 8. No person shall ride any bicycle on any side-path in said State at a greater speed than ten miles per hour. Bicycle riders traveling in opposite directions on said paths shall turn to the right in passing and every bicycle rider overtaking another on said paths shall turn to the left in passing.

Sec. 9. The side-paths heretofore constructed and hereafter to be constructed in said State are hereby placed under the control and direction of the boards of side-path commissioners of the various counties in which they are located.

Sec. 10. Any board of side-path commissioners, with the consent of the commissioner of highways, or other officer performing similar duties, having jurisdiction thereof, may remove limbs of trees, overhanging any side-path in the country wherein said board has jurisdiction, when in the judgment of said board the same shall interfere with the free passage of bicycles along said path.

Sec. 11. Any person who rides a bicycle on any side-path in this State in violation of any of the sections of this act, or does any of the acts by the provisions of this law forbidden, is guilty of a misdemeanor, and is punishable by imprisonment in any penitentiary or jail for a term not exceeding twenty-five days, or a fine of not less than five dollars or more than twenty-five dollars, or both such fine and imprisonment.

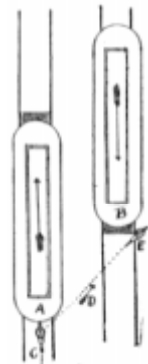
Sec. 12. Courts of special session having jurisdiction to try misdemeanors as provided by section fifty-six of the code of criminal procedure, shall have exclusive jurisdiction to try offenders in all cases occurring under this act, in the same manner as in other cases where they now have jurisdiction, and to render and enforce judgment to the extent herein provided; and said courts shall have jurisdiction of all said offenses committed within the county where said courts are held, in the same manner as though the defendant had been taken before a magistrate of a town where the offense was committed. THE PROWLER.

CYCLISTS AND ELECTRIC-CAR LINES.

The vacuum behind a swift electric car makes pedaling so easy for wheelmen that the temptation to utilize the car as a pacer is great. A common cause of bicycle accidents is due to a cyclist suddenly coming out from behind a car which he has followed, and attempting to cross the parallel track in front of a car moving in the opposite direction, as illustrated in Diagram I. Car A is going in the direction designated by the arrow. The wheelman is following at C. Riding is easy there, for the car takes off the force of the air. When the wheelman turns out he sometimes crosses as marked D, forgetting that a car (B) may be riding on the other track and in an opposite direction, with the result that he is either struck by the fender at E, or barely misses it. Of course, you can avoid riding behind electric cars on double-track systems. If you do ride, be sure that the other track is clear before crossing, or better leave the car on the opposite side to the track.

SIDE-PACING.

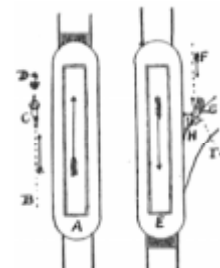
Some cyclists get practically the same benefit from a speedy electric by hugging its side, as shown in No. II. Car A is moving as indicated by the arrow, and the wheelman (C) is running along the line B. If the wind is right, and the bicyclist keeps in the right position with the car, the suction will draw him along and make pedaling easy. Many examples could be quoted of dangers from side-riding: for instance, a man riding on the front platform of the car dismounted at D, while the car was going, and the wheelman was unable to stop, and ran him down. In another case, car E was moving as indicated; a bicyclist (G) was keeping to the side of the car on the line F. Suddenly the front wheel of the bicycle encountered a flange rail at H, throwing the rider and breaking the wheel-fork. If the rider had taken the angle I in



crossing, the front wheel would have passed the highest of flange rails.

UNEXPECTED SHAKE-UPS.

Odd things happen to riders who make a practice of reducing labor by following in the wake of electrics. Two cases witnessed by the writer are presented in Diagram III. Car A was moving at a rapid rate, and followed close by two wheelmen at B. This was on a country line where the cars often ran long distances without a stop. But in this case something caused the motor-man to apply the brake and reverse the motor when at high speed, resulting in the piling up of the two wheelmen against the rear dash-board. Both were hurt

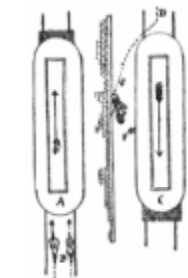


II: Unforeseen Trouble

and the wheels were damaged. Such accidents are avoided by keeping ten or twelve feet in the rear of the dasher. Of course, thereby the full benefit of the suction of the air would not be had, but it is better to lose some benefit than incur unnecessary risk. The other accident happened next a car in which the writer was a passenger. This car is marked C, and was followed by a wheelman at D. A muddy section of the road was approached and the wheelman turned out of the tracks on the line E. There happened to be a curbstone there and one pedal struck this curb, throwing the rider and bicycle over against the side of the moving car at F. The wheelman escaped with a few bruises, but the frame of the wheel was ruined by being pressed out of shape between the curb and side of car.

SWUNG BY A WIRE.

In cut IV are two singular accidents which were described to the writer by witnesses. Bicyclist B was pacing car A. It seems that a cross stay-wire had previously broken from its fastening at D, and swung from C down to the tracks. The car struck this wire and swung it in such way that one end caught around a pedal crank on the bicycle of the wheelman behind. The wire was turned a number of times about the crank, drawing the wheel sideways, two or three feet, on the ground, and throwing the wheelman, bruising him, and damaging the bicycle. In another instance a wheelman was following car F in same way, when a cross-road was approached. Here the team H was in readiness to cross, and the driver being in a hurry, supposed that the coast behind the car was clear, and promptly whipped up the horse to cross. But the wheelman was there and the horse

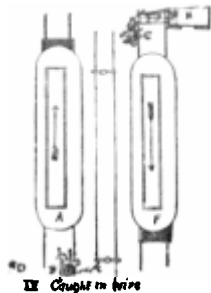


III: Close Quarters

struck him at the point G, resulting in injuries alike to rider, horse and bicycle.

TRICKS OF TRACKS.

The space between car-tracks is not always safe to wheel over, for one cannot see the ground until right on it. The accident illustrated in sketch V happened to the writer, who was following car A, when the front



IV: Caught in a Wire

wheel of the bicycle engaged with the frog in a cross-track at C, resulting in a spill in the mud and springing of the steering head of the bicycle. The next event happened to a wheelman who was pacing car D, and gave no thought to road conditions. An excavation was made at E by workmen and a flagman stood at F to warn teams and others. But no account was taken of cyclists speeding in the wake of cars, and consequently the wheelman referred to was surprised when his wheel dove into the ditch, bruising him and shaking up the bicycle generally. These are some of the dangers of using electric cars for pacing machines.

G. D. RICE.

NORTHWEST FROM CHICAGO.

The lake-sprinkled rolling lands of southern and central Wisconsin are now within four or five hours of Chicago by rail, or they may be reached in two or three days' easy riding by wheel. As the trip around the Chicago-Elgin-Aurora triangle is the most popular century course in the West, so is the journey from Chicago, northwestward, the most popular of tours. The particular charm of a cycle excursion in this direction is the nearness of the lake on the outward route and the excellent riding and change of scene afforded by taking the road further inland on the return. If the time available be one day, a leisurely tour may be made from Chicago to Evanston and return, a distance of about thirty miles; if two days, over the Waukegan century course, 100 miles northwestward, *via* Evanston, Wheeling and Libertyville, turning eastward at Saugatuck and southeastward at Waukegan, returning to Chicago *via* Lake Forest, Fort Sheridan and Evanston again. Three days will allow for a round trip to Milwaukee, about eighty-five miles each way, while a week will afford a splendid tour from Chicago to Milwaukee, with a return route through Oconomowoc, Waukesha and Lake Geneva, and thence down the superb Fox River Valley, past Huntley, Algonquin, Dundee, Elgin, St. Charles, Geneva, Batavia, Aurora, Downer's Grove and Hinsdale, paralleling for the last sixty miles the second and third sections of the Elgin-Aurora century course, outlined herewith.

The latter tour is approximately 250 miles in length, and is, in brief, a skeleton of the gigantic scheme cherished in the mind of the middle West, the great Sheridan Drive. This movement bids fair to accomplish more for good roads than any previous effort, however earnest and practical. While the undertaking may seem at first glance too stupendous to be attempted, a closer study of the situations and surroundings will convince any thoughtful person that all apparent obstacles may be easily surmounted, and that the eventual successful completion of the work is assured. By reason of the fact that the Lake Shore extension of the present Sheridan Road will connect by a fine boulevard the two great cities of Chicago and Milwaukee, and that for the greater part of the distance it will be within sight and sound of Lake Michigan, this eighty-five miles will undoubtedly retain its present fame and supremacy. But there are possibilities in the

western sections, where it winds through the wooded hills and valleys of the Fox and around the shores of many Wisconsin and Illinois lakes, which will make these portions of the completed Sheridan Drive fully as attractive from a scenic point of view. It may take the citizens of these townships longer to complete their portions of the work, by reason of less available funds, but when finished these sections will not suffer by comparison. At some places the sparseness of the population will not permit the speedy completion of the road on plans generous enough to be in keeping with its general character. This contingency has not been overlooked by the promoters of the enterprise, however, and, when the proper time zones, the citizens of Chicago and Milwaukee and other cities and towns will contribute to a general fund to be expended on such sections of the road as are fairly entitled to the co-operation of the general organization.

ANSWERS TO CORRESPONDENTS.

"ANDREWS"—Differences in form in golf are often puzzling, and amongst women more than men. The result of the tournament for the championship of the Woman's Golf Association of Philadelphia was one of those surprises that are not uncommon in this sport. Miss Edith Burt, of the Country Club, who made such a good showing at Ardsley in the championship contest, and Miss Frances Grisorn, of the Merion Cricket Club, who also played excellent golf on that occasion, were both easily distanced; and Miss Davids, the champion of last year, succumbed to the superior playing of Miss Elsie Cassatt, who at Ardsley was scarcely in the running.

T. B. F.—One hundred miles on the track were ridden in 3:11:01 1-5, by Constant Huret, at Paris, France, on October 20th. This marvelous performance was made possible, however, only by the employment of several electric pacing vehicles equipped with wind shields.

The 1898 English amateur championships, with their holders, are these:

One-quarter mile, T. Summersgill; one mile, W. A. Edmonds; five miles, A. S. Ingram; twenty-five miles, H. W. Payne; fifty miles, H. Chinn; two miles, tandem, Callaghan and Burand.

"MADISON."—If we look back to the days when bull-baiting and other brutal sports flourished, we will readily perceive why the bulldog always attacks the head and invariably retains his hold, no matter at what pain or peril to himself. The dogs were carefully bred to foster, certain qualities of gameness, tenacity of grip, and endurance. Their business was to rush to the head of the bull, pin him by the nose, and then to hang on to him, no matter what happened. To secure the tenacious grip, peculiar developments of skull, jaws, and muscles were essential, and these were secured by a careful system of breeding in the direction of the points desired. In course of time the head, jaws, neck, and shoulders became so curiously fitted to their purpose that the bulldog possessed an ability to retain his hold and to endure punishment which has

never been approached by an other member of the canine race which is without the bulldog cross.

WEST POINT.—The expedition was certainly a most remarkable one, and a distinct triumph for the wheel. If the cycle can outstrip the horse, not only on the good roads of thickly settled communities, but in the wild of the frontier, it must necessarily become a future military reliance whenever celerity of movement is required.

The other trip was around Long Island by twenty-eight picked men from Company E, Eighth Regiment, a record of 398 miles, ridden mostly in the rain. The squad started under the command of Capt. T. E. Lyon, with a cycle ambulance, a civil-engineer to make maps, and a photographer. Each man carried his rifle fastened to his machine, a haversack, canteen and cup on his back, a bayonet and cartridge-box at his belt, and an army blanket strapped to the handle-bar of his wheel. The course followed was via Creedmoor, Babylon, Patchogue, Center Moriches, Sag Harbor, Greenport, Riverhead, Port Jefferson and Oyster Bay, the party camping and foraging for provisions along the entire route, as though traversing a barren country. The most meritorious feat of the trip was accomplished by Priv. W. H. Dixon, who was dispatched at seven o'clock on the morning of July 21st with a message to be delivered at Jamaica, one hundred miles distant, in seven hours. Under the most unfavorable circumstances he completed the run in about eight hours' actual riding time.

In reviewing the results of his trip Captain Lyon said, in part:

"I think that it has been shown that the bicycle can be made an important factor in military operations, particularly in the direction of reconnaissance and for the sending of messages. Several times the company was distributed over a large territory and easily collected by messengers sent out, while the ride of Private Dixon proved conclusively that under the most adverse circumstances a bicycle can accomplish much more than a horse."