

# THE WORLD OF CYCLING.

## SUNDAY RACING.

### THE QUESTION THAT IS STIRRING THE L. A. W.

**A Strong Effort to be Made at the Coming National Assembly to Relax the Too Stringent Rules in Favor of Certain Sections.**

At the coming National Assembly of the League of American Wheelmen at Albany the subject of permitting Sunday racing will be discussed. Judging from present and past indications a strenuous effort will be made by not a few delegates to amend the racing rules in order that sanctions may be given by the Racing Board for Sunday meets. It is not probable that an attempt will be made to entirely strike out the rule, but that the clause will be so arranged that the privilege of giving sanctions shall be left optional with the various members of the Racing Board. That is, more to the point, that each chief consul of the various States or divisions shall be endowed with the power to permit Sunday races in his division.

#### WEST AND SOUTH.

The League has always made a strong fight against permitting Sunday racing, and has ever refused to take cognizance of women's races. All manner of vigorous punishment has been visited on promoters and owners of tracks, who have fostered Sunday races. By wholesale suspensions, expulsions and blacklisting the League almost succeeded in having Sunday racing discontinued. In California and Louisiana the body met with great opposition. On the Pacific coast the racing men who had been blacklisted formed a rival organization and promoted several meets, which were successful. The races were run at Santa Monica. Their success was all the more remarkable as the track was unfit for speedy exhibitions. R. M. Welch, California member of the Racing Board, exhausted every means in his power to stop the racing, but did not succeed.

At New Orleans the same trouble occurred last month. The races there were successful. The southerners like the Californians, looked favorably on Sunday racing. In the opinion of Arthur J. Stackpole, the veteran manager of racing men, Sunday racing should be permitted in certain sections of the country. He said that the only racing that will be profitable to promoters, riders and makers in California is Sunday racing.

#### GAIN AN OPENING.

The rigid stand taken by the League has resulted in some talk of forming a rival association that shall endeavor to assume control of bicycle racing. A preliminary move with that object in view has been made in the East. W. T. Corcoran, of Boston, manager of the Charles River Park track, is endeavoring to induce owners of the leading bicycle race tracks throughout the country to band together and organize under the title of the National Cycle Racing Association. He wants to place professional racing on a sound foundation. His idea is to establish three large circuits and to arrange for the appearance of foreign riders on American tracks.

#### MISSOURI MOVING

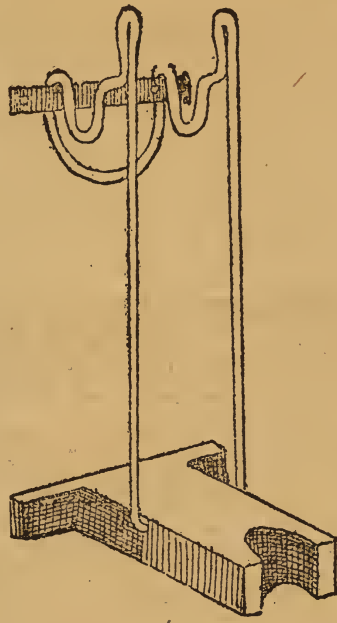
### In the Interest of Good Roads Legislation.

A good roads advocate says: "A bill will be introduced by St. Louis representatives at the coming session of the Legislature of the State of Missouri, part of which will bring up House bill, No. 508, which provides for the creation of a State industrial reformatory, where certain classes of criminals and those under age may be hired out to farmers under certain conditions. The bill will also make provisions for criminals and tramps to be employed on road improvements, and to create a Board of Charities and Correction, with jurisdiction over the above named reform measures. The bill, it is said, will do away with prison competition with honest labor. It is said that the farmers of Missouri would benefit by the employment of convicts on road improvements to the amount of \$12,000,000 annually, and it goes without saying that the measure would be of incalculable benefit to honest labor in abolishing the competition of the prison factories. Organized labor representatives say that they would be only too glad to hall a reform movement of that sort and aid in the passage of the bill."

#### A NEW RULE

### Made by the Century Road Club Ament Short Runs.

The Century Road Club of America has adopted a new rule which will interest the mileage fiends, recognizing a thirty or sixty day mileage record, under the same rules as those governing the century and mileage records for the calendar year. The club has also adopted the following rule: "The claimant, when sending in the claim for a record, must file with the committee an affidavit that the entire distance claimed was made on a wheel, unaided in any way, beyond pacing, together with a statement that all essential points of the claim as submitted are correct in every particular, the same to be sworn to before a notary."



### NEW BICYCLE RACK FOR RAILROAD CARS.

The various devices for the safe transportation of bicycles has been the bugbear of railroads in this vicinity for a long time, as well as the subject for careful study and thought by inventors whose work had more or less scientific value when completed. The latest thing in the shape of a bicycle holder had its initial trip on the New York Central Railroad the other day.

#### A LARGER FIELD

### Is What the New National Association is After.

The proposition to form a National Cycle Racing Association is already meeting with much favor throughout the country, and it is probable that nearly every cycle track of note will be represented at the meeting to be held in New York on January 5. It was at first intended to have only a half dozen tracks in the proposed circuit, but the demand has been so large that it is now intended to increase the circuit and the following tracks will probably make it up: Manhattan Beach, New York; Willow Grove Park, Philadelphia; Hampden Park, Springfield; Chester Park, Cincinnati; Fountain Park, Louisville, Ky.; Atlanta, Ga.; Park, new track; St. Louis, new track; Cleveland, new track; Columbus, Buffalo, N. Y.; Park, and parks in Manchester, N. H.; Brattleboro, Vt.; Keene, N. H.; Erie, Pa.; Denver, Col.; San Francisco; Birmingham, Ala., and Memphis, Tenn.

With such a strong aggregation as this large prizes could be offered and easily paid. There would surely not be a lack of interest in the circuit, as it would cover the entire country and be so divided that the press in both the West and East would devote a large amount of space to the events. It is the intention of the promoters to keep the matter before the public, and make every effort to have such an organization formed. Inducements will be made to the foreign cycle racers now in this country to remain in America and follow the circuit next season.

One of the plans is to arrange for a Western and an Eastern circuit, and near the end of the season have a combined circuit that the professionals may race for championship prizes.

#### A DARK HORSE.

### Sams, of Maryland, a Candidate For the Presidency.

The friends of Chief Consul Conway W. Sams, of Maryland, throughout the country have recently been booming him for the presidency of the League of American Wheelmen. The election will take place at the national assembly of the L. A. W., at Albany, N. Y., in February next, and the contest for the presidency is waxing warm. Mr. Sams is popular throughout the L. A. W., and if a compromise candidate was sought to reconcile all factions he would be an ideal one. With regard to the matter, Mr. Sams said the other day:

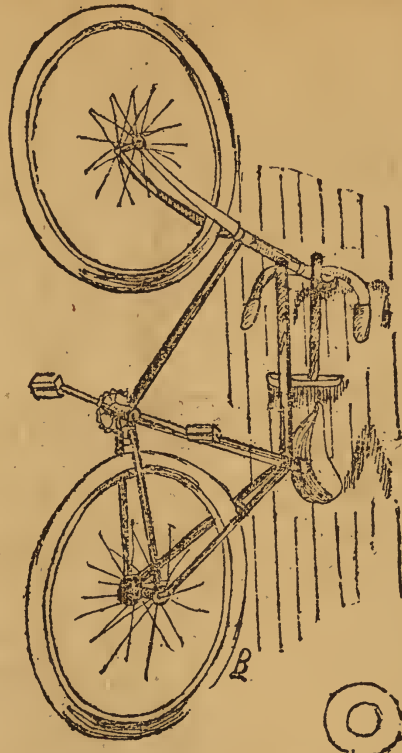
"I feel gratified, of course, at the kindly mention of my name for the presidency of the L. A. W., but I have not been, am not and will not be a candidate for the presidency, nor shall I make any effort to get it. I would feel that it would be almost presumptuous in me to aspire to that position, having been a member of the L. A. W. for so short a time. I think that Mr. Potter, of New York, will be elected unless he refuses, and he would be an ideal man for the position. He is undoubtedly the foremost man in the L. A. W., a fine lawyer, a great fighter, and yet a man of excellent judgment. I think he would give the League a great administration."

"The Maryland delegation goes entirely unpledged and free to act as its members please, but I think the members generally favor Potter. If Maryland is to get an office I think Mr. Albert Mott should have it, in view of his long and valuable services to the L. A. W."

#### There Are Tacks and Tacks.

A yacht goes about upon a new tack  
So that it may get in the wind;  
But of wind a bike tire develops a tack  
On a tack of a different kind.

The season for making bicycle advertising contracts is approaching.



## THE LONDON SHOWS.

### AMERICAN WHEELS AT THE PALACE AND STANLEY.

**English Models For 1897 Wheels Not so Heavy as in Former Years— Few Novelties, Large Attendance and Much Interest.**

The big London cycle shows opened December 5 and closed a week later. They were, the promoters say, the largest and in every way the most successful exhibitions ever held. The National show, held in the Crystal Palace, and the Stanley show, in Agricultural Hall, were competitors for public favor. The Crystal Palace show was the largest, but the Stanley show was about as well attended.

#### AMERICAN MANUFACTURERS

were well represented at both shows. English exhibits, of course, constituted most of the show. At least 75 per cent. of the exhibits were English. Continental wheels were not numerous. English manufacturers do not fear competition from France or Germany, but they are a bit frightened at the growth in importation of American wheels.

The Crystal Palace is not so well adapted for cycle show purposes as the Madison Square Garden. While the palace is larger, the show cannot be put all into one spot, as in Madison Square, but must loop over into corridors and galleries. Room is adequate at the palace for several shows; for the first time in the history of shows the galleries were used this year.

#### FEW NOVELTIES.

The exhibitions this year were not marked by novelties. There were some motor wheels shown and some folding bicycles and bicycles with extra small wheels to be dropped when the rider wishes to stand still, but interest centered in the bicycle as it is ridden, not the bicycle as it is dreamed about.

The English bicycles for 1897 show an approach to the American model. The Englishmen do not want a wheel so light as American wheels have been built. But with American wheels growing in popularity on the island every year, the English manufacturers appreciate that to keep their market they must build wheels as Americans build them. The frame of the English bicycle of 1897 is not so heavy and clumsy as that of 1896. The twenty-eight and thirty-pound wheels are not likely to maintain popularity in England any more than in America. The differences between American and English wheels are growing less marked every year.

#### STILL CONSERVATIVE.

Wooden frame wheels were much in evidence at the shows. While Americans have taken kindly to the wooden frame, it is hard to think of Englishmen accepting them. And yet Englishmen do not look askance at this Yankee notion.

The Englishmen have not taken up that other notion of enameling in colors. The English wheels are black, unless some other color is asked for. Several firms, however, appreciating that colors are often desired, enamel wheels the color desired; in fact, they feature the enameling in colors in their advertisements, without, however, accepting any color as distinctive.

#### THE ATTENDANCE

at the shows was large. And those who came evidently came to see bicycles, not to see side shows or to get buttons. One reason for the large attendance is the small admission fee. The fee for admission to the palace—one shilling—remained unchanged during the show. London is quite as much interested in cycling as New York. England and the continent have not recovered from the cycling fever any more than has America.

#### PROVIDENCE'S PROJECT.

### Rhode Island's Chief Town to Have a Cycle Show.

There is to be a cycle show in Providence, R. I., one week after the close of the New England Cycle Show in Boston. Extensive preparations are being made and the plan is to have one of the finest in the country, even if it will not be the largest.

It will be held in Infantry Hall, which is centrally located and is in the business section of the city, also the largest building in Providence. There will be ample space for 40 large exhibits. Two of the features will be the superb decorations of the hall and the fine music.

This movement has been brought about very largely through the relentless efforts of Mr. F. C. Ferrin, New England representative of the Fowler Cycle Company, he being the originator of the idea, and has interested the Providence Cycle Board of Trade, composed of the following firms: Whitten Cycle Company, Congdon & Carpenter, Belch & Loomis, H. A. & W. C. Keith, Pope Manufacturing Company, Williams & Monroe, Thomas Earley & Co., Keating Wheel Company, Dawson & Co., Fowler Cycle Company, Corp. Bros., and the Waltham Manufacturing Company.

No doubt some of the exhibitors at the New York Cycle Show, after moving to Boston and exhibiting, will take in Providence on their return West to factory headquarters.

#### GOOD ROADS SUBJECT.

### An Agent of the Government Interviewing Wheelmen and Others.

Charles Freeman Johnson, of San Francisco, special agent of the United States office of road inquiry, Department of Agriculture, and acting secretary of the National League for Good Roads, is in New York. He came East at the request of General Roy Stone, Chief of Road Inquiry at Washington, to attend a meeting for consultation on good roads matters, with Isaac B. Potter and Sterling Elliott, of the League of American Wheelmen; J. A. C. Wright, secretary of the New York State Good Roads League; E. G. Harrison, United States Road Expert for New Jersey, and other good roads people.

General Stone made appointments by telegraph along Mr. Johnson's route from California, with General Manderson, of Nebraska; Clem Studebaker, of Indiana; the Trans-Mississippi Exposition managers at Omaha; John M. Stahl, secretary of the Farmers' Congress, Chicago; Otto Dornier and A. Cressy Morrison, of the National Highway Improvement Committee of the League of American Wheelmen at Milwaukee; Judge E. H. Thayer, president of the Iowa Improvement Association; F. W. Gerould, of the Illinois Road Improvement Association and others.

#### MORRISON'S BELIEF

### Is That Potter Will be the Next President.

Mr. A. Cressy Morrison, of Wisconsin, like Mr. Sams, of Maryland, thinks Potter will be the next president of the L. A. W. In thanking the Wisconsin division for supporting him for the presidency at its meeting the other day Mr. Morrison stated that as regards the sentiment that the West is entitled to a presidency he felt that this sentiment in the West was growing rapidly and was justified. He said that he knew, however, that there was a strong desire throughout the whole country to pay the compliment of recognition to Isaac B. Potter for his eminent services to the League. The League was much indebted to Mr. Potter, Mr. Morrison said, and it was probable, should Mr. Potter consent to run, that this feeling would supersede the sentiment in favor of any section. If Mr. Potter did not desire this recognition, he believed the time was ripe for the West to be recognized. New York, New Jersey, Pennsylvania and Maryland are about solid thus far for Potter, and Illinois indicates a strong preference for him.

#### THAT BAGGAGE QUESTION.

### The Suit Against the Pennsylvania Railroad is Formulating.

The suit by mandamus proceedings against the Pennsylvania Railroad Company to compel the company to carry bicycles as baggage, which the Board of Officers of the Maryland Division, L. A. W., recently decided to institute, will begin as soon as Chief Consul Sams receives the full report of an important case of the kind in Missouri against the Missouri Pacific Railway, which was decided against the railway and in favor of the wheelmen. The papers are expected to arrive shortly, after which the suit will be instituted.

#### What Did She Mean?

Old Maid—"What a shocking bicycle costume. Gracious! I'd be ashamed to show my face in that." Miss Kostique—"Is that all?"