

THE WORLD OF CYCLING.

DESERVES A SALARY.

RACING BOARD WORK HAS BECOME TOO HEAVY

For Any Competent Person to Give His Time and Attention Thereto Merely For Love or Pleasure—The Laborer Worthy of His Hire Now.

The majority of the active members of the League of American Wheelmen are of the opinion that the position of chairman of the Racing Board should be made a salaried one, and it is not improbable that at the meeting of the National Assembly a motion will be made to compensate the man who fills that position.

There is considerable speculation as to who will be the next chairman of the Board. Some people seem to think that Mr. Gideon will not accept a re-election—in fact, he made that statement himself some weeks ago. Now, however, that there is talk of making the position a salaried one it is said by those who should know that Mr. Gideon has changed his mind and will again accept the chairmanship of the Board which controls the affairs of cycle racing in this country. Mr.



GEORGE D. GIDEON.

Gideon refuses to say whether or not he will accept, but his actions show that he will again assume control if a salary is allowed him. He was asked the other day if he favored making the position a salaried one, and said: "Yes, I think a salary should be attached to the office. Then a man knows he is getting paid for what he does and can devote his entire time to it. As it is, personal business is neglected for the 'good of the cause.' The position is one of the most important ones on the League's roster, and liberal allowance should be made for the carrying out of the work."

"If the National Assembly decides to pay you a salary would you accept a re-election?"

"Well, it would depend on circumstances, but I do not think any mercenary consideration would stand in the way."

TRADE EXPANDING.

Wonderful Growth of Cycling in Britain.

An English correspondent writing from London under date of Jan. 2 says: "Very remarkable is the expansion of the cycling trade. Hardly a week has passed without a new cycle company since one well-known company was sold for \$15,000,000, and the public has eagerly subscribed \$25,000,000 for it. At least two companies have netted profits of \$400,000 each, while the dividends of companies generally have ranged from 10 to 100 per cent. Coventry alone has made and sold a quarter of a million of machines this year. Birmingham, Redditch, Wolverhampton, Beeston and a hundred others places have also enjoyed the boom resulting from the fact that all classes, from the First Lord of the Treasury to the humble messenger, have become ardent cyclists."

ELLIOTT IS LIBERAL.

He Favors Admitting "Pros" to the L. A. W.

Sterling Elliott is in favor of admitting professional riders to L. A. W. membership. He says: "I am of the opinion that good moral character should be the only condition required for membership in the L. A. W." He also takes a liberal view of the demand from the Southern divisions for Sunday races. Speaking of the final adjustment of the question he says that he realizes that there is a great demand for Sunday racing in the South and West, and is convinced that State or divisional option should be allowed on questions of that kind. President Elliott does not think that any steps will be taken by the L. A. W. to abandon its control of racing, but thinks that the Racing Board should consist of more members, and that the Chairman of the Board should receive a salary.

The Saddest of All Sad Things.

Miss Oldgirl—"It is sad that Maude should have to die so young." Miss Pert—"Yes, and she only had her new bicycle two weeks."

THE PHILADELPHIA SHOW.

Everything Points to a Remarkable Success For It.

Probably no enterprise of a similar character ever started in Philadelphia has met with more prompt and favorable recognition than the proposed cycle show to be held under the auspices of the local Board of Trade. There has been a demand for a show in this city for the last few years, to be given by the trade or by some parties actually interested in the business, that would save the manufacturers and dealers from the avariciousness of the organizations anxious to fleece the trade by giving bicycle shows, and which appeared to be springing up all over the city and suburbs, including religious bodies, athletic clubs, etc., which had only the most indirect interest in cycling.

A SPLENDID START.

From the time the Board of Trade announced its intention of giving a show the affair evinced signs of success. The largest building in the city, the Second Regiment Armory, was secured, and it was divided off into spaces exactly the same size as those of the New York Cycle show. This arrangement allowed of the floor space being set off into 173 spaces. Considerable more space might have been gained had the aisles been made narrower, but as the accommodation of the visitors to the show was uppermost in the minds of the managers it was thought best to allow all the promenading room possible.

THE RESPONSIVE TRADE.

To show the anxiety of the trade to avail themselves of the opportunities afforded by the show the experience of the first meeting at which the spaces were offered is cited. No favoritism was shown, but the spaces were bid in true auction style, and the premiums reached a figure more than equal to that of the rent of spaces. There was no disposition to force a competition for the first choice of space, but by an almost unanimous, although unexpressed consent, the first choice was allowed to go to the firm who was willing to lead the bidding. And further, to show that the value of other spaces was looked on as equal to that first selected by the same process of bidding several other spaces were selected at the same rate.

Every space has been taken, and it is remarkable, but nevertheless, true, that the first bicycle show of the Philadelphia Cycle Board of Trade has every item of expense paid, and shows a net profit over every legitimate item of outlay that is expected one month before the show opens, a state of affairs beyond the expectations of the most enthusiastic supporters of the scheme.

BOARD OF TRADE POLITICS.

R. Philip Gormully Said to be in the Lead For President.

It is stated on excellent authority that the strongest candidate for president of the National Cycle Board of Trade will be R. Philip Gormully, of Chicago, who is at present serving as one of the vice presidents. Mr. Gormully has served the board for two years in the latter capacity, and has shown himself to be thoroughly acquainted with the duties of that office.

Another candidate whose name is being urged is C. W. Dickinson, of Chicago. Mr. Gormully, however, has the support of the present incumbent, so it is stated, and stands the best chance of success. Mr. Redding, whose name was mentioned in this connection some time ago, announces that he has no intention of fighting for the position, nor is it his intention to stand for election.

A name that has attracted considerable attention is that of Arthur L. Garford, of Elyria, O. One prominent traveling man, in speaking of this said: "Mr. Garford is one of the truest representatives of the American tradesman that could be found, and his candidacy would prove interesting and his selection a deserved compliment to an efficient servant."

If, as it at present appears, Mr. Gormully is selected as president, Mr. Garford will undoubtedly be elected to one of the vice presidencies. Ernest R. Franks will probably be re-elected secretary.

CANADIAN TROUBLES.

The Canucks Also Have a Baggage Question to Annoy.

Toronto, Ont., Jan. 5.—The railroad magnates are uncommonly reticent regarding their intention in the baggage matter, and although they virtually promised to grant certain concessions to the wheelmen when interviewed by the C. W. A. committee in Montreal over two weeks ago, nothing has been received from them since. At that time they said an answer would be forthcoming inside of ten days, but E. B. Ryckman, the chairman of the Rights and Privileges Committee of the C. W. A., and one of the members of the deputation which met the railroad people, has not given up all hope. He thinks that they will come to time this week, and that the present baggage restriction will be considerably modified. This is not the view that A. F. Webster, chairman of the Transportation Committee, holds. He knows from bitter experience that the railroad officials will entertain delegations seeking privileges with all courtesy, listen to their requests and discuss them, but will not commit themselves in any way, and then dismiss the matter altogether. He thinks that the C. W. A., to obtain their rights, will have to go to law about it, as it is not likely that the railroads will do away with the change, considering how short is the time that it has been in force.

ALLEGED TIRE TRUST.

A Second Effort to Form a Gigantic Combination.

The New York "World" claims to have made the discovery that a syndicate headed by Charles R. Flint, treasurer of the United States Rubber Company, is endeavoring to form a combination to control the bicycle tire business of the country and to float a large company with both American and English capital.

THE FIRST ATTEMPT.

According to the "World" the first attempt at this was made last summer, when a syndicate was formed to float, principally in England, a corporation based on the business of Morgan & Wright, of Chicago, makers of the double tube tires. Mr. Morgan, of the manufacturing company; Mr. Eddy, of Hollins & Co., and Mr. Aurburch went to London to see what could be done in launching the concern with English capital. About the same time that the Morgan-Wright syndicate was feeling the English pulse a syndicate was organized in which Charles R. Flint, of New York, and Denison, Cross & Co., bankers, of London, were the leading members. They took in hand the "fillingst" patent for single tube tires. Mr. Eddy, of Flint, Eddy & Co., and William M. Ivins, the New York lawyer, were sent as their agents to London. The Morgan syndicate is proposed to be capitalized

FOR \$12,000,000.

while the Flint syndicate placed its capital at \$5,000,000. Thus these two American syndicates entered London about the same time. The men of money in England, however, were shy of American securities last summer owing to the Presidential canvasses. It then came about that the bankers and the lawyers from America got together and endeavored to pool both syndicates and see if anything could be accomplished by pulling together. The British bankers, however, refused to be interested and the whole bicycle tire business was given up for the time being. The Morgan syndicate dissolved.

NOT TO BE DETERRED.

Mr. Flint, however, quietly continued at work to get all the various interests into line for a new syndicate. If both the double and single tube interests can be brought into the scheme it will take on a greater magnitude. Just how far toward success in this direction the promoters have gone they decline to say. An English accountant is said to be drawing up a report of the business of the Morgan & Wright Co. Their trade in one year, it is said, amounted to \$5,000,000.

THE PRESIDENCY.

Western Men to Take a Hand in the Fight.

The Western members of the L. A. W. have come forward with a new candidate for the League Presidency in W. A. Connolly, of Danville, Ill. It is claimed that the Danville man will make a much stronger candidate than A. C. Morrison, of Milwaukee, and in the event of Connolly's refusal to run it is said that Sterling Elliott may induce him to stand for vice president on his ticket. While Potter's long delay in announcing himself as a candidate has resulted in bringing forth some half-dozen men for the office, it is felt that the names of Elliott and Potter will be the only ones presented at the assembly meeting. The members of the Massachusetts and New York divisions who are conducting the campaign work for Potter and Elliott are now trying to select candidates for their tickets from the most influential divisions. It is said that both the New York and Massachusetts delegates will vote for Philadelphia for the national meet, so that it is likely that the Massachusetts candidate will also seek to get a Pennsylvania man for a representative on his ticket.

Howard E. Raymond, ex-Chairman of the Racing Board, says: "I think that I. B. Potter will in all probability be the next president. Elliott would undoubtedly make a good man for another term, but it seems to be the consensus of opinion of those who know best that Potter would fill the office with greater success. In the event of the failure to induce George Gideon to perform the onerous and thankless duties of Chairman of the Racing Board for another year, Henry Robinson, of Boston, would make a fitting successor. Robinson has both the ability and experience to perform the duties of the office, he having served on both State and National Racing Boards."

FORMAL INVITATION

To Hold the L. A. W. Meet in Philadelphia.

Chief Consul Samuel Boyle, of the Pennsylvania division, has extended an invitation to the members of the L. A. W. through President Elliott, to hold the national meet at Philadelphia next summer. The communication sent to the President of the League is as follows:

The Associated Cycling Clubs of Philadelphia, through the Pennsylvania division, desire to extend to the L. A. W. an invitation to hold the 1897 meet in that city. In extending the invitation it may be briefly stated that a large sum of money has been subscribed for the entertainment of the guests by the corporations, business firms, and individuals of that city, and that a programme will be arranged which it is believed will be one of the most acceptable ever presented in the history of the organization. The races will be held on the splendid new cement track at Willow Grove Park. The citizens and wheelmen of Philadelphia feel that they may with pride refer to what has been done in the past in the entertainment of large bodies of visitors, and wish to say that the proposed entertainment will in no way be inferior to those held heretofore.

CHAINLESS WHEEL.

THE INVENTION OF A PHILADELPHIA GENIUS.

The Simplest Machine Yet Put Upon the Market—How Three Cog Wheels Obviate the Necessity For the Cumbersome Chain.

Since Frank Starbuck defeated Tom Linton at Madison Square Garden great curiosity has been aroused over the style of wheel he used. It was announced, as a chainless machine, but little detail was given to show how it differed from the usual wheel. The wheel ridden by Starbuck is one of the simplest ever put on the market, and is the invention of Thomas H. Carroll, of this city. The peculiar gearing consists of three cog wheels. One is attached to the crank axle the same as the ordinary sprocket, which runs on another wheel of the same size. The latter connects with a smaller one on the rear hub. The teeth are very small, and the amount of friction is reduced to a minimum; in fact, it is claimed the points of contact are 40 per cent less than in any ordinary chain. By reason of being attached to the crank axle and hub, the cog wheels make



an extra brace to the frame, and it is almost impossible to get it out of line. The gearing can be changed in half the time it takes to complete the same operation on the ordinary chain wheel, and the gear can be increased or decreased by reducing or enlarging the size or number of teeth in the rear sprocket or cog wheel. A question that naturally arises in the minds of those examining the wheel is whether there is not more wear and tear on the Carroll patent than on the ordinary chain system. This question has been thoroughly studied by the patentee, and after several exhaustive tests, he claims to have computed that there is more injury done to the ordinary chain in one year than there is to the Carroll arrangement in the same time. Another feature is that the addition of the chainless apparatus does not increase the weight of the wheel. In putting the three cog wheels on a bicycle five or six inches of tubing are removed, which, together with the weight of the chain and that of the two sprockets, more than makes up for the increased weight of the cog wheels.

RECORDS ACCEPTED.

More New Figures For the Century Road Club.

Chairman W. L. Krickenstein, of the Record Committee of the Century Road Club of America, announces that the following records have been accepted:

Buffalo to New York—F. O. Fuhrman. Time, 58 hours 10 minutes.

Five Miles, New York State Record—A. G. Relyea. Time, 11 minutes 31 4-5 seconds.

Pittsfield to Great Barrington—E. P. Wood, Jr. Time, 1 hour 30 seconds.

American Century Record for One Month—John H. George, Philadelphia. Thirty centuries ridden in 30 days.

American Century Record for Sixty Days—John H. George, Philadelphia. Seventy centuries from Sept. 1 to Oct. 30. A gold meritorious medal has been presented to George for this performance.

New York to Philadelphia—John M. Noble. Time, 7 hours 6 minutes.

POTTER A BENEDICK.

New York's Chief Consul Takes to Himself a Wife.

Isaac B. Potter, chief consul of the New York State division of the League of American Wheelmen and the most prominent man in cycling circles in this country, was married Dec. 30 to Miss C. M. Gilbert, a Connecticut belle.

The wedding was solemnized at Southington, the bride's home, and a large number of Mr. Potter's friends journeyed to the Nutmeg State to see him wedded.

At the last meeting of the New York State division the officers and delegates presented to their beloved chief a magnificent silver service as a wedding present.