



HIT OR MISS CHAT

ABOUT CYCLING MEN, WOMEN AND MEASURES.

Mr. Potter's Candidacy For the Presidency—A New Post Tube—Wheels For Juveniles—The Value of Long Distance Racing, Etc.

Chief Consul Potter, of the New York State division of the L. A. W., has decided to withdraw his objections to standing as a candidate for the Presidency of the League, and in view of the position taken by the delegates from his division to the National Assembly makes a statement to the effect that he has placed himself in the hands of his friends because unity of action within his own division and the harmonious working of the national body of the League can best be secured by the widest option in the selection of an Executive Board. No further steps have been taken to complete the Potter ticket, although it is likely that A. C. Morrison, of Milwaukee, will be a candidate for the office of First or Second Vice President. Members of the New York division say that Potter will run for the office without making any pledges whatever in regard to his committeemen.

In talking of the available L. A. W. presidential timber and the fact that New York State is particularly fortunate in having many men who could successfully pilot the big cycling organization Frank Prial's name has been suggested. Mr. Prial is in favor of Mr. Elliott's re-election to the office, and is in no sense a candidate, but he himself is well fitted to fill the office in a way that would reflect high credit on the League and himself.

Advices from the Illinois division of the L. A. W. indicate that strong efforts will be made to throw all the Western votes for I. B. Potter for president of the League. A consultation of prominent Chicago wheelmen was held after Potter announced his intention to run for the office, when it was decided to instruct the Illinois delegates to support Potter, provided W. A. Connolly is placed upon the ticket as one of the vice presidents. Such a step must result in the overthrow of Morrison, as two Western men cannot fill the offices. Connolly is popular in the West. It is thought that New York will not have any scruples about dropping Morrison for Connolly if assurances of the solid support of the West for Potter are received.

A general meeting of representatives of the bicycle clubs of New York City will be held on Jan. 15 to discuss the reorganization plan of the Metropolitan Association of Cycling Clubs.

It is likely that the Intercollegiate A. A. will adopt special rules to govern its bicycle championships this year. Representatives from the association have had a conference with Chairman Gideon, of the Racing Board of the L. A. W., with the object of securing the consent of the League for the college men to frame their own rules. Such a plan was discouraged by the L. A. W. several years ago, but it is said that Gideon now looks favorably upon the intercollegiate plan, and has promised to do all in his power to secure the approval of the League.

A new bicycle designed by a well-known American maker has the seat post tube pitched but slightly from the perpendicular; the frame is lengthened to give the correct distance between handlebar and saddle; a long wheel base results, and the pedal at the load point is equally distant from the hubs of the front and rear wheels. The rider sits almost directly over the crank bearing. The inventor believes that this construction equalizes all strains, and will greatly facilitate steering. The rider can comfortably sit in the erect position only. The machine was built as an experiment and is being subjected to repeated tests by practical road riders. If the trials prove satisfactory the machine will be marketed.

The cyclists of Mobile, Ala., have won a victory in the State Supreme Court. They protested against the payment of a license tax of \$1 per wheel, which was levied against them by the General Council of the city.

There is some discussion going on as to the material and construction of bicycles for children. It has been stated that 1897 will see juvenile wheels which will be duplicates of those made for adults in everything except size. Of course it is impossible to obtain the same price for a child's wheel as for one built for a full-grown person, and yet the saving in cost of manu-

facture is insignificant. It is acknowledged that nothing is too good for the children, yet machines for juveniles, like others, must be made according to the price for which they can be sold. It is said that in the wooden frame bicycle there is a solution of the problem of safe and suitable juvenile machines at a reduced price. If this construction can be adopted to this purpose it would be more acceptable than machines of the heavy type sold now, and are the only ones in which economy, safety and durability can be successfully combined at the price for which they must be sold.

There is no part of the bicycle that rusts so frequently as the spokes of the wheels. Saturate a rag or piece of cotton waste with kerosene and dip in powdered pumice stone; rub briskly and the rust will quickly disappear.

The interest that the public has taken in wheeling has been of such a character that the intricacies of the construction of a bicycle have been studied until they are to-day familiar to all intelligent riders. It is for this reason that the reports of agents and travelling salesmen are so important a factor to the manufacturer, and it is not at all uncommon for the latter to submit to his agent any novel idea that he may think of introducing in his production for a certain season, and also be largely governed in his decision as to its practicability.

When the New York L. A. W. politicians get the convention up in Albany they won't do a thing to the delegates. The remnants of some of the would-be League politicians after the convention will look as if they had been drawn through a knot hole.

A bill will shortly be presented in Congress providing each fort and military station in the country with ten machines, as a part of the regular equipment, and cyclists in the fort or station will be mounted, drilled and used for special duties where quick transportation is required. Heretofore soldiers in the United States army who rode bicycles have been compelled to buy them themselves.

Judge Yerkes, of Philadelphia, believes that bicycle riding is conducive to crime. Some of these cyclers are fast, that's a fact.

Most people take too much medicine, employ too many doctors and seek too much outside help. Half of our diseases can be prevented or dissipated by attention to common sense rules of health and exercise. There is no earthly blessing so great as health, no way so sure to procure and preserve it as exercise, and no method of exercise so beneficial as cycling.

The chairman of the Racing Board will not accept records which are merely announced in the newspapers. Competent officials, and at least one L. A. W. representative, must be present to act in the capacity of timer.

The vehicles of the future, say those who ought to know, are the horseless carriage and the bicycle. For luxury, speed and scenic effects the moto-cycle, driven by electricity and built in any of the magnificent forms of which it is capable will be the proper thing. But as a poor man's vehicle, both of pleasure and business, the bicycle is going to have no rival.

The illegal election system of the Ohio division has been amended to conform with the requirements of the National Constitution. It is now so arranged that independent nominations may be made and the votes are counted by a returning Board.

A new tire which attracted great attention at the recent bicycle shows in England is likely to be on the market here before long. This tire has no inner air tube, but is a single tube, which opens so that it may be repaired from the inside. It is almost identical with the outer cover of an ordinary clincher tire, except that one of the edges laps inside the other one, the air pressing them together and keeping it prisoner.

One great and glorious feature of indoor cycle race meets is the fact that the competitors always smash all existing records. What would an indoor race meet be without record breaking?

Those Western farmers who object to the proposed system of free delivery of mail by bicycles wherever the roads will permit, on the plea of greater expense to the Government, are evidently of the breed which sighs for the good old days of the stage coach and corduroy roads. Postal statistics show that the burden of cost of that department is borne by the large cities.

An inventor with a new bicycle enamel has come to the front. He argues and offers to prove that he can take a paint brush and apply the raw material, which requires no baking to equal the best enamel in the market.

The matter of selecting the place for holding the next annual meeting can scarcely figure in League politics. Up to the present time Philadelphia, Columbus, Ohio, and Nashville, Tenn., are the only cities which have filed applications for the meet with Secretary Bassett. Buffalo has not made an effort, but Saratoga Springs will enter the list within the next week.

President Elliott, of the L. A. W., has made arrangements with a large number of manufacturers for the insertion of matter advertising the League in their annual catalogues. The aggregate circulation of the catalogues containing the matter will, it is said, be over 3,000,000.

ROAD BUILDING

Is in a Constantly Progressive Stage in This Country.

"While the administrative part of road making in this country cannot be said to have passed the experimental stage," says one of the constantly growing number of "good roads" men, "yet it is well and actively begun. Nearly every State in the Union has lately passed laws bearing on the present movement for improved highways. While these laws show a variety of plans and methods by which the one common object is to be gained, they uniformly show that the real difficulty is not how to build good roads, as an engineering problem, but rather who shall build them, how shall the money be raised with which to build them and by what agency shall it be expended. And in successfully introducing this movement these questions must first be wisely settled before any actual road construction can be engaged in. Some pioneer work must be done before any general plan can be intelligently offered, much less accepted, for the comprehensive treatment of our present bad roads disorder. The abolition of the old plan of poll tax and substitution of a cash payment into a town or county road fund to be expended under contract to experienced road builders, superintended by a competent county official, is one of the easy steps by which a comprehensive plan can be approached. It is easy of execution, and the immediate results are so favorable that the farmer at once agrees to the wisdom of the plan. To put into operation a law which will place a slight tax upon the narrow tire is another means of getting those most interested to appreciate that the road question must receive intelligent treatment, not only at the hands of our legislators, but from every citizen whose business has anything to do with roads. Several States have passed the early stages of the work and are now carrying out carefully devised plans for ultimately bringing the community into the full enjoyment of good roads. It is a long step between these simple preliminaries and the larger plan. To hasten progress all States now acknowledged as leaders in this work, such as New Jersey, California, Vermont, New Hampshire, New York, Massachusetts and Rhode Island, have appointed commissions to give special study to the question in all its relations to the State and report back to the Legislature with recommendations touching future legislation and particular plans for developing systematic State road systems."

RICH RIGHT?

He Advances Some Ideas About the Racing Man's Position.

Aquila Rich, who a few years ago was a well-known racing man and a star in the days of the old high wheel, in speaking of the proper position when racing said: "I am of the impression that it is often the case that riders select a position too far forward on their machines. The forward position will do very well on the road, but on the track it is liable to place the rider at a great disadvantage. For example, take the position of the foreign riders; they ride well back, and they can sprint longer and faster than the men who ride with a position well forward. By well forward I mean when the point of the saddle is on a line with the bracket hanger. I know of only three riders who have distinguished themselves in the forward position. As I remember, Willie Winkle, Jimmie Michael and Tom Butler ride with their saddles well forward. You watch Sanger, Bald, Cooper and that crowd, and they ride with the point of the saddle at least two inches back of the bracket hanger. If anything Nat Butler rides in a position between the two. With the weight of the rider on the driving wheel the machine is much easier to guide. So far as the reach is considered, many of the boys ride too high, and of course there are some who go to the extreme in the other direction. I think a rider should adjust a machine so that there will be a slight bend in his knee when his heel is on the pedal. I advocate a bar of medium height, which gives the rider a much better control over the machine, although, of course, you want a shorter reach for track work than would be required on the road. Then, in adjusting a bicycle it is well to remember that there are hardly two men on the track to-day who can ride the same machine and adjustment, and at the same time have the machine fit them; for the simple reason that some riders have long arms and short legs, and it may be the reverse with the next rider that comes along. On that account it is hard to lay down any fixed rules for the adjustment of a racing machine. I advocate high gears, and I think there is an increase in the demand for them on the part of the public. For road work I should recommend a 76-gear, although I prefer an 80-gear for myself. It is a little harder to get your machine started, but once you get a move on you are covering so much more ground."

FOR EXECUTIVE USE.

A Bicycle Courier Facilitates the President's Work.

There is only one department of the Government at the National Capital where a bicycle is supplied by Uncle Sam for the use of a messenger and that is at the White House. For many years the private mail pouch of the Executive Mansion has been carefully guarded by a colored equestrian named Edgar, and his horse has always stood ready saddled in a stall under the White House conservatory.

With the march of progress, however, the bicycle has well-nigh superseded the horse, and dusky Edgar, like Othello, may some time find his occupation as a mounted messenger in the ashes of the past. With a view to facilitating the delivery of mail matter and newspapers at the Executive Mansion the Administration decided upon a bicycle

"TURTLE NECK" Sweaters



are the correct kind for men and boys for all sorts of out-door work or sports. We have an assortment of colors and qualities that is not equalled in any other store—nor are prices elsewhere so low:

Boys' "Turtle-Neck" Sweaters—all-wool, at **\$2.00**
Boys' "Turtle-Neck" Sweaters—fine worsted, at **\$3.25**
Men's "Turtle-Neck" Sweaters—all-wool, at **\$2.50**
Men's "Turtle-Neck" Sweaters—fine worsted, at **\$3.75**

Do not hesitate to order by mail. If the goods are not what you expect, we will promptly refund the money. Mention size and color desired. At the above prices the sale will be rapid, so order at once.

Strawbridge & Clothier

Dry Goods

Philadelphia

for this work, and a white wheelman named Marshall is now the courier of President and Mrs. Cleveland. His duties consist in carrying the private mail pouch, which formerly nestled behind the saddle of the colored horseman, Edgar, the latter being charged with the safe keeping and transmission of the official mail of the Executive Mansion.

There has been a vast improvement in the service in consequence of this new arrangement, and there are more deliveries than ever before in the history of the President's house. Care was taken to provide one of the best make of bicycles for the use of the President's messenger, and he is also famous as one of the best wheelmen in this vicinity.

CYCLOMETER ACCURACY

Dependent Upon the Hardness of Tire Inflation.

It is a fact not generally known that the average cyclist, no matter how cunningly constructed, depends for its accuracy on the hardness of inflation of the tire. A twenty-eight inch wheel with an absolutely incompressible tire will revolve 720 times in covering a mile. Now if the tire compresses a quarter of an inch (i. e., the virtual diameter of the wheel is twenty-seven and one-half inches) the wheel revolves 733 times a mile, with the result that the cyclist may register more than the actual distance covered.

To test a wheel and cyclometer place the wheel on a smooth floor with the rider in the saddle and the tires inflated to the usual riding pressure. Mark the tire and the floor under that mark with a piece of chalk. Then carefully push the rider and wheel forward in a straight line until the mark on the tire again touches the floor and mark the point of contact. If the distance between the two marks be eighty-seven inches the cyclometer will register correctly.

HERE AND THERE.

Winter bicycle riders are comparatively few.

Bicycle polo is a game much encouraged by republicans.

The French Government purposes to test chainless bicycles in military service.

The Belgium Wheelmen's League has decided to withdraw from the International Cyclists' Association.

The Maryland division of the L. A. W., it is said, will seek to hold the national meet in Baltimore next year.

J. J. Van Nort, of Scranton, is mentioned as likely to be placed on either the Potter or Elliott ticket for the office of vice president.

President Elliott has appointed Henry Galloway, of Albany, a member of the National Auditing Committee, vice G. L. McCarthy, resigned.

In the event of a deadlock between the Elliott and Potter forces Pennsylvania will probably trot out Chief Consul Samuel A. Boyle as a compromise candidate.

The cash prize offered by the L. A. W. Executive Committee for the best suggestion for a poster, advertising the organization, has been awarded to F. A. Eckman, of this city.

The Century Wheelmen, of Philadelphia, have had a remarkable road riding record during the past year, and the performances of its members in that line outdo that of any club in the world.

Although the bicycle show to be held February 20 to 27 in Philadelphia is nearly two months off, it has already won out, as horsemen say, and can show a profit before the doors open.

At Hartford, Ct., December 30, at the annual meeting of the Connecticut Division, L. A. W., E. W. Wilson, of Waterbury; A. W. Knapp, of Bridgeport, and T. W. Laiman, of Hartford, were elected delegates to the National Assembly, to be held at Albany.