

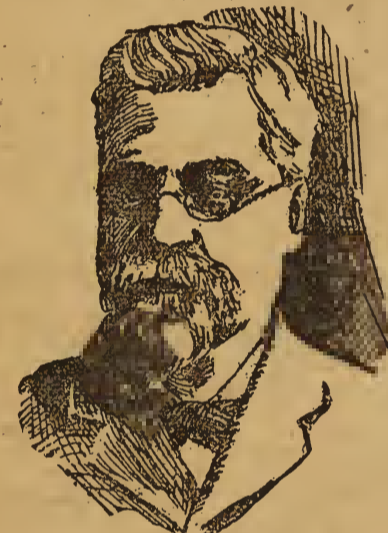
THE WORLD OF CYCLING.

AFTER BASSETT, TOO.

THE METROPOLITAN PUSH WANT HIS SCALP ALSO.

The Venerable Secretary of the L. A. W. to Share Mr. Elliott's Fate if the New York Combine Can Carry Out Its Programme.

New York, Jan. 8.—For several years there has been more or less talk of the national assembly of the L. A. W. declaring the office of national secretary vacant and of electing a successor to Abbot Bassett, who has filled the post for the past 11 years, but this year the movement promises to take definite shape. That the position has not been filled as it should have been has been generally conceded, but a personal sentiment toward Mr. Bassett has prevented any active steps in the matter from being taken. The complaints concerning the management of the office, however, have recently become more general, particularly among the officials of the various state divisions, who are obliged to be in constant business communication with the secretary, and, though it requires



ABBOTT BASSETT.

a two-thirds vote of the assembly to declare the office vacant, it is quite possible that this will be cast. From secretaries-treasurers throughout the country there is a good deal of complaint that they have great difficulty in keeping their records accurate and complete, owing to the looseness of the methods in vogue in the secretary's office. It is complained that it is very difficult to obtain information necessary for the proper conduct of their offices, that mistakes are frequent, that official announcements are unnecessarily delayed, and that there is a general absence of the co-operation which they might reasonably expect. It is also claimed, and this claim has been supported by the auditors of the records of the national officers, that the expenses of the office are considerably larger than necessary. The same sentimental considerations which have prevented a change from being made in the past may again prevail in February, but the feeling in favor of electing a new man is undoubtedly much stronger and favored by more influential members and officials throughout the country than has been the case heretofore.

ALUMINUM QUESTION

Once More Brought to the Front in England.

The question of aluminum in cycle construction, says the "English Cycle Trade Journal," has often been discussed, and every year one hears of startling results said to have been attained by the use of the light metal. For many parts of the bicycle aluminum can be used with advantage, but whether a machine constructed of it entirely would be able to stand the heavy strain put on the average bicycle is a question. For mud guards and kindred parts good results have been attained by the use of aluminum, but from the tests recently made as to the comparative strength of steel and aluminum the former is not yet in any danger. A series of trials were made, and it was proved that while the actual breaking strain was in favor of the aluminum frame, there was a deflection when a point was reached barely exceeding one-third of the force necessary to move steel frames, and as rigidity in a bicycle is everything, steel will therefore hold the day. A series of impact trials were also made, the principal one being a blow given horizontally on the front forks. Here, again, the steel frame came in very much better than its rival.

The New York "Press," appreciating the opportunity offered by the controversy regarding space in the "L. A. W. Bulletin" for the publication of official news, will hereafter run a weekly supplement giving the New York Division doings.

CHANGES IN LEGISLATION.

Important Questions Mapped Out for the L. A. W. Assembly Next Month.

The annual meeting of the L. A. W. will be held at Albany on Feb. 10. The growth of the organization during last season and the unsatisfactory working of some of the existing rules necessitate a general change in the management of its various departments. The officers and members of the various divisions are prepared to submit changes for adoption that will rectify the errors of last season.

PROPOSED AMENDMENTS.

Walter S. Jenkins, of Buffalo, who is a delegate to the national assembly, will present some amendments that will include making the office of chairman of the Racing Board a salaried position.

Chief Consul Cooke, of Rhode Island, and G. D. Locke, the secretary-treasurer of the Illinois division, will offer amendments to strike out the word amateur from the constitution, allowing the organization to admit professionals. There has been some talk of the League paying its chief executive a salary, and while this question has met with scant support from some of the divisions, Albert Mott, of Baltimore, will introduce an amendment to that effect.

THE QUESTION OF BONDS.

G. D. Locke, of Illinois, is convinced that with the growth of the League and the increase of its finances the secretary and treasurer should be under heavy bonds. Accordingly he proposes to suggest that the secretary's bond be increased from \$5000 to \$10,000, and the treasurer's from \$5000 to \$25,000. The delegates from the North Carolina division will urge the adoption of a change in the constitution tolerating Sunday racing. Some of the wheelmen in the West feel that the present rules of the League relating to the jurisdiction of racing matters is detrimental to their respective sections. On this account some radical changes are suggested.

RACING RULES.

Chairman Gideon, of the Racing Board, will recommend to the assembly that contestants at closed college or school meets shall for these meets only be governed by the amateur rules of the Intercollegiate Association. Members of the Racing Board will also stand sponsor for the following change in the rules:

Article III, Sec. 1 (a). Any amateur white wheelman of good character, 18 years of age or over, shall, with the indorsement of two League members, or three other reputable citizens, be eligible to active membership in this League upon payment of the initiation fee and dues, as provided in this constitution.

(b). All other white wheelmen, upon complying with the conditions of Class A, shall be eligible to associate membership.

Sec. 3 (a). The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter a protest shall be filed with the secretary, he shall become a member of the League.

Associate members shall be published in a list by themselves.

Sec. 10. The secretary shall retain from the annual dues and from all renewal fees an annual per capita tax of 40 cents. The balance of such annual dues and the whole amount of the initiation fee paid by active members shall be returned to the divisions, etc., quarterly. The balance of annual dues and the whole amounts of the initiation fees paid by associate members shall be credited to the Racing Board.

W. S. Bull, of the New York State division of the L. A. W., will move for the adoption of a new series of rules in relation to racing.

MORE RECORDS

Placed on the Books by the Racing Board.

The following records have been officially accepted by the Racing Board of the League of American Wheelmen:

AMATEURS.

Ten miles, unpaced, flying start, against time, 25.42, by A. L. Hackenberger, Denver, Col., Nov. 16, 1896.

Twenty-five miles, unpaced, flying start, against time, 1.04.20, by A. L. Hackenberger, Denver, Col., Nov. 16, 1896.

Triplets, unpaced, flying start, against time, by G. G. Perrie, A. A. Gracey, O. F. O'Neill, Philadelphia, Pa., Aug. 27, 1896—1 mile, 2'00"; 2 miles, 4.17 1-5; 3 miles, 6.29; 4 miles, 8.43; 5 miles, 10.57 1-5; 6 miles, 13.12; 7 miles, 15.28 1-5; 8 miles, 17.42 3-5; 9 miles, 19.57 3-5; 10 miles, 22.13 1-5; 11 miles, 24.28; 12 miles, 26.45; 13 miles, 29.02 2-5; 14 miles, 31.17 3-5; 15 miles, 33.32 2-5; 16 miles, 35.48 4-5; 17 miles, 38.04 2-5; 18 miles, 40.20 2-5; 19 miles, 42.34 2-5; 20 miles, 44.50 1-5; 21 miles, 47.05 2-5; 22 miles, 49.22; 23 miles, 51.37 3-5; 24 miles, 53.50 2-5; 25 miles, 56.02 3-5; 26 miles, 58.15 2-5.

Twenty-six miles, 1373 1-3 yards, unpaced, flying start, against time, in 1 hour, by G. G. Perrie, A. A. Gracey, O. F. O'Neill, Philadelphia, Pa., Aug. 27, 1896.

PROFESSIONAL.

One mile, paced, standing start, competition, 2.08 1-5, by W. A. Terrill, San Francisco, Cal., Nov. 21, 1896.

Three miles, paced, standing start, competition, 7.01; 4 miles, paced, standing start, competition, 9.00 4-5; 5 miles, paced, standing start, competition, 11.13 4-5; by Walter F. Foster, San Francisco, Cal., Nov. 21, 1896.

THE FIRST PEDOMOBILE

Is Claimed by the All-Pervasive French, of Course.

"The first pedemobile machine, propelled by the muscles," says a Frenchman, "was invented by a physician of the name of Dr. Richard, in or about 1690. M. Ozanam, if we may believe E. Gaulier's "Recreations Mathematiques et Physiques," tells us that a few years previous to 1694 there had appeared in Paris a kind of carriage or sedan chair which was propelled by a servant who sat behind and used his feet. Two small wheels, covered by a sort of box and attached to a pole, supplied the motive power of the vehicle."

THE PHILADELPHIA SHOW.

The Affair Now Completely Organized With Splendid Prospects.

The coming cycle show of the local Cycle Board of Trade, which is to be held in the Second Regiment Armory, Broad street below Susquehanna avenue, Feb. 20 to 27, will be the most completely organized affair in the cycling line ever held in this city. The work has been carefully mapped out to cover every detail and the selection of the committees is especially designed to employ the services of the various members of the local trade who are expert in the various lines of work that will be connected with their department.

In this way the show will have the benefit of the services of men who are not only up in all matters pertaining to bicycles, their construction and sale, but who are well known as business men in the community, and who are also experts in matters of finance, press work, electricity, etc. The various committees are as follows:

Finance—E. A. Keith, of A. G. Spalding & Bros.; William Sauter, of E. K. Tryon & Co., and G. Weise, of Weise, Bowen & Derr.

Decorations—S. A. Clark, of Keating Wheel Co.; E. R. Austin, of Howe Scales Co., and A. P. Swoyer, of A. P. Swoyer Co.

Platforms and Fixtures—W. H. Frazier, of Norman Wheel Co.

Press—W. S. Emerson, W. Miller and John A. Wells.

Executive—W. M. Brewster, president; George H. Foley, vice president; J. R. Maloney, secretary, and J. E. Mich, treasurer.

Programme—R. D. Garder, S. T. Clark and W. A. Richwine.

Music—George H. Foley, M. J. Costa and A. W. Heller.

Privileges—R. W. Stillwell. Others to be appointed.

The show, even at this early date, is an assured success and the managers, having nothing to worry about on that score, are devoting themselves to giving the members of the trade and the exhibitors generally the utmost return for their money invested. Every effort possible will be made to have the exhibition the best that has ever been held in this city.

After seeing to it that the show is the best in every way that has ever been held here the next affair of the public will be to see that the cycling public is acquainted with the fact that a great cycle show is being held within their midst. No effort nor expense will be spared in this part of the work, and exhibitors can feel assured that in placing their goods in this show they will be going into an exhibition that will be given with the object of benefiting the interests of the exhibitors rather than of those giving the exhibition.

THE PRESIDENCY.

A Close Fight Between the Potter and Elliott Forces.

The friends of the candidates for the L. A. W. presidency are resorting to all methods possible to secure pledges of votes at the annual election. In New York the friends of Candidate Potter are making an active canvass. Sterling Elliott has been by no means inactive, and his supporters allege that the pledges of votes received are sufficient to re-elect him to office. An officer of the L. A. W. in reviewing the fight for office between Potter and Elliott says: "President Elliott will, I think, make a very close fight for re-election. He assumed the presidency last year with open eyes and long familiarity with the habits, manners and temper of the organization. Now at the end of a year he finds himself attacked, and his enemies are doing their utmost to contribute to his annoyance and discomfort. Mr. Elliott has made, perhaps, the best president the league ever had, and under his policy the organization has grown far beyond the expectation of himself and his friends. There is money in the treasury and throughout the country an enthusiasm for League work never seen before. But no man ever did unusually well at the head of an organization having a shifting membership who was not thereafter called upon to show cause why he should not be removed, and there has been no reason for anticipating any exception to the general rule in Elliott's case."

PRIZES FOR 1897

Which Will be Awarded by the Century Road Club.

For the season of 1897, the following awards will be made by the Century Road Club of America:

National Competitions.—First—A handsome banner to be awarded to any club in the United States or Canada making the greatest number of centuries during the year, the centuries counted to be only those ridden by actual bona fide members of the competing club while they are members.

Second—Gold, silver and bronze medals, struck from the club dies, and suitably engraved, to be awarded to C. R. C. members taking first, second and third places in the individual mileage century ride competition of 1897.

Third—Gold, silver and bronze medals struck from the club dies, and suitably engraved, to be awarded to C. R. C. members taking first, second and third places in the individual mileage competition of 1897.

State Competitions—Gold medals to be competed for by State divisions having memberships of ten or more, said medals to be awarded by the State centurions at their discretion to the members in their respective divisions making the greatest number of centuries, or the greatest amount of mileage, or the most meritorious ride of the year. The divisions entitled to these medals are Massachusetts, New York, New Jersey, Pennsylvania, Ohio, Maryland, Indiana, Illinois, Canada, Wisconsin, Iowa, Minnesota, Missouri, Nebraska and Colorado.

The State centurions of these divisions who desire to claim and award these medals for their competing members will decide upon the winners:

MORE HOME RULE.

THE STATE BOARDS TO BE GIVEN INCREASED POWER

In Order to Relieve the L. A. W. of Needless Detail Work and to Enable It to Act Merely as a Sort of Court of Appeals.

One of the most important matters that will be considered by the next national assembly of the L. A. W. will be the question of giving additional power to the State Racing Boards, thus making them of some practical use—which is not the case at present—and at the same time of relieving the National Board of a vast amount of detail work that interferes greatly with its conduct of affairs.

AUTHOR OF THE SCHEME.

George McCarthy, formerly chief consul of the Colorado division, and now of this city, is the author of the proposed amendments to the constitution which will add to the power of the State Boards and lessen the duties of the national body. The work which will be shifted upon the State Boards comprises the granting of sanctions, license to make suspensions and to investigate charges of professionalism or any infraction of the rules. The National Board will figure as a court of appeals from all decisions of the State Boards, and will pass on charges affecting the status of amateur riders. Of course, the National Board will also continue to perform in a general way the duties which devolve upon it at present, and the individual members will assist the State Boards.

FAVORABLY RECEIVED.

As at present conducted the control of racing is embodied in a board of only seven members for the entire country, and several of the districts are entirely too large to be looked after by one man. The growth of the sport demands that more attention be paid to it, and this can only be accomplished by shifting much of the work upon State Boards.

Prominent L. A. W. officials throughout the country have expressed themselves as being in favor of the plan, and it looks very much as though it would be adopted at Albany. Chairman George D. Gideon, E. H. Croninger, H. W. Robinson, A. D. Walt and W. I. Doty, special representatives of the Racing Board in Colorado, have all commented favorably, and I. B. Potter, S. A. Boyle, Conway W. Sams, C. W. Dawson and other chief consuls are in accord, besides other noted officials such as C. F. Cossam, E. S. Hartwell and Burley Ayers.

PUT TO VOTE.

L. A. W. Members Will Decide the Next Meeting Place.

The members of the National Assembly of the L. A. W. resolved last year to decide the award of the national meet before future assembly meetings in order to remove the general exchanging of votes. The executive committee of the league, consisting of Sterling Elliott, A. C. Morrison, and C. F. Cossam, has issued the following statement in relation to the award of the meet this year:

It was decided by the Executive Committee that the most satisfactory plan would be to call for a mail vote of those members who would constitute the next National Assembly. The plan of voting will be as follows: To each man entitled to vote will be sent a card, ruled on the plan of the Australian ballot, and containing the names of those cities which have made formal application for the meet. The voter is asked to place an X opposite the name of the city he wishes to vote for, but the ballot is to contain nothing which would identify it or show by whom it was voted. When the ballot is marked it is to be placed by the voter in a plain envelope and sealed. The plain envelope is then enclosed in another, upon which is printed a blank, the filling out of which will show the name and address of the voter. This is to be mailed to the secretary in a third envelope, stamped and primed for the purpose.

These envelopes are to be opened by the Secretary on Feb. 6 at 12 o'clock in the presence of whoever may be interested in the count. After the outer envelopes are removed the votes will be checked up by the list of assembly members. When this is done the blank envelopes will be taken out and mixed together, to be afterward opened and the votes counted. This has been decided upon as being the fairest method of voting on an important question of this kind, and has the additional advantage that even those who see and count the ballots cannot know how any man voted. The ballots will be sent out about Jan. 12.

NOT IN HIGH FAVOR.

The Bloomer Doomed to Permanent Extinction.

"The passing of the bloomer," says a Chicagoan, "is at hand, and in a few years at the most the bifurcated garment will be as extinct as the American bison. When the craze first struck the gentler sex nothing could convince them that the pants were unfeminine, and that they looked like frights in them. Neither the laughter of the public nor the jeers of the small boy were strong enough to cause women to abandon them. But as time wore on they at last had their eyes opened, and now recognize that bloomers are not suitable for female wear."