ALL THE LATEST NEWS OF THE CYCLING WORLD.

NEW CONDITIONS FOR AMATEURISM.

National Cycling Association Formulates Some New Rules.

ALL ON THE SAME BASIS.

Laws for Inter-Club and Team Competition Are Also Defined.

The life of amateur racing centred in the club competitions of former days, and the team struggles were the most attractive features on the card. In order to revive this branch of the sport the N. C. A. has concluded to adopt an amateur rule and nominate restrictions for this class of riders which will entitle them to the same privileges now possessed by the Intercollegiate and A. A. U. riders.

It is expected that this move will meet with immediate favor from the clubs, the racing authorities of which were consulted in the drafting of the definition and rules which follow:

AMATEUR DEFINITION.

1. An amateur is one who has never competed in, nor assisted in, and who has not taught any athletic exercises for money or other remuneration; nor knowingly competed with or against a professional for a prize of any description; nor sold or pledged any prize or token obtained through connection with cycle racing (this clause is not retroactive), or whose membership in any cycling or athletic organization is of no pecuniary benefit to him whatever, directly or indirectly, except such as is hereinafter provided for in these rules, or who, having transgressed any of the foregoing provisions, has been duly reinstated.

2. For this class of riders prizes are limited to $35 in value for a first, unless a permit to exceed this amount shall be granted by the Board of Control.

3. It is not intended that this rule shall apply to persons who may instruct others in cycling for the purpose of effecting the sale of a bicycle; nor to those who serve as officials of the N. C. A. or at races conducted under its permits.

INTER-CLUB AND TEAM COMPETITION.

1. Riders must be members of a club for at least thirty days before being allowed to compete under its colors; riders who have competed under the colors of a club cannot compete under the colors of another club until a period of at least three months has elapsed, unless their original club should be disbanded or go out of existence.

2. A club desiring to enter a rider or team in an inter-club or team competition at a meet in the territory governed by this association may be allowed to pay the travelling, hotel and entry fee expenses of such rider or team upon application to the member of the Board of Control in charge of the district in which the club is located.

3. Any club desiring to establish a "racing membership" whereby the riders competing under its colors may be granted privileges will be given permission to do so, if such privileges are restricted to the remission of dues, the use of the club's trainer or trainers, and the payment of entry fees for the inter-club or team events only.

4. Riders representing clubs in national and State championships may have travelling, hotel and entry fee expenses paid by their clubs without application to the Board of Control.

CYCLE TRADE BOOMING.

Manufacturers Satisfied with the Present Season—Business Now on a Firm Basis.

Bicycle manufacturers are almost a unit in expressing complete satisfaction with the present season from a strictly business standpoint. Prevailing prices are an inducement to the average rider to abandon his old machine for a mount of the present year's model. There is a steady demand from the novitiate class—those who ride but never owned a wheel—while from the ranks of the few who have resisted the temptation to master the noiseless steed converts are being made daily.

To cycle concerns all this is pleasing, for the reason that only a handful of the more prominent makers anticipated a good season. Since the collapse of the tremendous boom which bicycle manufacturers enjoyed for a brief season several years ago there had been a steady decline, gradual but perceptible, in the business. It was due to manifold causes. Many who had no legitimate right to enter the trade competed against the long-founded manufacturers. They did not prosper, but nevertheless injured the manufacturers of standing. Others of similar ilk, eager to share in the reputed fabulous profits of those who made wheels, established a bicycle side line. Their product was the veriest trash, but buyers were found willing to pay as much for one of the hastily assembled trucks as a really high class machine commanded.

In the natural sequence of affairs this illegitimate competition could not survive. One by one these flimsy concerns have been going to the wall, either voluntarily or forced by the pressure of impatient creditors. But in their destruction the manufacturer of merit has been confronted with auction sales and bargain drives of the machines of the defunct makers, and have greatly suffered thereby.

This year, however, the atmosphere has finally cleared. Wheels have cheapened in price during the interim, but the process of manufacture has greatly improved as well, good material costs less, the extraneous expenditures formerly made imperative by conditions have been abolished and the bicycle maker is able to calculate precisely what his expenses will be and proceed accordingly.

This year those firms engaged in the manufacture of bicycles and accessories are of good standing, conducted on strong business lines and appreciative of the fact that fair competition and upright methods will in the end redound to their own benefit.

A representative of a well known make of wheel sums up the situation in these words: "Our concern, and others as well, I happen to know, believes that this year witnesses the real metamorphosis of the cycle trade. Our competitors are conducting business squarely; the little fellows, who did themselves no good and us much harm, have been wiped out, and the purchaser of a wheel, if he pays a fair price, is reasonably certain he is not getting what is known as a tin wheel. Moreover, the price of wheels has reached the bottom step in the ladder. Riders are enabled, in consequence, to exchange their old mounts and a moderate sum for a new machine. Cyclists, or at least a good proportion of them, are proud of their wheels, and are aware that a new bicycle every season is a good investment."

T/159

CYCLE RACING "PRO'S" SIGN WITH MAKERS.

Annual Spring Scramble Now Taking Place—Cooper a Team Mate of McFarland and Stevens.

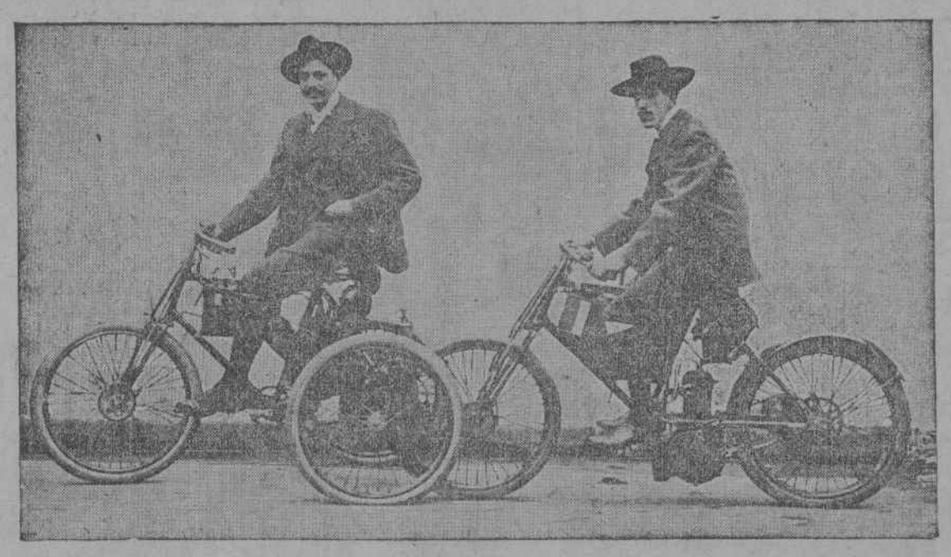
Contracts for the coming season are now being signed by the prominent bicycle racing professionals. Those who have not arranged to ride some make of wheel for a salary are scurrying around in an endeavor to enlist on the pay roll of a cycle concern who wants a good track representative. The first-raters have no difficulty in tieing up with makers, but even they do not receive the same princely stipend which they formerly commanded.

One of the strange changes brought about by this trade feature of cycle racing is that Tom Cooper, the Detroit crack, is now a team mate of McFarland and Stevens, commonly know as the firm of "I and Stevie." The latter pair have been together for years, and Cooper and others have lost many a race by the clever team work tactics of the two men from the West.

MOTOR PACING HAS COME TO STAY.

Man, Too Fast For Human Pace, Nothing but Petroleum or Electric Machines Can Hold Him Now.

Fournier, the Famous French Auto-Expert, Will Now Use American Wheels for His Pacing Work.



Fournier and Ricard on Their Petroleum Pacing Machines.

Patrons of cycle sport find more pleasure in fast time than they do in really meritorious and close competition. The evidence of this is produced repeatedly, when, after the victor of a hard battle down the straight is greeted with vociferous applause, it is replaced a moment later by a storm of hisses if the time announced is seconds outside the existing best on record. To the real enthusiast of racing, the time is of secondary importance, for he appreciates the maneuvering for position, the play to secure the rear wheel of the rider who is generally the one to start that heartbreaking sprint for the tape that tells the story, and the nervous tension that precedes this beginnig of the end. Of course, a prolonged "loafing" contest becomes distasteful to everybody, and there is a limit to the amount of "head work" to be included in a race. But it is the genera pubile and not the few enthusiasts who contribute the major share of the money taken in at the gate, and so the meet promoters must supply that which suits the greater number.

Last season's expensive pacing outfits proved too heavy a burden for the associations and clubs which kept the sport in active operation, and a repetition of this outlay will not be seen this Summer. Fast time will be furnished for middle distance competition, but it will be by motor pacing of the petroleum variety, which has been found to be more reliable than the electrically driven machines.

No matter what rate of speed was demanded last year with human pace, a rider in condition seldom found it impossible to follow the multicycles. When Elkes made his wonderful effort at Willow Grove on the night of August 6, covering thirty-four miles 1,220 yards in the hour, his pacemakers could not lose the "Glens Falls shadow," who repeatedly called upon them to "hit it up." With the limit of human pace reached and the rider still calling for faster going, the necessity for motor assistance is apparent. Its moderate cost, too, is a telling item in its favor, and another attractive feature will be the opportunity of having as many as half a dozen starters in a single event, which will do much to replace the picturesqueness that existed in the big machines manned by crews of well trained and neatly garbed riders.

The limit of perfected motor pace is predicted by the experts as likely to find a resting place well under 1:20, but the tracks may require more scientific, if not higher, banking. Probably, no superior can be found in the world to Henri Fournier, the French automobilist now in this country, in the matter of skillful handling of petroleum power cycles, and he hazards the guess that before the '99 campaign concludes he will have reduced the mile figures to 1:10. He knows not fear, and is as cool and collected while traveling at a record gait as though he were out on a club run. Fournier will have several machines of American make fitted with the foreign patents which he controls in this country, as he considers the American bicycle superior to the imported one on account of its lightness, for which strength is not sacrificed.

Several styles of electric tandems are now in process of construction, and will be tried as soon as completed. Elkes and Fournier may be found together, as the French operator rates the hour record-holder as the peer of the middle-distance material now available.

NEWS OF THE CYCLISTS.

The opening meet of the season in the metropolitan district will be at Ambrose Park, May 20, when $1,000 in prizes will be offered. The Wild West Handicap at one mile will net the winner $200. One race will be a multicycle invitation, in which a quint, quad, triplet, tandem and single will be represented. The handicaps will be decided more by the type of machine, though the riders will be considered in point of ability. Even now Handicapper Wetmore is puzzling over the proper allotments.

Walter Sanger, another of the old guard, is anxious to take another fling in a race, and he has expressed himself as desiring a match with Zimmerman, and one may be brought out to take place at Milwaukee if that city takes a place in the N. C. A. Grand Circuit.

"CENTURIES" IN FAVOR.

Century riding is experiencing a revival in New York City and its environs. Many hundred-mile riders under club auspices have been scheduled and on Sunday and holidays throughout the riding season many private parties will click their cyclometers to the tune of five score miles. Good roads are responsible for this. Several years ago it was almost impossible to wheel any great distance without encountering long stretches of miserable highway over which cycling was anything but enjoyable.

One of the causes for the increased popularity of century riding is the hard work of the New York State Division of the Century Road Club of America. The membership in the organization has greatly increased within the last few months and every member is an earnest advocate of centuries. For the last month the Century Road Club has conducted a century on Long Island to which no entrance fee is charged and they will continue to do so throughout the season.

An exception will be made, however, on Sunday, May 14, when they will hold an open run with survival medals, to which an entrance fee of $1 is asked. The run will be over the official Long Island course. Assembling at Bedford Avenue Fountain, Brooklyn, the riders will go through Bath Beach to Coney Island and thence to Valley Stream and over the Merrick turnpike to Hempstead, the turning point in the run. In this run there will be a fast division, leaving two hours after the regulars.

The Pierce Wheelmen of Brooklyn will conduct a century to-morrow with two divisions to East Islip and return. On April 30 the Century Wheelmen will have a hundred-mile run to Hicksville. In June the Manhattan Bicycle Club purpose holding a double century and many other clubs will arrange for hundred-mile jaunts during the riding season.

Bicycles. Bicycles. Bicycles.

300,000

Will Be Used This Year in

BICYCLES, TANDEMS, TRIPLETS, QUADS.

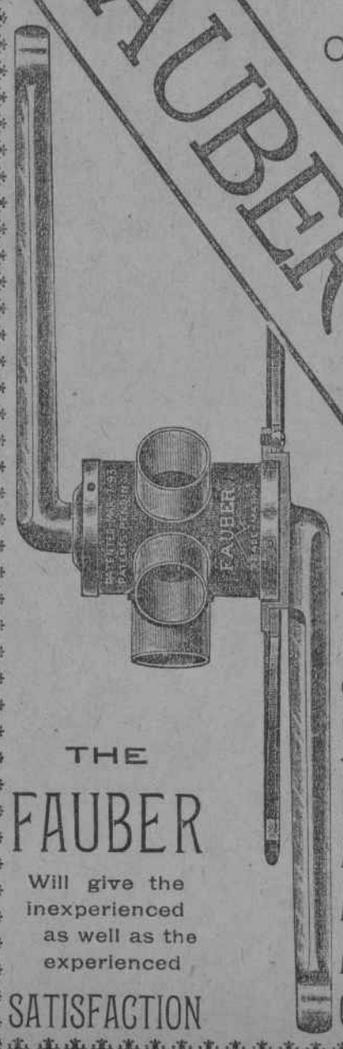
FAUBER,

Originator, Pioneer, Largest Manufacturer Crank Hangers.

YOU DON'T WANT AN EXPERIMENT! THE CRANK HANGER IS THE HEART OF YOUR BICYCLE!

You want the simplest and most practical construction. The Fauber Crank Axle is made of one piece of steel spring tempered. There are no joints to work loose from back pedaling, as in the case of two-piece and three-piece hangers. Our workmanship, designs and finish are the best because making Hangers is our specialty, for which we have unusual facilities. The quantities we make enable us to keep the same men on the same piece of work month after month producing the most perfect work at the lowest prices, of which you get the benefit.

FAUBER HANGER TRADE MARK



THE FAUBER

Will give the inexperienced as well as the experienced SATISFACTION

The immense growth and popularity of the Fauber Hanger is to you A TESTIMONIAL, A PROOF, A GUARANTEE OF SUPERIORITY.

CHICAGO, U. S. A.

Bicycles.

Lovell "Diamond" (Trade Mark Reg.) Bicycles are to-day the Leading Bicycles of the World

This year's price $50

Send for Catalogue.

Agents almost everywhere. If there is none in your town write to us.

John P. Lovell Arms Co.

BOSTON, MASS.

Charles J. Godfrey, 11 Warren Street, is the *New York City Agent.*

EAGLE A WHEEL WITH A GOOD REPUTATION

Our New Double Rear Frame Construction is the result of scientific study.

EAGLE QUAD-STAY

STRONGER, LIGHTER, HANDSOMER.

We build the lightest road wheel which is safe to ride. Do not fail to examine it before buying.

88 CHAMBERS ST. and 335 BROADWAY

50 Agencies in Greater New York. Factory—Torrington, Conn.

Leaders 1891—Leaders always.

WE SELL BICYCLES.

Crawfords, Wolff-Americans, Barnes, Stearns, Daytons,

ALSO EDISON PHONOGRAPHS,

$1. DOWN and PER WEEK.

Or Proportionate Monthly Payments.

Equitable General Providing Co. ("E. G. P. Co.")

29 B'WAY (3d floor, Columbia Bldg.)
1123 B'WAY (3d floor, Townsend Bldg.) (Corner 25th st.)
BROOKLYN—187 Montague St.
Open evenings except Saturdays. Call or write.
HARLEM—263 W. 125th st. Open every eve.

67 CORTLANDT ST. OPEN EVERY EVENING. MAIL ORDERS Filled in 24 Hours. CATALOGUE FREE.

...2 STORES... ROB'T H. Ingersoll & Bro.

111 NASSAU ST. Open Sat. Ev'gs Only. ...SPORTING GOODS... Cameras. INGERSOLL SPECIALTIES.

ATHLETIC CLOTHING.

Specials in Fancy Racing Suits.

A great variety of new, catchy styles, in bright fast colors, Four-Quarter, Half and Half and Perpendicular Stripe Designs; any combination of color; Our Special Price..... $1.00

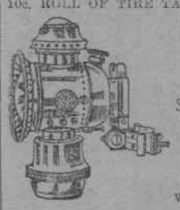
Special Bicycle Suits, $2.98, $3.39, $4.98, $7.50 and $8.50.

ALTERNATE STRIPE JERSEYS..... 59c.
ATHLETIC SHIRTS AND PANTS, close knit; colors Black, Navy, Maroon, White. Regular 50c. goods..... 35c
VICTOR WORSTED in same colors; regular value, $1.50..... 85c
MORTON SUPPORTERS, worth 25c., for.. 15c.
Golf Caps, scotch Mixtures, Plaids, Checks, etc.; our regular 50c. and 75c. lines, for..... 39c
GOLF HOSE, all wool, fancy top..... 39c.
Worsted Hose, 48c., 69c., 98c., $1.23, $1.48

BICYCLE SUNDRIES.

This Week's Bargain List.

POPULAR $1.50 I. C. LAMP..... 60c.
HOLD FAST 25c. LUGGAGE CARRIER.. 12c.
UNIVERSAL STEEL TOE CLIP..... 9c.
SPECIAL STEEL FOOT PUMP..... 1.25.
STEEL NICKELLED WRENCHES..... 12c.
STEEL HANDLE BARS WITH GRIPS... 98c.
WOOD RIM CEMENT, ¼ PINT..... 10c.
SINGLE TUBE CEMENT..... 15c.
FORSYTHE LAMP BRACKET..... 5c.
BEST LEATHER TOOL BAG..... 25c.
NEVER-HOT LUBRICANT..... 6c.
10c. ROLL OF TIRE TAPE..... 1c.



INGERSOLL GAS LAMP, Smallest, Lightest, Best and Cheapest Gas Lamp in the Market.. $2.50

A pound of Carbide with each lamp.

THE INGERSOLL $35.00 $25.00 BICYCLES

THE INGERSOLL DOLLAR WATCH

And Its Famous Guarantee

Other Ingersolls at $1.25, $1.50 and $1.75.

BASE BALL GOODS.

Boys' all leather Baseball Mitt..... 19c
Men's All Leather Baseball Mitt..... 39c
Boys' All Leather Infielder's Glove..... 19c
Men's..... 39c.
Sheepskin Baseball..... 2c.
Others, 8c., 15c., 25c., 50c., $1.00
Boys' Mask..... 13c.
Men's Mask..... 39c.
Patent Ear Mask..... 63c.
Fine Maple Bat, first-class finish..... 9c
Ones, 14c., 23c., 35c., 48c., and our finest Maple Bat, made from selected second growth Ash..... 69c
Baseball Suits complete, $2.50, $3.50, $5.00

$1.00 Dog Collars, 60c.,

Engraving Free! Also license put on. Our great specialty—a collar in two styles, selling everywhere at $1.00; our price, with engraving thrown in, 60c. Complete line from 10c. to $10.00. Collars to order a specialty.

Special Sale of Fishing Tackle.

Stock of U. S. Net and Twine Co. at one-fourth usual prices. Don't miss this chance to equip cheaply.

CAMERAS AND SUPPLIES.

We carry the most complete and popular line in the city and at uniformly low prices. Be sure and see our stock before purchasing again.

Bicycles. Bicycles.

"A high grade"

wheel is not always a high priced one. For example, the

Rambler

1899 Price $40

A high priced bicycle is not always a high grade one.

Safest way is to insist upon "NAME, QUALITY, PRICE,"—an old and honored name, quality which that name demands shall be kept **the highest,** a price that is fair for wheels **known** to be of highest grade.

With RAMBLERS at $40

the best RAMBLERS ever built, fitted with G & J TIRES, DETACHABLE, the best, most durable and most easily repaired tires ever made, "*no* bicycle of *any* sort is worth more, none at a less price *can* be RAMBLER grade.

INSPECTION INVITED. ASK FOR CATALOGUE.

Gormully & Jeffery Mfg. Co.,

NEW YORK---939 to 943 8TH AVE, near 56th St.

OPEN EVENINGS.

BROOKLYN—342 and 344 Flatbush Ave.

AGENTS:

LEXINGTON CYCLE CO., corner 31st St. and Lexington Ave., N. Y.
FRED. BERJU, 139th St. and 8th Ave., N. Y.

HARTFORD TIRES.

We have been making bicycle tires for years. When we tell you that a wheel fitted with Hartford Tires runs better than if many other tires were used it is no idle boast. It is the truth.

We make many tests. One is with a machine, an arrangement of weights and pulleys, by which a loaded bicycle is made to run a certain distance.

The power used in all tests is the same, the distance is the same. The variation in the time required to run this distance demonstrates the difference in the running qualities of the tires.

We have compared a tire made of stiff fabric and heavily compounded rubber, a "cheap tire" with a Hartford No. 80 for example. It takes nearly three times as long as the No. 80 to cover the distance. Think how much effort that Hartford Tire would save you in a few hours' run. It means many pounds less pressure on the pedals at every revolution to keep up the same speed.

HARTFORD TIRES are not made by any secret process; we use nothing in the manufacture but brains and good materials. Tires can be made "just as good" as Hartfords, but very few makers care to do so because brains and good materials are both expensive. That is one reason for the fact that Hartford Tires cost more than most others. It also explains why they outlast other tires and give better satisfaction.

97 CHAMBERS STREET, NEW YORK.