

CYCLING.

"Moderation" should be the watchword of the beginner in any form of exercise, and it is especially applicable to cycling. The average enthusiast, fresh from the riding school, is apt to wheel too far at first, often to the point of exhaustion, not infrequently making another spin impossible for several days. This, instead of being a benefit, is a positive and perchance permanent injury. Even moderate cycling will tire at first muscles unused to this new form of exercise, and they must be trained gradually in strength, agility, and endurance. This process should extend over months rather than days or weeks.

The novice should be content to ride very moderately at the beginning and increase the distances covered by degrees. This course will harden and develop all the muscles brought into play, and the rider will be surprised to find how readily they can be trained to meet any reasonable demands upon them. This caution applies with double force to lady riders, who should always guard against over-exertion, especially on upward grades. Happily the hill-climbing contests of the early days of cycling have all but passed out of fashion, and the number of those who have found that a steep grade is easier ascended afoot than a wheel is constantly increasing.

OUTING'S ATTITUDE TOWARD RACING.

The present season has seen cycle racing firmly established. Every city of importance has become a link in some racing circuit, local, State or national, while the number of road contests reaches annually well into the thousands. The only regrettable feature of this unparalleled expansion of cycle competition is the steady decline and probable well-nigh total elimination of the amateur spirit. The legislation of the league, by which all competitors were divided into strictly amateur and professional classes, has served to rid racing of the most disagreeable element ever tolerated by any governing cycling body in the world—the subsidized amateur—and in so doing, has forced over a thousand racing men into open professionalism. As this list includes an overwhelming majority of the fastest men in the world, both in competition and against time, popular interest has centered in the professional events, while the amateur wing of the racing army has suffered by the inevitable comparison. OUTING always stood for the spirit of true sportsmanship in every branch of athletics, and has, therefore, no interest in purely professional events. Hence, the results of the professional races will not be announced in these columns.

The premier road event of this summer was the "Pullman," run, on July 4th from Chicago to Pullman, Ill, a distance of about 17 miles. The 1896 Pullman was won from the seven minutes' mark in 40m. and 21s. by Edw. Heil, of the South Side Cycling Club of Chicago. The first time prize was taken by James Levy, of the Chicago C. C. in 38m. and 22s. He started with a handicap of one minute, and rode one

of the best races of the season. The first ten men with their handicaps and net times were:

<i>Name.</i>	<i>Handicap.</i>	<i>Time.</i>
1. Edward Heil.....	7:00	40:21
2. Alfred Schmidt.....	8:00	41:37
3. E. A. Wilson.....	6:30	40:14
4. J. J. Casey.....	8:00	41:48
5. F. B. Lyman.....	6:30	40:08
6. L. Banks.....	6:00	40:10
7. John Metzger.....	7:00	41:30
8. E. F. Collis.....	8:00	42:31
9. S. J. Pachynski.....	7:00	41:38
10. R. Roussall.....	7:30	42:10

The time prize winners were: James Levy, Chicago C. C., 38m. 22s., first; E. M. Spike, South Side C. C., 38m. 23s., second.

The great annual twenty-four hour track race of France, the Bol d'Or, was run on the Buffalo track, Paris, June 28th and 29th. This is an invitation event, and only the best long-distance men in Europe are allowed to compete. The winner was Gaston Rivierre, one of the veterans of French racing, who broke a multitude of records from seven miles up to the finish, when 533 miles 1,378 feet had been covered.

Arthur E. Smith, of Chicago, has again succeeded in lowering the record between that city and New York. He left Chicago at 9 P. M., on June 28th, and reached the metropolis at 3:21 P. M. (eastern time), July 4th, covering the distance of approximately 1,000 miles in 137 hours, 21 minutes, and beating by nearly five hours the previous record made by Robert P. Searle in September, 1895. Smith, who is one of the best long-distance riders in the world and holder of the American two hundred miles road record in 14 hours and 45 minutes, started on a five days' schedule, which was kept until the bad roads of central New York were reached. He followed throughout the ride the lines of the Lake Shore & Michigan Southern and the New York Central Railroads, breaking *en route* the Chicago-Cleveland record by 5 hours and 36 minutes, and the Chicago-Buffalo record by 7 hours and 2 minutes. This, the most valuable road record in the United States, was made under the auspices of the Century Road Club of America, and is authentic. Considering the condition of the roads, the performance compares favorably with any of the English or Continental records.

The greatest wheeling path in the world is to be given to the cycling fraternity of New York State through the efforts of the State Division of the L. A. W., and the co-operation of Superintendent of Public Works, Geo. W. Aldridge.

The tow-path of the Erie Canal is a perfectly level course extending westward from the Hudson to Buffalo, through some of the finest touring country of the New World, a large proportion of it without good roads. These paths have been used by wheelmen more or less for several years without authority. The gradual displacement of the canal mule by steam and electricity, early in the year brought forward the question of their future use and the North End Wheelmen of Albany applied for permission to put one side of the path for six miles in the best possible shape for cycling.

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Superintendent Aldridge, who is a cyclist himself, promptly granted their request, and issued orders that gave wheelmen a legal right to the tow-paths of the Erie Canal throughout its entire length. The cyclists of the Mohawk Valley, Central and Western New York are preparing to extend, at their own expense, the path begun by the North End Wheelmen of Albany to Lake Erie. Town by town the work is to be undertaken and carried through.

The following railroads are now transporting bicycles free of charge when accompanied by the owner and at the owner's risk: The Pennsylvania, lines (west of Pittsburg), Vandalia lines, Pittsburg, Cincinnati & Chicago; St. Louis, Terre Haute & Indianapolis; Pittsburg, Fort Wayne & Chicago; Louisville, New Albany & Chicago; Cleveland, Cincinnati, Chicago & St. Louis; Cincinnati, Hamilton & Dayton, and New York, Chicago & St. Louis. All railroads in New York State are compelled, under an act passed by the Legislature last winter, to carry bicycles free, as baggage. This makes the railroad companies liable for damages in case of careless handling, but applies only to transportation within the limits of New York State. The Erie Railroad, for instance, is allowed to charge for carrying a bicycle over that portion of its road which lies outside of New York State, and the New York, New Haven & Hartford carries bicycles free to the Connecticut line only.

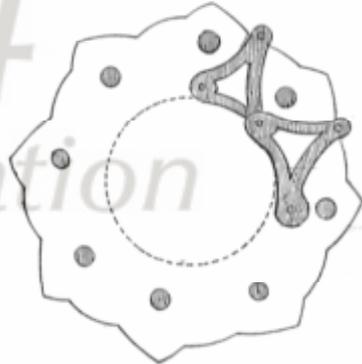
The transportation committee of the L. A. W. is endeavoring to secure the free carriage of wheels on all railroads in the United States.

At first thought one would hardly include a bicycle in a camping outfit, but, if indications are correct, there will be few camps minus a wheel the present season. Fishing and gunning will sometimes pall on even the greatest enthusiast, and the other recreations of camp life will occasionally grow monotonous. It is at such times that a spin over country roads will prove most welcome and satisfactory. Then how nicely the wheel can be utilized in foraging for provisions at the neighboring farmhouses or in trips to the post-office for the daily mails. There are many beautiful spots within a day's ride of New York, Chicago, Philadelphia, St. Louis, Boston, Minneapolis, Denver, San Francisco, Baltimore, Washington and other American cities, suitable for camping. One may choose the border of a lake, the bank of a river, the depth of a cool shady forest of fragrant pine trees, or the sandy shores of old ocean. In fact, he would be hard to suit who could not find a camping-place to his fancy within a radius of forty or fifty miles of any of the cities mentioned. One may enjoy all the delights of camp life and yet keep himself in touch with his business or home interests, if he so desires, by utilizing his wheel and these near-by camping spots.

Summer hotels, too, now extend the warmest welcome to the cyclist and find in the road-tourists a fruitful source of profit. Nothing is so likely to secure country allies to the cause of good roads as the custom which cyclists take into them. When the roadside inn finds its profits rise or fall in accordance with the condition of his nearby roads, he will be on the side of progress.

Ten thousand riders and one hundred thousand spectators speak louder than acres of controversial oratory for the cycles and its attained position. That number, at least, have gathered twice within a month in the neighborhood of the metropolis, not to see expert professionals excel themselves in ungraceful rivalry, but merely for the love of the pastime and joy in having a new outlet opened for its gratification. How small and sordid is the question involved in professionalism compared with facts like these?

The cycle-path movement is making great headway. Sometimes it is the municipality, as



THE SIMPSON CHAIN.

in Brooklyn, where they have completed that to Coney Island; sometimes it is a private company, as at Atlantic City, who are constructing one to Pleasantville; sometimes it is private subscription, as when the cyclists by contribution built an eighteen-mile path from Saratoga to Glenn's Falls by the side of a sand desert road over which the farmer is content his team should drag their weary way, whilst the cyclist whizzes by on wings of wind—an object lesson that should and will prove invaluable. Whatever the medium, the result is the same—greater uses of the silent and healthful steed.

ROWING.

Washington, the home of the cyclist—the birth-place, in fact, of the Ladies' safety—has seen two phases of the wheel utility develop within the past fortnight, for whole contingents of delegates to the Christian Endeavor Convention made the pilgrimage thereto a wheel, and far larger numbers made the excursion to Arlington, Mt. Vernon, and other historic or interesting sites, on it.

The Simpson Chain, of which so much has heard at the last Stanley show and so little since, has entered the cycle field in a practical way through the medium of a company by whom it is to be promoted. Whatever may be its ultimate fate and merits it has friends and opponents whose views are as fervid as they are diverse. The *Cyclist* condemns it, denies the genuineness of the victories it undoubtedly has recently gained in contests and roundly contests its value. On the other hand, so important and disinterested an organ as *The Sporting and Dramatic News* is one of the ardent supporters of its claims, says of it, that "There is nothing simpler than the Simpson chain, which can be applied to any safety cycle now in use at a very moderate cost."

"It is not always that the inventor contrives to appear at the right time, indeed, oftener than not he unfortunately arrives inopportunistly, and suffers thereby. Had this lever chain been introduced a score of years ago it would probably have failed to excite the faintest interest, while no critic of such things would have troubled his wise head about it. But

luckily Mr. Simpson produced this latest offspring of his creative brain at the psychological moment—neither too soon nor too late. Fortunately, also, it aroused hostile criticism. It is frequently our enemies who make successes of us; and so it has proved with the now world famous inventor of the lever chain."

The principles involved in the chain are self-explanatory from the diagram which we give. If it has merits, now is an appropriate season to consider its possible future influence. If it has none, it will disappear into the limbo of forgotten novelties. If we should in the end adopt the wheel or some modification of it, we shall ere long repay our English cousins by exporting it to them in thousands. It is a sign of the times when the venerable and self-controlled "Field" joins in a chapter of lamentations with "Land and Water" over the ever-increasing favor with which American wheels are welcomed in Great Britain. The end is not yet; the time is not far distant when American manufacturers (if they are true to their interests and are not deluded into a period of cheap and nasty) will wrest from their English competitors the wheel trade of the world.

To Show or not to show has been settled, and New York will again revel in the winter festival, at which the coming wheels lure the early dollar from the ardent cyclist. The locality alone will be thanked, and the Central Palace take the place of Madison Square Garden.

THE PROWLER.

ROWING.

SCHUYLKILL NAVY.

Their annual regatta was rowed June 20th, on the Schuylkill River, at Philadelphia, Pa. Course from Goose Pen to Turtle Rock, 1 mile straightaway, with a slight current. Weather fine, wind light, and water smooth.

For the Caldwell Prize, Pennsylvania Barge Club scored three firsts, one second and one third, and Vesper Boat Club two firsts, one second and one third. Two of Pennsylvania's oarsmen rowed under protest as to their eligibility under the three months' rule, and the prizes were withheld, but at a subsequent meeting of the Executive Committee the protest was withdrawn.

Junior single-scutt shells—G. Roehm, Vesper Boat Club, 6m. 47s.; A. G. Pennington, Bachelor Boat Club, 6m. 54s.; A. S. Kapella, West Philadelphia Boat Club, 3.

Senior single-scutt shells—J. B. Juvenal, Pennsylvania Boat Club, r. F. Cresser, V. B. C., upset.

Senior double-scutt shells—Vesper Boat Club, second crew, F. Cresser (bow), E. Marsh (stroke), 5m. 30s.; Pennsylvania Boat Club, G. W. Vanliet (bow), J. V. Juvenal (stroke), 5m. 36 3/4s.; Vesper Boat Club, first crew, H. Hughes (bow), D. A. Hegarty (stroke), 3.

Junior four-oared gigs, with coxswains—Malta Boat Club, E. Fenton (bow), W. N. Lynch, W. T. Rodenbaugh, L. M. Ford (stroke), J. M. Niskey (coxswain), 6m.; West Philadelphia Boat Club, H. M. Altemus, Jr. (bow), W. Purviance, L. Martin, W. M. Blackburn (stroke), G. P. Deacon (coxswain), 6m. 35s.; Pennsylvania Boat Club, J. Shibe (bow), W. Lyons, R. J. Milligan, L. A. Warne (stroke), P. Wall (coxswain) 6m. 17s.

Senior four-oared shells—Pennsylvania Boat Club, F. R. Baltz (bow), H. Meade, A. J. Ingraham, C. B. Dix (stroke), 5m. 37s.; Crescent Boat Club, second crew C. Margerum (bow) C. Hay, D. Halstead, H. F. Kusel (stroke) 5m. 39s., Crescent Boat Club, first crew, W.

Curry (bow), A. V. Dunbar, J. C. Donahue, W. McKeever (stroke), did not finish.

Eight-oared shells, with coxswains—Pennsylvania Barge Club, F. R. Baltz (bow), H. Meade, H. G. Scott, E. S. Baret, J. Exley, H. Monaghan, A. J. Ingraham, C. B. Dix (stroke), G. Klages (coxswain), 5m. 11s.; Vesper Boat Club, W. H. Hussey (bow), H. Birchall, W. Foelker, F. Barber, O. Thorn, H. G. De Burlo, W. Riddell, E. Marsh (stroke), L. C. Abel (coxswain), 5m. 22s.; Crescent Boat Club, W. Curry (bow), C. Hay, C. H. Margerum, H. F. Kusel, D. Halstead, A. V. Dunbar, J. G. Donahue, W. McKeever (stroke), F. B. M. Cardeza (coxswain) 5m. 38s.

Scrub race, for Commodore's Trophy, about half a mile straightaway—Pennsylvania Barge Club, 1; Vesper Boat Club, 2, by half a length; West Philadelphia Boat Club, 3.

After the races the Commodore reviewed the fleet.

WEST PHILADELPHIA BOAT CLUB.

Their tenth annual regatta, rowed June 13th on the Schuylkill River, was hampered by fresh wind and lumpy water. The six-oared barge race was about one-half mile straightaway, while the other races were over the Goose Pen-Turtle Rock course, one mile straightaway.

Single-scutt shells—L. Martin, 7m. 32s.; A. S. Kapella, 2; W. Purviance, 3.

Double-scutt shells—W. M. Blackburn (bow), W. S. Myers (stroke) 6m. 37s.; R. C. Lockwood (bow), L. Martin (stroke), 2; J. F. Toy (bow), W. Purviance (stroke), 3.

Four oared gigs, with coxswains—H. Altemus, Jr. (bow), W. Purviance, L. Martin, W. M. Blackburn (stroke), G. P. Deacon (coxswain), 6m. 40s.; J. F. Toy (bow), W. A. Wood, E. H. Dunwoody, W. N. Myers (stroke), H. Homer (coxswain), 2; A. S. Kapella (bow), J. J. Dimon, R. C. Lockwood, J. L. Fagan (stroke), A. H. Blackburn (coxswain), 3.

Four-oared shells—T. Harrison (bow), W. N. Myers