

NEWS OF THE WHEELMEN.

BOYCOTT OF CERTAIN CYCLES ORDERED BY A CLUB ORGANIZATION.

The Club is Made That the Manufacturers in Question Are Hiring Non-Union Polishers—Way to Use the Best Services of Chainless Wheels—Club Plans to Buy.

A peculiar condition of affairs that reveals how the sale of certain brands of cycles is being injured was discovered by a reporter of THE SUN a few days ago. A non-appearing booklet in green covers, with the title "A Pointer to Cyclists," is being circulated among bicycle clubs. It is a tract that contains a list of the names of certain makers because poor workmanship makes them unreliable. The makers chiefly named are two of the oldest and best known in the country. The Metal Polishers, Buffers, Platers and Brass Workers' Association is sponsor for the booklet. The tract made that the manufacturers in question have had a disagreement with the union polishers formerly employed in their shops and are now hiring "scabs." It alleged that these manufacturers, to cover the defective polishing of the metal, resort to a heavy plating of copper and then nickel on the surface of the copper. This plating chips off, it is said, and leaves the surface full of roughnesses. It is argued that any manufacturer who will resort to such methods must put equally bad work into other parts of his wheels, and riders are cautioned not to buy these particular wheels, "because there are others." One of the large manufacturers, who happened to be in New York yesterday, said to THE SUN reporter:

"This kind of thing has been going on for two years or more, and, if anything, the boycotters are more active now than ever. In questionably it has done much toward decreasing the sale of the wheels against which the attack is directed. The worst feature of it is that many persons believe in the arguments presented and are misled into discriminating against the wheels that are named. The bicycle trade has always had trouble with the polishers. Practically all the strikes in bicycle factories in recent years have been in the polishing department. The polishers constitute only about 5 per cent. of the force employed in a bicycle factory, but they are members of the National Labor Union and often induce the other workers to strike with them. At present and all the time there are a number of makers in trouble with their polishers. Aren't they well paid? They have to be paid according to the scale of their association, which is one of the closest and most exacting in existence. The polisher is not a true machinist, but a kind of sleight-of-hand workman. All his values lie in the experience he has in holding a part to the polishing lathe the proper length of time and with the delicacy required to finish it uniformly. A raw hand had become expert in a few months, and he where the trouble is. The Polishers' Union restricts the number of apprentices so as to keep the trade in the hands of a few. After some time in the polishing room, he is put in non-union shops. There are many factories to-day that are both union and non-union shops. When it comes to the polishers, it happens that a union man wants a job where non-union men are employed, and the non-union workers demand the discharge of the outsiders. Then comes the strike. Of course, the fall of prices last year brought a cut in wages. The makers are now worse than ever. Both the makers and the polishers are suffering. The boycotting hurts the makers, and the non-union men are more and more non-union polishers getting into the field. "Riders who understand wheels, and know both the importance and simplicity of the work of polishing, will appreciate both sides of the situation, and it is well for them to hear both sides in order that they may not be misled by either. Friction in bearings, and in all things, is caused by the contact of two surfaces. The smoother they are, the greater is the friction. No matter how finely polished any surface may be, there always remain extraneous imperfections to the naked eye, and these imperfections, when falling in bearings is therefore apparent, because the better the polishing the nearer to positive smoothness and correct form the surfaces are. "If a machine worker, the cry that "scab" labor is a polishing machine worker, is not a union man at all times. The argument that makers are covering polished parts with heavy copper plating doesn't hold, because nearly all the makers are now nickeling directly over the metal. The strikes of the polishers have been annoying, but for any one to believe that they have in any way resulted in lowering the quality of the output of such big makers as are now being assailed is too utterly ridiculous to discuss."

Edwards, the continuous century rider, finds friends everywhere in the course of his daily tours. Since he returned to Long Island, roads he has been a marked man. Hotel keepers, farmers, and others along his route welcome him with friendly hands and treat him like a hero. On the road he finds plenty of willing packmen, who regard it as a compliment to their riding abilities if they can take him in tow, for while he takes ten or eleven hours to make his round trip, he travels at a pace varying from fourteen to eighteen miles, and his average riding time is small. Yesterday morning, while going along the Merrick road, he was followed by a tandem. Each had a pack of pictures of the rider on Long Island. The tandem, which was led by a man in the neighborhood of twenty pounds. Notwithstanding these handicaps, or backpacks, the professional peddler beat out the amateur. Edwards is now at a clip of about sixteen miles an hour.

In order to get the best service out of chainless wheels, riders who use them should maintain a steady pressure and motion as nearly as possible. The light of motion is the most important. The pedals are made of the experience with back-land climbing, when if one foot is particularly felt in follow up the force exerted by the other hand is lost. Hill climbing with chainless wheels is generally a succession of jumps on the pedals. In the chainless the pedal action is different in an indescribable way, and there is no back-land to be fought against. The impetus of the lever action is peculiar, and the most advantage can be had from it by the rider pedaling. It is because of this that it has been claimed that the chainless is better for hill climbing than others. The work on them is steady instead of spasmodic. This may mean an early loss of force expenditure. It is admitted by chainless advocates, that it is an open question whether the extra weight of the chainless at the rear that is to be dragged up the hill is not offset by the gain there may be in the easier pedal motion.

Riders who have decided to keep their old wheels have experienced many disappointments when trying to get some 1898 equipments for them. One of the troubles is that the old getting easier fitted. This difficulty, however, no longer exists. The makers in question announce that with the following information they can now fit a 1898 American wheel: Name of wheel, year built, number of teeth in each sprocket, and distance between center of sprockets. This last one is the case business is getting down to a fine point, for American wheels have always proved a stumbling block to English gear cases.

A member of the local Committee, whose reputation for veracity has been hitherto unimpaired, says he has a mile of a son who, standing in front of his father's wheel, pointed to the valve stem on the tire and remarked solemnly, "This is my sister." That little bit of news, however, is a relief, and the air of their more truth than lies in the younger man's saying.

A quorum of the Race Committee of the Associated Cycling Clubs of New York could not be obtained on Friday night to decide the question of the association's road race. No call for another meeting has been sent out, but from the talk of members of the committee it is highly probable that the idea of holding a road race on Decoration Day at the Atlantic Hotel, Newark, is being considered. If they do it will be in the name of the Associated Cycling Clubs of New Jersey, in order to have the latter retain permanent control of the "Cycling Derby."

Here is an experiment that will be instructive to all riders, and will take the conceit out of pedaling. While riding along a straight road, when the sun throws your shadow on the side, watch the chain and sprockets. How often and how much the top stretch of it slackens. When on your wheel you cannot observe the slackening by looking directly at the chain, and to try this method will surprise many riders who boast that they are riding in a way never known to any other rider. The shadow on the side will show fluctuations of your chain that could not be detected even by another rider by looking at the chain itself. Perfect pedaling keeps the chain taut all the time, but there is little of this perfect chain.

The middle-distance paced race the evening crowd keep the contestants at a high rate of speed throughout, so that the interest. Many spectators never leave. In pursuit events the men are forced to ride at top speed without any rest in order to finish any race as the first which will serve to make this character of competition. Riders in sprint races are numbered half a mile will receive few opportunities for loading and snappy racing is looked for in the sprint races. The contest of interest in racing until the homestretch is reached is objected to by race followers, and promoters will endeavor to clear this of this class of sport.

For some days there have been rumors flying about the possibility of a new electrical lighting system which the Jullu brothers were bringing over from France and ride on the local tracks. The Jullu brothers arrived some time ago, and Tom Kok, their manager, said that the rumors were true. No one saw them, however, and the Jullu brothers, who are officials. When questioned about it the manager of the association which has the Jullu brothers under contract said that he was keeping them in hiding. Many began to suspect that the Jullu brothers were here to do some mischief. It was the last man who rode behind it lost his race.

When asked if the tandem had not come with the men, Reeves uttered a smothered "No," and, chucking to himself, said: "I booked the tandem, and I know what I know about it." As Reeves engaged the Jullu and saw them embark, his remarks made it evident that those who have been bringing their curiosity to see those wonderful electrical machines at work are doomed to disappointment. With Reeves' consent, Paul Bourrette, and Rene Cavalry, Bourrette and Paul Bourrette, who has been riding two miles in an hour. Bourrette and Cavalry are sprint riders, and the latter is said to have won more firsts last season than any other man in France. They will go to Cincinnati to train, leaving this city to-day.

BALTIMORE, April 16.—Henry Smith of this city has announced that he will try for the American record in the Century Cycling Club's century course on the Shell road, which is twenty miles long. Smith broke the twenty-four-hour record about a year ago, riding 314 miles. He accomplished the feat so easily that it was thought he could have done much better had he tried. A few months afterward Elmer Davis added two more miles to the record, and there it has remained ever since.

The complaint made by wheelmen that the face light of the carbide lamp is hazardous so as to make turning to one side more hazardous seems to be reasonable. There would be, however, no objection for such lamps if those who use the carbide lamps should adjust them so that their rays would fall on the ground instead of shining out horizontally. The carbide lamps give a hard, white light, but it is for this reason that many riders favor them. They will show a hole or obstruction in front of a rider. Quite a number have been afraid of adopting the new gas lamp because of being something they did not understand, and they were afraid of an explosion. Acetylene is a gas more combustible than acetylene, though it will explode under proper conditions. The small quantity generated from the carbide lamp is not sufficient to cause an explosion. Riders should learn more about the matter and to judge for themselves the merits and demerits of the new lamps. Light from acetylene gas is not new, because the gas has been used for illuminating purposes for two years. Its adaptation to bicycle lamps has been progressing for some time. The "Chicago" lamp, which was exhibited in 1897 on this coast, is a good example. It is a solid and of itself incombustible. Acetylene is a gas more combustible than acetylene, with quantity of the carbide upon which water drops from a reservoir built in the lamp. The generation of the gas is caused by turning the lamp. It is as simple a matter as running an oil lamp. The only criticism made against the adoption of the gas lamp is that when a rider is touring, carbide is so heavy that it cannot be got through a hole in the house. This may be remedied should its use become widespread, for carbide and its accessories are not so heavy as carbide. In the meantime tourists had better take a small package of the filling material with them.

The Nominating Committee of the Century Club of America has elected its officers for the year and State places have been received for the annual election of officers. The local candidates are: President, Will I. Kristensen, Terre Haute; First Vice-President, Charles W. Fountain, Boston; Second Vice-President, Arthur L. Mac, St. Paul; Secretary, S. Glen Andrus, Chicago; and Charles W. Foster, Cleveland; Treasurer, Thomas C. Fry, Rochester, Pa.; and Orville W. Lawrence, Louisville.

State Officers, Illinois—State Centurion, F. G. Clark, R. O'Connor, Charles Scott, and H. P. Moore, Chicago; Secretary, G. H. Alexander, St. Charles; and E. J. Porter, Chicago; J. C. Moore, Oak Park.

Massachusetts—State Centurion, Charles E. Fay, West Newbury; and Charles G. Percival, Boston; Secretary, F. W. Brackett, St. Paul; and W. H. Hasty, Boston; Arthur W. Pease, and Fred Ford, St. Paul; and A. D. Rice, Waltham.

New York—State Centurion, F. A. Myrick, New York; Secretary, W. H. Anderson, and Clary M. Henderson, New York; and W. G. Sturges, Louisville.

Pennsylvania—State Centurion, John H. Gether, Philadelphia; and E. J. Sturges, Erie; Secretary, Treasurer, W. W. Moore, and John H. Noble, Philadelphia; H. Harry Smith, Allentown; and E. J. Sturges, Erie.

New Hampshire—State Centurion, George H. Arthur, Manchester; Secretary, Treasurer, T. E. McAfee, Manchester.

Ohio—State Centurion, Francis Boyle, Cleveland; Secretary, Treasurer, W. H. Brackett, St. Paul; and W. H. Hasty, Boston; Arthur W. Pease, and Fred Ford, St. Paul; and A. D. Rice, Waltham.

Maryland—State Centurion, C. L. Warren, Baltimore; Secretary, Treasurer, W. H. Powell, Baltimore.

Washington—State Centurion, R. G. Williams, Washington; Secretary, Treasurer, R. G. Williams, Washington.

Maine—State Centurion, Frank R. Lang, Portland; Secretary, Treasurer, no nomination.

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Steve O'Donnell of Australia has arranged another match. He has signed articles of agreement to box of Dunbar, the Western boxer, in twenty rounds at any time on April 25. Dunbar is a few years ago met Jim Hall and put up a fine contest. Peter Maher has signed articles to box Joe Goddard six rounds at Philadelphia on May 18. Joe Goddard arranged the match yesterday. The battle will have no doubt be a very exciting one, as Maher is anxious to "tip" on the defeat which he received at Goddard's hands several years ago. Elmer E. Hand of Philadelphia, who is one of Jack Daly's warmest admirers, arrived in town from the West yesterday. Hand said to THE SUN reporter that he is ready to back Daly against Kid Lavigne, and is surprised that the latter has manifested any desire as yet to accept his proposition made in THE SUN several years ago. Tom Lees of Australia, who a few years ago was regarded as the best heavyweight in the antipodes, as he arrived in America. Lees is the guest of Prof. Mike Donovan. He has met Peter Jack on Bob Fitzsimmons, Jim Hall, and other famous pugilists, but he has not come here ostensibly for the purpose of fighting, still he will not throw a battle over his shoulder if he is hit in his way.

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