

the chance of advertising their wares by helping out a great national meet.

Were it concentrated and focused on one object there is plenty of sporting enthusiasm to carry through this scheme of making the city of México a great cycling centre in the Winter months. Let those who call themselves the leaders of cycling in the Republic take up this matter and they will do more for cycling in six months than they have been able to do in the past two years, however well they may have worked and however well intended their efforts may have been. And we give those who have born the burden of the work the credit for doing the best that they could see their way to doing at the time. But México has outgrown the efforts of the past.

Now a broader and more truly national policy is demanded by the progress of the past year.

The time has arrived to try to unite the cycling interests of the country in a great central organization, whose province it shall be to look after the interests of the sport in the Republic. Close and fast rules should be laid down for the governing of all races, and these rules should be such that they would allow pure amateurs and other sports to take part in the annual cycling races without being in danger of losing their amateur standing. The line between professional and amateur should be drawn hard and fast before the next races. New rules should be laid down on the lines of the L. A. W. After these rules are declared in force in all future races it would be but just to declare all men who have raced only in the Republic to be amateurs, thus giving them the choice of continuing in the future in the ranks of the amateurs if they so desire with the understanding that at every subsequent meet hard and fast lines will be drawn.

These are ends toward which every cycling union, every club, every individual cyclist should work until confusion and uncertainty be driven out of the field; for out of confusion comes nothing

but confusion worse confounded.

Let those who have the interest of cycling at heart try to make this city the centre of a great National Meet to which shall come men from all over America, and they will have all the support that the Mexican Sportsman can give them.

"Scorchers."

The open disregard of bicycle riders in the large cities of the United States for the ordinances relating to the speed and equipment of bicycles upon the public streets is arousing prominent members of the L. A. W. against it. The frequent arrest of riders for "scorching" is attributed to the new and younger cyclists, who are not conversant with the laws pertaining to cycling.

The same complaint might be made in this city. There are a number of the scorcher species in Mexico who can be seen at all hours of the day trying their best to make themselves as great a nuisance as possible. A man who runs a-muck on a bicycle through the narrow, crowded, business streets of this city should be confined in a lunatic asylum, where he would have no chance of endangering both his own life and that of unwary pedestrians. There are several cyclists who are in the habit of riding at full speed up San Francisco and Plateros streets. In passing the most dangerous crossings they look neither to the right nor to the left. They simply go it blind. For the good of the city itself there should certainly be some law in force against "scorching" within its limits. If such a law were passed and a close watch were kept by the police for any violation of the regulations, and if fines were imposed upon all offenders, it would aid materially in putting a stop to the dangerous practice of fast riding. We may as well recognize the fact at once that the bicycle has taken possession of the city. Soon it will be here in overwhelming numbers. Some such regulation as we have suggested is imperatively necessary for the good of the wheel itself.

And it must come very soon; and the sooner the better.

The ordinance regulating bicycle riding in the city of New York may be of some interest to those who would see the Mexican "scorcher" tied up so that he will be in little danger of doing harm either to the public or to himself. It is as follows:

"Any person using a bicycle, tricycle, or other such vehicle of propulsion on the public streets of this city shall be required to carry on such vehicle, after sundown or before sunrise, a light of sufficient illuminating power to be visible at a distance of 200 feet; also an alarm bell, and a signal shall be given by sounding said bell or otherwise on approaching and crossing the intersection of any street or avenue.

And no person using a bicycle, tricycle, velocipede, or other such vehicle of propulsion on the public streets of this city shall propel said bicycle, tricycle, velocipede, or other such vehicle of propulsion at the rate of speed greater than *eight miles an hour, nor shall any greater number than two persons abreast parade the streets of the city at any time on said such bicycles, tricycles, velocipedes, or other vehicles of propulsion.*"

The Mexican National Athletic Club.

The Mexican National Athletic Club, as the following circular shows, is making an effort to claim what is its natural birth-right, that is the patronage of the better class of English, American and Mexican residents in this city. There is a big work for the club to do; and to do them justice, the managers of that institution, Messrs Hughes and Calvert, seem thoroughly to realize this. Up to the present the efforts of the Club have been too much restricted, and its patronage, though among the best in the city, has not been nearly so large as it might have been, when we consider the wide field that is still to be worked and the amount of labor that is yet to be done in it. There is not an English institution in the city that has done better work or that is better worthy generous support than the Mexican National Athletic Club.

"In taking over the Club, the management does so with the intention of giving