

A Statement by Osmond.

The following from *The Cyclist* will be of interest to our readers as explaining fully Mr. Osmond's reasons for not giving Zimmerman an opportunity to meet him before the Brixton Cup race:—

"Some of the cycling papers have, for the last few weeks, been filled with paragraphs slating me for not competing in the championships and for not giving Mr. A. A. Zimmerman a chance of meeting me. Various reasons are given by the writers of these paragraphs as to why I did not start, but all are more or less incorrect, so with your permission I will take this opportunity of explaining to those who do not already know it, my reason for acting as I have done.

"My only reason is that I was not in fit condition to do myself justice. In my opinion, an amateur who, having earned during four or five years' racing a reputation for himself, is, to say the least, foolish if he starts when quite unfit. No one regrets more than I do myself that I was unable to get into form in time for the championships, but the fact remains, I could not, and consequently did not start.

"Mr. Zimmerman's friends gave out that I was going as well as ever I did two or three weeks back, but it was quite untrue, as, indeed, was the statement that I had made disparaging remarks about him, and that I 'contemptuously turned over the task of defeating him to Schofield.' In fact, so far from having made disparaging remarks about him, I, after seeing him ride for the first time, described him to my friends as likely to prove a very fast man.

"With regard to the Brixton Cup race, seeing that the joint meeting was down in Mr. Zimmerman's fixture list, and as I had won the cup race four times in succession, I, about a fortnight before the race, promised Mr. Puckle definitely to compete, knowing that it was my last chance of meeting the American on a first-class track, and thinking I should be in something like fit condition for the race. I found out about a week later that I could not get fit in time, but having promised Mr. Puckle, and having allowed him to advertise, I could do nothing but keep my promise. I was very much surprised to see Mr. Zimmerman start for the fifty on the Thursday night, and to think, in spite of his assertions, that he preferred to go for the least important of the championships to meeting me in a ten miles scratch race. Mr. Zimmerman knew perfectly well long before

the fifty miles championship that I was a *certain* starter in the Brixton Cup race, so the excuse that he fancied I might not have started is absurd. Besides, he could have soon seen whether I was going for the fifty beforehand by looking at the entry list, where my name could not be found, or by looking in at the dressing-room at Paddington to see whether I was dressing or not.

"He can no longer say that he has had no chance of meeting me. He has had a chance, and such a chance as he'll not have again. Next time we arrange to meet, if we ever do, I shall take care to be in rather better condition than I was on the 9th of July, 1892. F. J. OSMOND."

An Electric Tricycle.

IT IS DUE TO THE GENIUS OF AN INDIAN-
IAN—QUITE SIMPLE.

An enterprising electrician in Indiana lately constructed an electrical tricycle the description of which brought letters of inquiry from all parts of the country. The machine was worked by storage batteries carried under the seat, and which gave enough current for an eight hours' run. Whether the machine turned out to be impracticable in the form then adopted, or whether its inventor hesitated to undertake its commercial exploitation, is not recorded, but the public, at all events, has heard no more of the Indiana machine. Another inventor, however, is ambitious to be the first to claim the invention of a commercially practicable electric tricycle, and has patented a machine which relies for motive power also on the storage battery.

The singular point in its construction, however, is that the storage batteries are carried around the circumference of the wheel, preferably close to the tire, and there can be any number of cells, according to the power required. It is claimed that in this way the weight of the storage batteries is more equally distributed, and in such a manner as to cause the minimum interference with the efficient running of the machine, while at the same time affording a simple and easy method of construction. The cells are connected by wires to insulated sleeves that carry the current to a motor in the axle of the wheel, which gives the motive power to the machine.—*Boston Journal*.

It is likely that Windle will do some racing this fall.