CYCLE EXPORT INCREASE

AMERICANS SHIPPING GREAT NUMBERS OF WHEELS ABROAD.

The New Racing Bulletin—An Automatic Pumping Tire—The Alleged L. A. W. Dissension.

Below will be found a table showing the exports of bicycles from this country to all parts of the world during January, 1897, and the corresponding month of 1896. An examination of the table shows that the trade with Great Britain increased almost 600 per cent., while the increase to other parts of Europe was almost 800 per cent. Exports to only two countries show a decrease and in those cases the total is so small as to make little difference. The decrease to Central America and British Honduras was about $200 and to China was about $400. A comparison for seven months beginning with July, 1895, and July, 1896, shows that in the latter period the exports amounted to $2,622,723, against $332,903 in the former period. The table for January follows:

	Jan. 1896.	Jan. 1897.
United Kingdom	$20,341	$135,020
Germany	9,158	63,050
France	7,079	11,370
Other parts of Europe	9,358	141,088
British North America	21,504	42,852
Mexico	3,304	5,955
Central America and British Honduras	4,954	4,772
Cuba	25	49
Porto Rico	.....	939
San Domingo	.....	189
Other parts of West Indies and Bermuda	331	14,109
Argentine	.....	678
Brazil	591	838
Colombia	678	1,523
Other parts of South America	798	4,707
China	910	517
British Australasia	2,983	35,808
British East Indies	75	988
Other parts of Asia and Oceanica	6,472	6,885
Africa	601	4,595
Total	$89,182	$480,902

Chairman Mott, of the National Racing Board, has issued the following bulletin to those contemplating holding races on the national circuit:

"Applications for national circuit dates, addressed to Albert Mott, Park Heights, near Kate avenue, Baltimore, Md., will be received until April 15, 1897. Promoters, whether clubs or individuals, making applications, are invited to state the date preferred, and should follow it with alternate dates that would in an emergency be acceptable and also state if a date named by the chairman other than those mentioned will be likely to be taken as a last resort.

"It should be understood that promoters in different sections of a large territory cannot have concerted action in naming dates, and that therefore the applications will discover many conflicting interests which the chairman will do his best to harmonize. Time is limited, and a schedule of the dates will be arranged by the chairman and published as soon after April 15, 1897, as possible. Immediately on the publication of the schedule promoters should address a letter to the chairman, stating whether the date assigned is accepted.

"It will occur to the promoter that the racing men, professional and amateur, must receive equal consideration with themselves from the chairman in arranging the dates in the schedule. Their traveling expenses are of vital importance to them, and such expenses must be made the least possible. The chairman will endeavor to arrange the schedule on a live and let live policy to both, as far as the circumstances and conditions disclosed by the applications will permit.

"Until all the applications are received it is not practicable to decide whether there shall be one or more than one national circuit. The circuit or circuits will be drawn into the national meet at Philadelphia in August."

Herbert W. Foltz, of this city, is a member of the racing board and will have charge of Ohio, Indiana, Kentucky, Tennessee, West Virginia, Mississippi, Alabama, Georgia and Florida.

The Indiana Bicycle Company has spent considerable money and labor in making the retail store at Pennsylvania and Ohio streets attractive. New rugs and draperies have been put in and a couch offers an inviting place for ladies to rest. The same may be said of the riding school in the Cyclorama building. Many comforts that were lacking last year have been put in to make the place pleasant for beginners this year.

Camp life for cyclists during the vacation period promises to become, sooner or later, the proper thing for the devotees of the pastime in this country. Several clubs in London have established permanent camps for their members and these have been exceedingly popular during the season. The idea of cyclists' camps in this country originated from the experience of the London clubs. It is very likely that the examples of the club camps will be followed in this country this season, some talk to that effect having been made by the leading organizations of New York city.

An Englishman claims to have invented a tire which will be received with the blessings of all wheelmen if he can substantiate his claims. He says his tire will always be inflated and that the inflating is done automatically by using the machine. Instead of the usual endless tube, which is common to all or most detachable tires, a piece of tubing of about half the diameter and twice the length is employed. This tube is coiled twice around the wheel in a direction opposite to that of its rotation, and each of the two ends taper to a point, where it is sealed.

These ends overlap one another to the extent of the tapering and so fill up the space. A valve of the ordinary kind is fitted near one end of the inner tube, and the first coil occupies a position in the hollow of the rim. This part of the tube is thinner and of smaller diameter than the other half, which is coiled outside of it, and is situated immediately beneath the tread of the tire. An outer cover of ordinary character and attachment is used.

The automatic inflating is performed as follows: If the tire is empty or has little air in it the weight of the rider and the machine compresses the tube, more especially the bore of the thinner part lying in the rim, to the end of which the valve is attached. This part is flattened under the pressure, and as the wheel goes around the pressure travels along it, leaving behind a vacuum into which the air flows through the valve. This operation goes on until the tire is fully inflated, being renewed at every revolution of the wheel. The ingress of air follows the flattening of the tire, making the inflation of the tire an automatic process. The tire works whether there is a puncture or not, and the claim can also be made that it is nonpuncturable.

The extraordinary interest displayed in cycle racing in Australia was never better shown than at the meet recently held in Melbourne by the Australian Natives' Association. The turnstiles registered the attendance at forty thousand. The big race of the tournament was the great wheel race, a two-mile handicap in heats, in which the prizes aggregated $2,250, of which sum the winner received $1,750. The tournament lasted from 10 a. m. until midnight. All the cracks of the country competed, together with a number of foreign champions.

According to the Eastern papers, the people of the West are in arms against the L. A. W. and are bent on its disruption. Every week long articles appear in the Eastern dailies and each time it is made to appear that people of the West centered around St. Louis and San Francisco are seceding from the ranks of the L. A. W. and are working hard for the formation of a new organization, while at the same time it seems that nobody in the immediate vicinity of the dissension is particularly aware of the fact. In fact, St. Louis does not seem to know anything about any dissension there, but it does know that there is great dissatisfaction at San Francisco, while the Eastern press can see dissatisfaction at both places. Just how the matter will end remains to be seen.

The whole trouble arose over the efforts of certain Western delegates to secure the passage of an amendment to the laws of the L. A. W. at the last assembly meeting permitting Sunday racing. This was defeated by a vote of 161 to 77. The men who worked for the change were very loud in their protestations and immediately claimed that there would be an organized secession from the ranks of the L. A. W. throughout the West, but it has not come yet. It was claimed that the owners of Western tracks and all the crack professionals of the West were ready to withdraw from the L. A. W. and race under the rules of a new organization that would sanction Sunday racing.

Otto Dorner, whose letters on good roads have recently appeared in the Sunday Journal, has recently been appointed chairmen of the L. A. W. Good Roads Bureau of Publicity. He is now furnishing letters to over one hundred of the leading daily papers of the country on this subject, and is looked upon as the national leader in the crusade for good roads that practically had its origin with the coming of the bicycle.

Otto Dorner was appointed a member of the National Committee of Highway Improvement L. A. W. by President Willison early in 1895, being reappointed by President Elliott. At the time of Mr. Dorner's appointment to the national committee he was a member of the road improvement committee in the Wisconsin division, and had succeeded, together with A. C. Morrison, the present first vice president of the league, in creating an organization of leading citizens, known as the Wisconsin League for Good Roads. This league had been formed at a good roads banquet, arranged by the highway committee of the Wisconsin division, with the assistance of the then division officers, of whom Mr. Morrison was the chief consul.

Mr. Dorner has edited a good roads edition of the Wisconsin Agriculturist and a similar edition of the Milwaukee Sentinel, comprising both its daily and weekly editions, and including additional copies to give it a circulation of over 90,000. In both of these enterprises he has had the heartiest co-operation and assistance from his agricultural friends. His latest effort for good roads has been the introduction in the Legislature of Wisconsin of an amendment to the State Constitution which will permit of State aid, the Constitution at present containing a provision that the State shall never engage in works of internal improvement. Mr. Dorner argued this proposition before the judiciary committees of both houses of the Legislature on the 11th inst., being assisted in his efforts by Secretary John M. Stahl, of the Farmers' National Congress, President Hubbard, of the Wisconsin Agricultural Society, Editor Simonson, of the Wisconsin Agriculturist, President Sheldon, of the Dane County Agricultural Society, and W. H. Rogers, mayor of Madison. The resolution passed the Wisconsin Assembly on the next day, and has every prospect of passing the Senate in short order. This resolution is the first step for a system of State aid, a large share of credit for which will in time be due to Mr. Dorner.

WOMAN AND THE BICYCLE

Some Advice as to Saddles, Gear and Clothing for Women.

New York Sun.

Yesterday at the meeting of the Brooklyn Health Culture Club the president introduced Mrs. Etta Morse Hudders, who lectured on "Cycling in Its Relation to Health." Mrs. Hudders said: "A few years ago I would not have dared to stand here and advocate cycling for health. Dr. Hammond, I believe, was the first physician to advocate the use of the wheel for health, and he was frowned upon by the medical profession when he dared to read a paper on that subject. Later he was condemned by outsiders and the press. At the present time many physicians and health promoters advocate the bicycle with one proviso, namely, that it shall be rationally used.

"There is no such thing as age when it comes to bicycling. It does away with a thought very disagreeable to woman—old age. I used to hear women say, 'I don't want to live until I am a burden to my children.' We never hear that now and women will not know what old age is so long as they keep up the activities of life instead of waiting for it. The bicycle keeps the mind, the heart and the body young."

"That's so," said a white-haired grandmother in the audience.

"When I first said that I would speak on cycling," continued Mrs. Hudders, "many people said, 'I don't see what you can say. You just get on a wheel and ride, and that settles the cycling question.' This idea has wrought unfortunate results. I'm sorry that more attention has not been paid to teaching bicycle riding. We have our schools where people are taught to ride horseback and to dance properly. And we have our bicycle academies, but the object seems to be to keep pupils from falling off. It seems to me if we do not have a better knowledge of controlling the machine that we will have to adopt some of the regulations required abroad. For instance, a cyclist will have to pass or sort of preliminary examination before being allowed to ride through the streets. I'd like to see cycling become an art. Stand on a boulevard and watch the procession of wheelwomen. You are filled with admiration when you see a woman go skimming along, but when you look at her awkward, ungainly sister behind her as she struggles to make the wheels go round, you are filled with dismay. It is the way her wheel is equipped, as a rule, that causes her strained position. Usually whatever we do easily we do right. When we have to make a great effort something is wrong. So it is in wheeling.

"A great deal depends on first instruction. A cyclist should never go on the road unless he or she can mount easily from both sides. If there is the slightest question as to the right of way the cyclist should always give way to the pedestrian, and to do this it is absolutely necessary to be able to jump off from either side. People often ask how many lessons are necessary. That depends upon the aptness of the beginner. Wheelwomen have a tendency to forget how many lessons they have taken and are apt to say, I learned in one or two lessons or I got on and rode right off. This is discouraging to beginners, and I've never yet seen a person who got on a wheel and rode right off or learned in one or two lessons.

"The first important question to consider is the selection of a wheel. When we consider that one is taking his life in his hands—don't misunderstand me, for I don't want to give the impression that cycling is very dangerous—it is necessary to have a good wheel. That doesn't mean that you must pay $100 for it. But if the standard wheels cost that, pay it by all means. Nearly every disaster is the fault of the rider, but those that are not are due to cheap wheels. The wheel should be fitted to the rider. Too little attention is paid to the equipment of the wheel. Riders hear about high gears, and they want one. We find delicate women taking the highest gear the manufacturer will let them have. They don't look at this matter of gear in a rational way.

"It is well to begin with a low gear. It is a positive blessing. The gear limit for the average wheelwoman should not be over 66½ degrees, while invalids should never ride over a 54. Remember one thing; you increase your effort with your gear. Don't raise your gear until you can raise your strength with it.

"Another important point is that of wearing apparel. It seems a pity that anything but comfort and utility should be considered. The question of a few inches in the length or fullness of a skirt makes all the difference in the world in one's comfort, health and safety. There is no use in trying to ride in a long skirt. If we could experience the freedom that our brothers have in cycling we would never ride in skirts again. The prejudice is such that I am hopeless of seeing women without them, so we must secure clothing that is as comfortable and flexible as possible. Tight bands must be laid aside. Of all the dangers connected with cycling none is so great as the corset. Not so much is to be feared from tightness and compression as from that front steel. I have examined the discarded corsets of a number of wheelwomen and find that they are fearfully strained under the arms. Those side muscles have been developed and nature has made an effort to free herself. I would not advocate doing away with all support. Some figures require it. Let such adopt a corset waist made of some well-ventilated material and so short as not to interfere with the hip movement. The clothing of the neck is also important. The linen collar is the neatest thing that can be worn, but be sure to wear a size larger than you usually wear.

"Men are more sensible than women about their collars. They never wear tight collars. I wish women weren't so heroic. They don't mind being uncomfortable. Wear as little clothing as possible—a union undergarment, knickerbockers, a shirtwaist, short skirt and coat are sufficient—and do not lace your boots too tight. Women have a tendency to draw strings too tight, whether they be in boots or somewhere else that I need not mention."

The speaker next took up pedaling, hill climbing, and the adjustment of the frame, and then she came to the question of saddles, saying: "Perhaps the most important question is the choice of a proper saddle and its correct adjustment. There is something wrong if a rider is conscious of the saddle while riding or afterward. The fault is usually, not in the saddle, but in its adjustment.

"Even those who sell wheels don't always know how to adjust a saddle. The two pelvic bones should rest on the saddle with no pressure anywhere else. Whenever there is any forward pressure or on the sides, something is wrong. There should be 60 per cent. of the rider's weight on the pedals, and the rest should be on the handle bar and saddle. Most beginners ride with the saddle too far back. Cycling is really a walking movement. When a woman leans too far forward it produces a downward pressure that works internal injury. Tipping a saddle one-sixteenth of an inch forward or backward makes an astonishing difference in one's comfort. The body should be held so there is no resistance at an angle of 25 degrees forward, and the rider should always have the thought of keeping her chest high. The saddle that is the best to ride is the one which is best for you. Few of us can wear the same shoe or glove. So it is with the saddle. It must be adapted to the individual. We want a saddle with a rigid base. There are two great improvements in this year's saddles for women. They are broader and have a shorter peak. As a rule, no saddle should be adjusted with the peak up. If you need the peak to keep you in position you are not riding properly. If you are going to ride a long distance or rapidly, ride a saddle without a spring, as the spring lessens the distance between the saddle and pedals and makes riding harder. The spring is an advantage and necessity to some women, as it lessens the dangers of vibration."

ROAD BUILDING.

Remarks of the Late Bill Nye Concerning Our Public Highways.

Otto Dorner.

"Our wagon roads throughout the country," says Bill Nye, in one of his witty writings, "are generally a disgrace to civilization, and before we undertake to supply Jaeger underwear and sealskin covered Bibles with flexible backs to the Africans, it might be well to put a few dollars into the relief of galled and broken down horses that have lost their health on our miserable highways. The country system, as I know it, is about as poor and inefficient as it could be. With a road overseer in each road district, whose duty it is to collect so many days' work, or so many dollars from each taxpayer in the district, of course, no taxpayer would pay a dollar when he can come and make mud pies on the road all day, and visit and gossip with the neighbors and save his dollar too. With all due respect to the farmer, I will state right here that he does not know how to make roads. An all-wise Providence never intended that he should know. The professional road builders, with the money used by our self-made road architects would, in a few years, make roads in the United States over which two or three times the present sized load could easily be drawn, and the dumb beasts of the Republic would rise up and call us blessed for doing it."

What Bill Nye says about the character of our average country roads and the method of building them is only too true. We have known little and thought less about the building of our wagon roads, and the millions that we spend upon them every year are not used to advantage. For, whether the road taxes be paid in cash or paid in labor, they are certainly paid in some form, and the amount of road taxes paid every year is being spent by a system that squanders labor, wastes money and brings no permanent results. "If we look back and figure up the outlay of highway tax that has been expended during the past forty years," writes Mr. George McKerrow, a prominent farmer and the superintendent of the Wisconsin farmers' institutes, "and then ask ourselves where has the money gone to, we are at a loss for an answer." With half a load on his wagon, the farmer struggles through miles of mud, and for weeks at a time a journey to town is more of an undertaking for a farmer than is a run to Chicago for one of our prosperous country merchants in the Northwest. With nearly a hundred years of national history our roads have remained a simple mixture of dirt and water, worn deeper each year, as time goes on.

Road making is an art which can properly be applied only by those who have studied it in theory and practice. You can no more build roads by going out upon the highway with a plow and a shovel, than you can build a sewing machine in a blacksmith's shop. And the beginning of the art of road building comes with the road grader, the rock crusher and the road roller. We have been using machinery to do our plowing, our sowing, our cultivating, our mowing, our harvesting, our threshing, but the use of machinery in building roads seems still to be new. The trouble do doubt is with a lot of conservative, slow-going farmers in most of the towns, who oppose any proposition to raise money for the purchase of machinery by the payment of road taxes in cash. And instead of purchasing a rock crusher and putting crushed stone on the highways, we have patched and tinkered at them each year in a useless and fruitless endeavor to improve them, all with no good results. Happily, we are beginning to see the end of these things.

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Harper's Bazar.

"Boswell," roared Johnson, "come here! Do you know what I've discovered?"

"N—nun—no—d—deed, doctor. Wuh—what?" stammered Boswell.

"This!" shrieked Johnson. "Your book is published with the title of 'Boswell's Johnson,' when you know mighty well that you were Johnson's Boswell. I want that changed. Understand?" And Boswell meekly confessed that he understood.

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