

SOME CYCLE CHAT

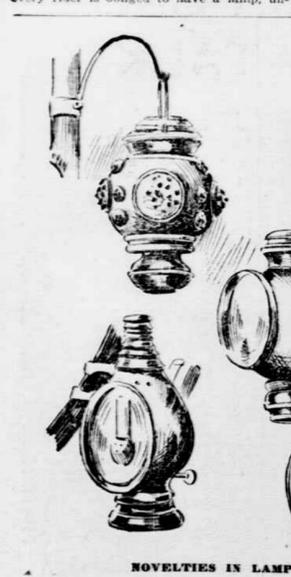
Though the bicycle has been in use in the city for nearly ten years, there are some persons who still wonder how it is that long and short people can ride what appears to be the same kind of machine—the squatty safety. To a person not acquainted with bicycles every machine looks alike. On the other hand there are a good many persons who can tell the make of a machine at a glance. This is cited only to show that some people use their powers of observation, while others do not. In fact, there are many riders who cannot tell any difference between bicycles.

All bicycles are manufactured in sizes. While there are twenty-six, twenty-eight and thirty-inch wheels, the sizes in the frames are more numerous, graduating every two inches from twenty inches to twenty-eight, and even larger on a special order. This applies to wheels for adults. The difference in sizes is measured from the part of the frame designed for the crank axle up to a point beneath the saddle post, the widest part of the diamond. Whatever difference there may be in reach is made up by raising the saddle post, this fitting down in the frame and the cable of being raised fully twelve inches. However, it is poor form to ride with any extension up to a point beneath the saddle post or twelve inches from the frame. He is so far away from the frame as to give the appearance of riding in the air, being suddenly raised from the bicycle. The handlebars have to be raised for such high riding. The smaller the frame, the less vibration, and consequently the greater rigidity. A person using a twenty-eight-inch frame has more vibration on his machine than one who has a twenty-four-inch frame. In the case of a person purchasing a wheel it is best to plan to take the smallest size of frame that will suit him. The smaller the frame, the less vibration tells on the construction and often results disastrously.

Table with 4 columns: Hours, Miles, Yds., Hours, Miles, Yds. It lists various records and distances.

Speaking of records brings to mind the fact that in the table of records published many people receive the same with a good deal of doubt. It is hardly believing that the figures were right, attributing what they thought a big error to typographical mistakes. The article was perfectly correct. Yet there were some who could not see how it was that Frank Walker established all of the records from 30 to 100 miles on the same day. He was given the credit of seventeen records, the aggregate distance of which were 1,180 miles. The fact that he rode the credit of taking the pains to reach this result came to the conclusion that no man could ride that distance in one day. This is true. The rider who could cover 100 miles in a day is certainly a phenomenon. Walker did not make a separate start for every one of the records. In fact, one start sufficed for the entire batch of records. He rode only 100 miles on that day, all told, yet in covering that distance he broke all existing records for the intermediate distances given. His time was taken on every mile, and at the end it was found that he had broken a number of records, for which he was given the due credit. That is how he came to make seventeen records in one day.

Has the bicycle proven a boon to the city? While it is true that some branches of business have suffered since the wheel has come into general use, there are other branches that have sprung up and prospered. The local cycling interests represent an outlay of nearly \$1,000,000, which is a great figure, and that money has gone to the credit of different branches of business. The cost of the wheels, of course, is the main figure. Most of the wheels cost \$100 and even more, but in these statistics only \$50 is allowed as the cost of the machines. Then every rider is obliged to have a lamp, un-



NOVELTIES IN LAMPS FOR THIS SEASON.

WHEELS AND BARS.

It looks as though the old belief about the ground hog is true. Since Tuesday the weather has been as mild as could be desired for bicycling, and many riders have taken advantage of it. The weather was equal to the best spring product, and the hood of the cyclist would be glad if it continued that way, giving an extra early season for cycling. A sure indication of the increase in cycling during the past week is evidenced by the sudden jump in the number of arrests by the members of the bicycle squad for scorching.

The executive board of the League of American Wheelmen of this division held a meeting Tuesday evening at 420 South West, at which the welfare of the organization was considered. The board was unanimous in the opinion that a crusade for new members should be inaugurated, and the ways and means of accomplishing such were devised. It was decided to send to each member of the local division a letter, enclosing five application blanks for the organization, with the request that all of the applicants be filled out and returned to the treasurer properly filled out with new names.

The road book of the division is now ready for publication, through the efforts of Mr. Degges, the chairman of the committee in charge. The cost of getting the book out will be greater than the division treasury can stand in its present condition, and it is on account of this that the crusade for an increased membership will be made. The board also decided to publish a circular, which will be posted in conspicuous places in and around the city, which will read as follows:

Join the League of American Wheelmen for good roads. The league, with over 70,000 members, is the largest and most powerful athletic association in the world. Every privilege enjoyed by the wheelmen of America was obtained for them through the united efforts of this organization, at the expense of the league. It has succeeded in securing the passage and enforcement of many laws for the benefit of all wheelmen, whether members of the association or otherwise. It has spent thousands of dollars in this work; it has carried many long legal fights through various courts to the Supreme Court of the United States, obtaining decisions that have given wheelmen rights and privileges that could not have been otherwise obtained. It has not stopped on obtaining these rights, but has spent many thousands of dollars in the agitation of the cause for good roads, for the benefit of farmers, wheelmen and all travelers upon the highways. It has done more good work in this direction than any other association or organization in America. In fact, it has accomplished more toward the building of permanent good roads than all the other good roads associations combined. It has spent these things at great expense to the league, and now asks you to join the ranks and lend your assistance toward the protection of its workers. We are particularly desirous of interesting

The local authorities are not the only ones that are drawing a tighter noose around the necks of the bicycling fraternity. While the city of New York is kicking about the new police regulations affecting them, the riders in the monumental building have a fight of some sort on their hands. The city of Baltimore has passed a law that the Washington wheelmen who visited Baltimore in 1896 were not allowed to ride on the mounted police in Druid Hill Park. The new regulations of the city of Baltimore are being drawn up by the park board. In fighting this the Baltimore wheelmen brought up various other things, and at a hearing, called to some extent, the wheelmen of the city were allowed to have one member on the park board, who will endeavor to have the regulations amended and regulations protecting wheelmen made and enforced. In case they are unsuccessful, they will call to the legislature of the state for assistance.

The announcement has been made of the invention of a pedal by a New York man, which makes it unnecessary to use a toe clip to keep the foot from slipping off the pedal in motion. The new pedal, as described, states that it has an ordinary pedal, weighing a trifle more, which is attached to the foot by a clamp on the side contract, and holds the shoe so tightly as to make it impossible for it to move. The moment the pressure is removed from the pedal, the pressure of the side clamps relaxes and the foot can be drawn away. The side clamps are adjustable, and can be made to fit a woman's well as well as a man's shoe. While this announcement is given due prominence as a new thing, it will be well to look back to the bicycle cycle shown in the city last year. Fred Owen, the local inventor, had an exhibition, pedals almost constructed on the principle of the new one. The things worked like the clamp on the shoe automatically, and have been received with success by the cycling fraternity.

Lonelyville Expedition.
From Park.
Mr. Hermitage of Lonelyville—"How did the dance in the school house come off last night?"
Mr. Isolote of ditto, enthusiastically—"Oh! the water heater pipes had burst, flooding the hall in the morning, so we changed the dance to a skating carnival instead!"

Strong Securities.
From the New York Tribune.
Jinks—"Johnson wants to borrow \$50 from me. Do you think he is good for that amount?"
Jinks—"Yes, with proper securities."
Jinks—"What securities would you suggest?"
Jinks—"A chain and padlock, a pair of handcuffs and a dog. That would be enough, I think, to hold him."

Queer Wheelmen.
The members of the Queer Wheelmen are considerably elated over their victory in the voting contest at the Academy of Music, which resulted in the presentation of a banner to the club at the performance last evening. The Queers counted upon winning the banner, and started in for the contest several days before the voting commenced. Last evening the club was present at the theater in full numbers, occupying nearly all of the private boxes, and orchestra chairs. It was bicycle night at the Academy, and the boys made it so truly.

Naugatuck Cyclists.
The Naugatuck cyclists have a feast on hand for the near future in the shape of an oyster roast. During the cold weather

Biggest Bicycle Ever Built.
The national assembly of the league will be held next week at Albany. Though the local division is entitled to no delegates, it is entitled to three representatives, one for each of the main offices. Chief Consul Robertson will be the only representative, and he will bring the application for the 9th, carrying with him the proxy votes of Vice Consul Larrimore and Secretary Wood.

Home's Feet.
One day a wonderful bird tapped at the window of Mrs. Nansen's home at Charlottiana. Instantly the window was opened and the wife of the famous arctic explorer in another moment covered the little messenger with kisses and caresses. The carrier pigeon had been away from the cottage thirty long months, but it had not forgotten the way home. It brought a note from Nansen, stating that all was going well with him and his expedition in the polar regions. Nansen had fastened a message to a carrier pigeon and turned the bird loose. The frail carrier darted out from the window and flew like an arrow over a thousand miles of frozen water and then sped forward over another thousand miles of ocean and plains and forests, and one morning entered the window of the waiting mistress, and delivered the message which she had been awaiting so anxiously. The bird, a human specimen, sagacity and endurance; and this loving little carrier pigeon, in its homeward flight, after an absence of thirty months, accomplished a feat so wonderful that we can only give ourselves up to the amazement and admiration which must overwhelm every one when the marvelous story is told. Mrs. Nansen's pigeon is one of the wonders of the world.



FOR WOMEN CYCLISTS

The bicycle has emancipated woman. As some woman writer has put it: "If you are a woman it is your bounden duty to call down blessings upon the head of him who first made a wheel which a woman could ride." These blessings would fall either upon the head of the late Mr. W. E. Smith or Bert Owen, both of them being given the credit of making the first woman's wheel. The bicycle gives the woman more open air and sunshine than ever before in their lives. It means that their flabby muscles will grow firm and strong, their eyes bright and quick, and their cheeks will glow with life and lose their sickly cast. It means that woman is given a chance to improve her health in an easy and pleasant manner, and enables those who are naturally blessed with good health to remain in such.

The female rider is apt to impose too much upon her male escort, mostly due to her ignorance of the machine she rides. In everything else the girl would be ashamed to confess ignorance, but in the matter of the bicycle she seems to think that it is something with which she needs have no knowledge of. Of course, all will agree that it is not the place of the woman to clean her wheel, but does it necessarily follow that she should let it be dirty and have her escort clean it before she mounts her own ride? Does it necessarily follow that the escort should overhaul the wheel, string the lacing, oil the bearings, tighten the chain, and do a number of other things preparatory to starting out on a ride when the machine has been unused for a few days? If the woman is a sensible girl, she is perfectly justified in having her husband clean and attend to the bicycle, or let him go some one to do the work, but where the young lady is a simpleton and her husband is a professional cyclist, it is a different matter. These are only some suggestions to the fair riders, who may perhaps do this unintentionally.

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The question of the position of the lady when riding with an escort, is often perplexing. The simple enough method is to always ride on the right side of the street, next to the curb, while the gentleman takes a position on her left. It is supposed that the gentleman is as nervous as the woman, and when a vehicle passes to his left, as it should, he will be between the moving wagon and his companion. He should always assist the lady to mount her wheel, and allow her time to arrange her feet in a simple and easy manner. He should mount and catch up to her as soon as possible. If she is timid about riding a bicycle he should get off first, and then assist her to get off, holding the machine, if nothing more. In case it is desired to pass vehicles on the street, the woman should be in a bowed position, which in his opinion there is any danger he should dismount. He might possibly be able to assist her to get off, holding the machine, if nothing more. In case it is desired to pass vehicles on the street, the woman should be in a bowed position, which in his opinion there is any danger he should dismount. He might possibly be able to assist her to get off, holding the machine, if nothing more.

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The combination frame tandem is coming out in greater variety than ever. By combination frame is meant a frame that will permit a lady and gentleman using it, one seat having a drop in front, while the other has the regular diamond frame. The question comes up as to which position the lady should ride. Inasmuch as most wheels are made with the drop part of the frame in front, it would seem as though the lady should ride in front. This is without doubt the proper thing. There are cases in this city where females have been known to ride a diamond-frame tandem, and then again there are other cases where the lady occupies the rear seat. This is wrong is proven by the fact that it is the rider who occupies the rear seat who mounts last and gets the machine under way. This is plainly the duty of the man. The only important question remaining is to ride a single wheel is naturally inclined to steer when she first mounts a tandem, but after a little experience she becomes willing to trust the stronger hand in the rear, although it is obvious at times that

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AROUND THE CYCLE PATH.

John Ruth, an eastern rider, has been making plans for a tour around the United States borders, which will commence as soon as the weather opens up. He will go along the northern border of the country, and will make a tour of the Mexican border and Gulf coast, and up the Atlantic coast to the point of starting. He calculates finishing the trip during the summer months, the distance being probably 10,000 miles.

W. W. Hamilton, the western crack, who has won a number of records, has announced his intention of retiring from the path. He made a number of fast rides last season, and was the first man to cover a mile, unpaced, in 2:00 1/2, though the record was allowed to Sanger, who made the same time in a later attempt, owing to some irregularity in the conditions in Hamilton's race. According to Lord Charles Beresford, an eminent authority, the inventor of the bicycle has knocked more health into the world than any other individual, for which all cyclists should be glad.

Alfred Atterbury, chief consul of the Maryland division of the League of American Wheelmen, has a little three-year-old girl by the name of Margaret, who, it is estimated, has won a number of records in the carrier attached to her father's bicycle. Leona, the celebrated French rider, with wonderful staying power, is on her way to visit to Australia, where he will participate in a series of paced races. The success of the American riders in the antipodes is a matter of some interest.

Harry Wheeler says he has retired from the racing path for good. This may be so, but he is wise enough to see that he has passed his best days. Columbia College is determined to again win the intercollegiate cycling championship. Last year the college secured twenty out of a possible forty points for cycling. The college has a number of excellent riders representing Columbia University, of this year, managed to score five points.

Irving A. Powell and Ray Dawson have entered the fold of Columbia College at the present time, and are expected to sweep everything in their way. Powell has won sixteen races on the circuit, Powell won thirteen. He fell in the sixteenth race and broke his collar bone, which prevented his continuing riding. Dawson was a close second to Powell in most of his races, and championships in amateur races and championships in amateur races.

Bald has issued a challenge to Zimmerman for a series of races this coming season. Zimmerman has accepted, so it is expected that the two will have a race. It will be of more than ordinary interest, as Zimmerman will practically determine the championship of the country. Zimmerman is a very strong rider, and has won many races. He is a very strong rider, and has won many races. He is a very strong rider, and has won many races.

The Misfits, while they did not win the banner in the voting contest at the academy, feel much encouraged over the result, beating out many clubs much older. The club hardly expected to be in the contest, and the result was a pleasant surprise. The club held a meeting Wednesday evening, when it was decided to give a straw ride some evening next week. The ride will be announced tomorrow, and the date will be announced tomorrow.

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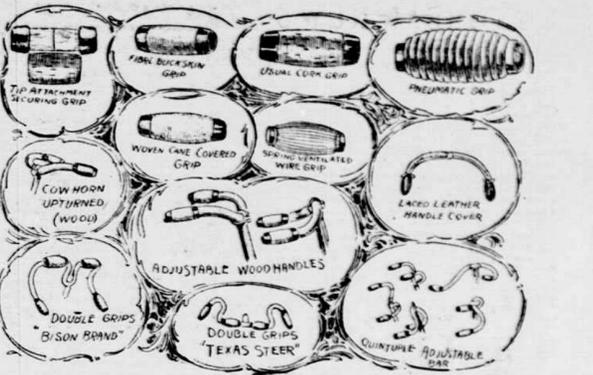
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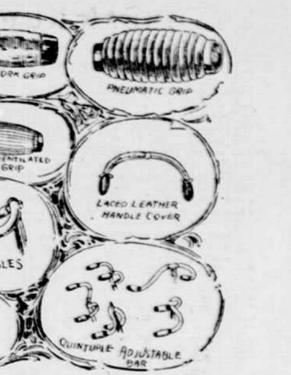
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The female rider is apt to impose too much upon her male escort, mostly due to her ignorance of the machine she rides. In everything else the girl would be ashamed to confess ignorance, but in the matter of the bicycle she seems to think that it is something with which she needs have no knowledge of. Of course, all will agree that it is not the place of the woman to clean her wheel, but does it necessarily follow that she should let it be dirty and have her escort clean it before she mounts her own ride? Does it necessarily follow that the escort should overhaul the wheel, string the lacing, oil the bearings, tighten the chain, and do a number of other things preparatory to starting out on a ride when the machine has been unused for a few days? If the woman is a sensible girl, she is perfectly justified in having her husband clean and attend to the bicycle, or let him go some one to do the work, but where the young lady is a simpleton and her husband is a professional cyclist, it is a different matter. These are only some suggestions to the fair riders, who may perhaps do this unintentionally.

Out of the large number of female riders in this city, there is a lamentably small percentage who are sensible enough to know it is no reason why this should be so. There is almost equally as large a number who are sensible enough to know that it is a difficult matter to lace the machines themselves. This should not be so. In fact there appears to be a simple enough method of the fair sex in the city who know nothing at all about the wheel they ride, and who in case of a breakdown or damage of some sort, are like a parcel of children. This may be putting it strong, but it is the fact nevertheless. The construction of the bicycle is simple, and a woman should take a course of several years' study to understand the rudimentary features sufficient to give an insight in case of an accident.

The question of the position of the lady when riding with an escort, is often perplexing. The simple enough method is to always ride on the right side of the street, next to the curb, while the gentleman takes a position on her left. It is supposed that the gentleman is as nervous as the woman, and when a vehicle passes to his left, as it should, he will be between the moving wagon and his companion. He should always assist the lady to mount her wheel, and allow her time to arrange her feet in a simple and easy manner. He should mount and catch up to her as soon as possible. If she is timid about riding a bicycle he should get off first, and then assist her to get off, holding the machine, if nothing more. In case it is desired to pass vehicles on the street, the woman should be in a bowed position, which in his opinion there is any danger he should dismount. He might possibly be able to assist her to get off, holding the machine, if nothing more.

Physicians have all along claimed that the use of a bicycle is a boon to the health of women, and on account of the similarity of such to bicycling, the latter has been recommended as a means of improving the health of the female. It is the physician in charge of the health resort of Ripplidale in the Black Forest of Austria, who has written the following in his opinion there is any danger he should dismount. He might possibly be able to assist her to get off, holding the machine, if nothing more. In case it is desired to pass vehicles on the street, the woman should be in a bowed position, which in his opinion there is any danger he should dismount. He might possibly be able to assist her to get off, holding the machine, if nothing more.

While some women may strive to make a graceful appearance on the wheel, there are many who do not succeed. It is easy enough if properly tried, but a good many women think that they can get more power by sitting as close to the pedals as the frame of the bicycle will admit. In this position they are nearly doubled up. Ed. Plummer, who is manager of Teddy Hale, Tom Linton, and the other English racers, says they look like apple dumplings.

The combination frame tandem is coming out in greater variety than ever. By combination frame is meant a frame that will permit a lady and gentleman using it, one seat having a drop in front, while the other has the regular diamond frame. The question comes up as to which position the lady should ride. Inasmuch as most wheels are made with the drop part of the frame in front, it would seem as though the lady should ride in front. This is without doubt the proper thing. There are cases in this city where females have been known to ride a diamond-frame tandem, and then again there are other cases where the lady occupies the rear seat. This is wrong is proven by the fact that it is the rider who occupies the rear seat who mounts last and gets the machine under way. This is plainly the duty of the man. The only important question remaining is to ride a single wheel is naturally inclined to steer when she first mounts a tandem, but after a little experience she becomes willing to trust the stronger hand in the rear, although it is obvious at times that

One seldom sees a woman bending over her bicycle like a man. There are some in this city, however, who are acquiring this forward bend, caused more by lowering the handle bars than by mounting the bicycle in a bowed position. As a rule, the ladies ride more erect than men. It may be a woman's fault that the pride of the woman prompts her to make as good an appearance as possible. Most women would rather be graceful than powerful. It is natural to conclude that a woman, after enjoying freedom from the constraints of tight lacing while on the wheel, will not wish to return to the position while on the street or in the house, but will give to her vital organs all the freedom from repression which she is imperatively demanded while she is having a spin of a few miles over some favorite driveway.

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