HAS THE BICYCLE HELPED THE WORLD?

Leading Business Men, Ministers, Doctors and Women Answer This Question.

Moral Phase of the Craze Discussed by Clergymen and Women.

The bicycle has, of late days, been so numerously adopted as a member of the family that it is pertinent to inquire what effect it has had upon the general domestic circle into which it has so largely entered as the welcome guest.

Apart from the sentimental side of the wheel in outdoor life, which side has innumerable features, there are three serious considerations affecting the machine and its owner which The Times discusses this morning; the moral, the physiological and the commercial phases and effects of the new social factor. The discussion is all the more interesting, as the talkers on the delightful subject have evidently given the topic careful consideration. The views of the ladies and gentlemen on the three questions stated are given below. It is a symposium that could well be continued from time to time by all those who can add to the facts given herein, and The Times will publish such additional information or interesting views for the benefit of the masses and classes who ride the bicycle.

It is suggested that personal experiences on at least two of the subjects would interest the great majority of the reading public.

First, as to the moral aspect of the use of the wheel by women. It has been charged that there has arisen a license in dress and action by the women riders, which needs to be rebuked; and that the use of the wheel is an exercise detrimental to the health of such riders.

The clergymen whose views on the moral side of wheeling are given below were selected at random, the only object in view being to secure expressions which would represent the various denominations.

Their opinions are practically in accord, and, as will be seen, form a strong verdict in favor of the bicycle for both men and women. Practically the only point of difference among them is the question of Sunday riding.

REV. GEORGE LUCCOCK, D. D., Metropolitan Presbyterian: "As I ride a wheel myself, I naturally approve of the invention. Of course it can be used to an immoral end, like everything else. Its greatest abuse, to my mind, is using it as a means of desecration of the Sabbath; but this is not the fault of the wheel; it is due to the ungodliness of the riders.

"The exercise derived by riding undoubtedly has the tendency of every healthy form of exercise—that of toning up man's moral side. I can conceive of nothing of immoral tendency in riding for girls and women. As far as I am able to see and physician's approval on physical grounds—judge—assuming modest dress, assuming good, approved company, and assuming a it is perfectly proper for women to ride bicycles."

REV. ADAM REOCH, Fifth Congregational: "The bicycle is a potent factor in good health and morals, and it has come to stay. Because it can be made to further bad ends I recognize no argument for discarding the wheel. In many ways, on the other hand, I realize how it can act as a good moral agency. To cite an instance: The recreation and the good health engendered thereby will cause a multitude of young men and women to turn their minds to healthy thoughts, the almost invariable outcome of good, strong constitutions.

"Why, certainly, I approve of the wheel for women as well as men. I know many who have been greatly benefited by the use of it."

REV. THOMAS W. COOKE, Church of the Ascension: "The bicycle is truly called an agency which has a tendency to elevate man's moral nature, inasmuch as it distracts the attention of young men from places where the influence is not elevating spiritually. I see no reason why mankind should not enjoy such a blessing, brought about by his mechanical ingenuity, not only as a means of convenience, but of pleasure as well.

"The only danger in indulging in its pleasure is that it might lead young people to neglect their spiritual nature by absenting themselves from God's house of worship on the day of rest. If all riders would give their early morning hours to attendance at God's house of worship, I see no reason why those who have such little time for pleasure should not indulge in such recreation on Sunday."

REV. N. C. NAYLOR, Maryland avenue Baptist Church: "I do not find bicyclists are less honorable in all their moral duties than those who use other modes of travel and exercise. I am not so sure that it has increased Sabbath desecration. It is no more immoral to ride a bicycle on Sunday to a picnic or excursion ground than to go on a steamboat, a train of cars or in a carriage.

"I believe the use of the Lord's day for for such purposes is very immoral and a positive sin, but riding a bicycle is not more so than any other mode of travel. On the whole, my observation discovers nothing more immoral in the bicycle than in any other vehicle."

REV. THOMAS CHALMERS EASTON Eastern Presbyterian: "With other clergymen, I have received a copy of resolutions passed by the Woman's Rescue League, June 29, 1896, condemning the use of the bicycle among young women. I challenge the League to prove that 'the alarming increase of immorality among young women' is due to the present use of the machine. It is an assumption on their part that 'seventy-five per cent will be an army of invalids within the next ten years.' Neither can it be proven that functional diseases arise from the use of the bicycle. I attribute the great number of invalid women to other causes than the pleasure-giving and health-creating outdoor exercise of the wheel.

"An excessive use of the sewing machine has not been condemned by the League, and yet the movement is almost identical. So far as helping to 'swell the ranks of reckless girls,' I believe there is far less danger, morally, than long buggy drives, where a closer proximity of the sexes must be maintained.

"So far as the 'immodesty of dress' is concerned, I believe every gentleman will admit with me that the decollete dress of ladies in the circles of fashion are more suggestive and imprudent than the a la bloomer costume of the wheel.

"I indorse the wheel and regard it as healthful exercise, which can only be made a means to licentiousness where the tendencies are already immoral on the part of its patrons. Unfortunately, I have not a wheel of my own, and no doubt I would be a greater enthusiast for its use if I possessed the 'flying iron steed.'"

REV. J. G. BUTLER, Lutheran Memorial Church, Fourteenth street and Vermont avenue: "I have always considered the wheel as one of the good things which have come to us, and have never questioned its good moral infuence. There is no reason why anything good may not be perverted to immoral purposes; hence the same arguments used against the wheel can be employed against the buggy and the horse, or anything of an equally recognized benefit.

"I see no wrong in people living at a distance coming to divine services on Sunday on the wheel, for then the street car men might be able to get the one day of rest allotted to each individual by the Creator. Neither do I see any wrong done when a man or woman, who has worked hard all week, takes a ride, for that is the only day they have for giving the tired brain and body a chance to be refreshed.

"To my mind, there is no impropriety whatever in a woman riding a wheel, if she but dresses herself modestly. Bloomers I do not approve of, but short skirts seem to be in no way demoralizing."

REV. D. J. STAFFORD, of St. Patrick's: "Have given the bicycle subject no thought. I, therefore, have nothing to say for the present."

REV. DR. C. C. MEADOR, Fifth Street Baptist: "I can see readily how the bicycle can be made an immoral exercise, and, like everything else, how it can serve a bad purpose. On the other hand, if properly employed, the wheel is a useful, health-giving, and innocent recreation. One danger is that of too much wheeling on the Sabbath. Immoderate riding is injurious to health, the whole system is exhausted, and the rider, to give his tired body a stimulous, dismounts at the nearest saloon and takes several drinks too many.

"This is especially the case on long runs into the country, for along the roads frequented by bicyclists are any number of these saloon-inns.

"Used moderately, the bicycle is a healthy exercise, and good health always means a high standard of morality. I favor the wheel for men especially. As to women, it depends greatly upon the appearance of the woman in question. Some women would show their immorality anywhere; but a woman on a wheel, decently and modestly dressed, is a very pretty picture, indeed."

REV. A. M. RICH, rector of Trinity Episcopal, Third and C streets northwest: "In my opinion, those opposed to the bicycle have greatly overestimated the wrong which can be accomplished with it as an immoral agent. If a woman is modest anywhere—in her home, on the street, in the drawing-room, she can surely be modest on a wheel. On the other hand, if a woman wants to be indecent she has plenty of opportunities besides the bicycle for being so.

"For years I was opposed to riding by women, but my experience has taught me that so many have been benefited in health, and in morality, by this kind of exercise that my old prejudice has vanished entirely. But I do not approve of bloomers by any means. If woman must wear bloomers, let her wear them with a skirt over them. A masculine woman loses the chief charm of femininity—modesty; and this, to me, is moral deterioration."

REV. W. R. STRICKLEN, pastor Hamline M. E. Church, Ninth and P streets northwest: "I have used the wheel for several years. As to the moral phase of cycling, what is true of any good thing is also true of the wheel—persons of no judgment and little conscience may abuse it or pervert its legitimate use into what may in time become a sin. The same may be said of a horse and carriage. The wheel may be used for Sabbath desecration, or it may be used to excess, calling its devotee away from business, or superinducing grave physical disorders. It is plainly unjust, however, to judge of the wheel from its illegitimate uses.

"To all who will use this most delightful of all modern sources of sport I would say it gives a quickened vitality, clarifies the mind, produces a genial flow of spirits, kills the 'blues,' and thus, by helping to produce a sound body, helps to produce a pure soul. Those who claim that the wheel is a source of immorality are hypercritical.

"As Washington is the wheelman's paradise, no minister who propose to do his whole duty should be without a bicycle. Mine is as much a factor in my work as my study. By its aid I have gone through a hard season's pastoral work with comfort and delight. I would not part with my faithful companion under any consideration. All hail to the ever-increasing army of wheelmen!"

BICYCLE EXERCISE.

What It Will Do When It Is Used Judiciously.

Most of the ailments which are commonly called "bilious" are caused by too much food of a rich nature, and too much drink of a sweet or alcoholic character, combined with far too little exercise in the open air. The liver attempts to get rid of the superfluous materials thrown into the circulation, and, being overworked, rebels and gout, rheumatism, gravel, dyspepsia, headache, and constipation are the outward and visible signs of its inaction in those who live too well, a sedentary life.

The prescription of a bicycle and the recommendation to use it wisely and well works like a charm in such cases, and in all the symptomatic ailments which arise from too much "acid" in the system. It is interesting to note that cycling sometimes has the effect of thinning the obese and fattening the thin, and this may partly be explained by Murchison's observations that excessive leanness, as well as excessive corpulence, is often caused by inaction of the liver, and the stimulus of regular exercise, setting the functions of that organ right, causes the disappearance of what was only a symptom.

WORLD'S CHAMPIONSHIP.

Preparations Being Made for the Big Six Days' Races.

The six days' races for the championship of the world, scheduled to take place in Madison Square Garden, New York City, December 7 to 12, inclusive, already promises to be a great success. Such famous professionals as Shock, Waller, Alberts, and Golden have sent in their entries, together with others, and it is expected that "Charlie" Murphy, the Brooklyn flyer, now in France, and Harry Maddox, the fisher lad of Asbury Park, will also figure in the great struggle.

"Fred" Titus, who was a star in the days of Class B, may also compete. There is no doubt about the entry list being the most attractive ever secured. There will be short races for professionals and amateurs every evening during the progress of the long event.

Physicians Give Opinions As to the Hygienic Effect on Women.

"Is the use of the bicycle conducive to health?"

This question was asked by Times reporters of a number of the leading physicians of Washington. With the exception of one all those seen agreed that the temperate use of the wheel is a great factor in promoting the public health, and that not only are the good effects to be seen now, but the next generation will be greatly benefited by the present popularity of the pastime.

The physician who opposed the wheel would not allow his name to be used, but he is an old man, and when pressed for a reason of his opposition to the pastime it was found that he had none. Below will be found the opinions of six physicians, whose professional standing gives their views weight, and their conclusions have been rendered after a careful study of the effects which they have observed in patients who have taken up bicycling.

DR. W. W. JOHNSTON—"I do not think that the custom of bicycling has been in existence long enough to form very definite opinions as to the effect upon the health of men and women. So far I have no reason to think that it is injurious except to those who are very feeble or who have organic disease of the heart. Opinions are changing, and the number opposed to the wheel is much smaller than formerly. In time my own opinion may be changed by experience, and may be less favorable than it is now. It is not wise to condemn the sport hastily, and a general condemnation at the present time must be a hasty one.

"I have seen no bad results, except, of course, from falls. Bicycling is especially beneficial in that it affords recreation to many people who would not otherwise exercise. One feature of the pastime is that it has the effect of distracting the mind from the ordinary affairs of life. Any exercise associated with pleasurable emotions is doubly beneficial. Unlike the gymnasium, where a man goes through movements for the purpose of developing his muscles, bicycling affords all the beneficial effects of the former, while the mind is not intent upon the exercise."

DR. WALLACE JOHNSON—"In moderation, bicycling is decidedly beneficial to most women. The wheel can be used to excess, perhaps, more easily than some other sports, on account of the fascination there is about it. As a means of getting people out of doors and receiving the benefits of fresh air, it is the best thing yet in the shape of a fad. The only injurious effects attributable to the wheel are from excess, which can be said of any form of exercise, and is not to the detriment of the wheel.

"The German medical societies have investigated the subject recently and one learned doctor, to whom the matter was given for investigation came to the conclusion that bicycling was, in its effects, quite similar to mountain climbing. In this connection he worked out the effects upon the heart, and as mountain climbing is recommended by the German doctors in certain forms of heart disease it may be deduced from the decision that bicycling is beneficial in various kinds of heart trouble.

"I recommend wheeling as an exercise particularly for people employed in sedentary pursuits; but in all cases ride in moderation."

DR. N. S. LINCOLN—"The bicycle may no doubt be used to excess, but when ridden in moderation it is a great factor in promoting health. When the machine is properly selected and adapted to the individual wheeling is one of the best forms of exercise known. I see evidence of great benefit derived from the use of the wheel. In a great many diseases its use is attended with good effects. It will improve the health of those suffering from indigestion, loss of appetite, and insomnia. Many forms of female troubles are cured by the use of the bicycle, and I recommend wheeling as an exercise for women especially.

"In certain forms of heart trouble it is highly beneficial. Temporary disturbances are sometimes brought about by a badly adjusted machine, but I have never seen a case in which moderate bicycling has wrought other than good results."

DR. JAMES KERR—"Bicycling is eminently healthful. All exercise is beneficial to the majority of people and especially so when taken in the open air. Persons with heart trouble, diseased lungs, and those suffering from any organic diseases should be careful, however, how they indulge in the sport. I am very skeptical in regard to the effects alleged to be brought about from the posture of the rider.

"I have heard of several cases in which disease was alleged to have been brought on by bicycle riding, but I hardly think this possible. My experience has shown me that the bicycle is decidedly beneficial to health.

"The wheel is the most important factor in connection with the general health of the people at the present time. It will have the effect of making better the physique of the coming race. Like anything else that is the fad or fashion it is likely to be used to excess and thus do harm. I know of cases where excessive riding has caused positive injury. Wheeling should be commenced gradually and increased as the muscles become accustomed to the additional strain on them. Then it is healthful."

DR. JAMES F. SCOTT—"I am enthusiastically in favor of the use of the bicycle, and especially by women. It is one of the best things that the world has ever seen as a means of exercise, but when I advise women to ride I give them these rules to observe: Do not ride when the state of your health contraindicates; stop short of fatigue; have a perfectly fitting saddle. The only harm that can occur to men, barring accidents, is damage to the perineum, which results from a faulty method of riding or an ill-fitting saddle, but when these precautions are observed, bicycling is an athletic amusement of the highest value, in that it goes along with exercise of all the muscles, recreation of the mind, and faithful enjoyment.

"I would recommend the use of the wheel for all nervous disorders, weak and flabby heart, obesity, dyspepsia, loss of sleep, incipient lung disease, in fact any case where it is not especially contraindicated by acute disease."

DR. B. B. ADAMS—"The bicycle is healthful when used in moderation. I save a number of patients who have been helped by riding. I recommend the use of the wheel by those who suffer from dyspepsia, lung trouble, and lack of circulation.

"I do not think, however, that bicycling should be indulged in by those who have heart disease. One of my patients whom I used to treat frequently I have had no occasion to attend since she bought a wheel. Bicycling brings the patient out into the air and leads to the wearing of loose clothing. It increases the circulation, adds to the appetite, and aids digestion.

"It is decidedly beneficial to women. The saddle should be properly adjusted to suit each rider. I regard bicycling as a most healthful exercise for both men and women."

Women who by reason of their position in organizations of the sex are able to speak in an authoritative manner, are the warmest opponents of the assertion that the bicycle promotes immorality. Below are given the opinions of ladies to whom The Times has propounded the question, "Is the bicycle for women moral?"

MRS. A. M. HAMILTON, president of Wimodaughsis: "It is an interesting subject, and all the more so considering the very great proportion of our people who must be affected favorably or unfavorably by the bicycle. I presume that The Times wishes me to speak only as to the effect of the wheel on women. I am acquainted with women from some of Washington's best families and know personally and intimately many of them who are devoted to this exercise.

"They—and they are really the best judges—speak of it as rare enjoyment, and, to all appearances, it is beneficial. I know of many cases in which it has been a cure for nervousness, health has been improved, colds vanish and sleep is sound and undisturbed. I do not care to speak of the question of the modesty of the exercise, except to say that I do not regard it as in any way immodest where modest women are the riders."

"My personal experience is that the young ladies of my acquaintance who were modest before they learned to ride are still as sweet, charming and modest girls as ever. I noticed while visiting Northern cities recently that bloomers are not much worn; perhaps it might be said, not at all.

"What do I consider an unobjectionable dress? I would say a neat skirt just above the shoetops, or ankles; gaiters to match; shirt waist, and a pretty, jaunty cap. Summing up my experience and knowledge, I would say that I have not noticed any unfavorable results from bicycle riding."

MRS. SARAH D. LA FETRA, for a long time president of the Young Women's Christian Temperance Union and now of the Florence Crittenton Mission: "Why, of course, I'd like to talk about the bicycle: everybody else is. But I can't indorse everything that has been said against it. In the first place, it is an excellent thing for girls. Between a lazy, listless afternoon in a swing, with a more or less advisable novel in her hand, and a girl speeding along the street in good company or by herself, I would choose the bicycle girl every time. I know, too, that the bicycle has done away with a great deal of the frivolities, and especially the extravagances, of dress. For that one respect the revolution of the bicycle ought never to go backward, and it would be a good thing if the 'craze,' as some people call it, would increase until every girl who can ride had a wheel of her own.

"Why, the buying of a wheel by a girl from her own resources and savings is a practical lesson in economy. It has made new and extended social circles; it has decreased the idle hours which all girls have even in the best regulated families; it has made her more sociable; she finds an agreeable companionship in her girl friends with whom the wheel is a bond of union, and, in fact, all round she is a more active healthful and restful girl when the time comes for rest."

"And how has it affected them morally?"

"That is a question which is fully answered by what I have said. The fewer wasted, idle, inane hours for young women the less chance, opportunity or incentive will there be for anything but the natural goodness and purity of young women. I don't think that the bicycle has made a revolution in morals. The girls whom I know who ride the bicycle have, if anything, changed only in the respect of what is best in their lives of freedom and innocence."

MISS EVA SHONTZ, who is associated with Mrs. Carse in the W. C. T. U. Temple fund: "I indorse the wheel for woman as a coequal sharer in the greatest legacy of the age. The question of possible change in the moral ways and means of woman's life simply because she adopted the wheel has been discussed from several points of view. I do not think that such a question would ever have arisen had it not been for the undeniable fact that reckless, abandoned women have made immodest exhibitions of themselves. This proves nothing.

"It will scarcely be contended that the small percentage of outcast women is a logical basis for the printing of a libel on the whole sex. Just as in every other ethical question, or moral question, it is the abuse of a privilege and not its use that is aimed at by the too zealous, captious critic. Any general statement as to the immorality or even immodesty of women riders must be based on the exceptions to the rule, which process is very faulty logic. But the reverse, in my varied experience, is true.

"Of all modes of locomotion, from the crib to the hobby horse, to the lady's gentle horse, to the horse ridden to the hounds by the huntress, down to the bicycle, the latter has done the most for the female sex, in health, in sociability, and, I was going to say, morality, but that, like the poor, woman is always expected to have with her on or off the steel stead or any other."

MISS L. H. MILLER, of one of the select women's societies of the city, in which athletics is a branch of the culture among its members: "I regard the invention as one by which woman has been benefited to a greater degree than by any other intended for physical development. But apart from that it is also woman's privilege to use the wheel in the daily routine of her social and commercial business.

"I am of the opinion that it would be a perversion of facts, so far as I know them, to infer that the bicycle has unfavorably affected the moral sense of young women. I do not think the bicycle needs any defense on that score. As to the healthfulness of the exercise moderately and wisely taken, I am in accord with the great majority of observers."

GIANT TRICYCLE.

One of the Features to Be Seen at Louisville.

A novelty for many visitors at the Louisville meet will be the gigantic tricycle, made by the Boston Woven Hose Company, and fitted with Vim tires. It takes eight men to propel it, and was built at the company's factory in Cambridgeport, from plans drawn by John Dewolfe, mechanical expert of the company.

Many attempts have been made in the past to build a giant wheel, either a bicycle or tricycle, but none of them have ever been successful. This tricycle has already been used with success at meets near Boston, and has been ridden over the road some few miles around that city.

The extreme height of the machine is about eleven feet, which is the diameter of the large wheels and tires when inflated; the cross section of the two tires is sixteen inches. The smaller or guiding wheel has a diameter of six feet with a cross section of nine inches. The three tires are exactly the same in construction as the regular Vim tire put out by the firm, and has the pebble tread. The machine weighs 1,453 pounds, without the eight men, who weigh approximately 1,120 pounds more. This makes the whole thing weigh 2,573 pounds, which is more than a ton and a quarter. In construction it is analagous to the locomotive, having in reality a double set of gears. The four men on one side are geared to the wheel of that side and the four men on the other side are geared to the other wheel.

It will be ridden through the streets every day during the meet at Louisville by a picked crew of men.

The Camping Cyclist.

Cyclists are now taking extended camping trips. Wisconsin and Michigan are full of them, roving around with their outfits strapped to their wheels. The regular triangular case to fit into the diamond frame is used, and if there are a number in the party the camp implements are distributed among them and carried with ease. Some also carry light knapsacks, and what seems a difficult way of transporting camp outfits becomes in reality efficient and labor-saving. Small tents of light gossamer or silk, which fold up into an exceedingly small package, are used.

The cyclists are also provided with rubber capes, which completely protect them from the rain when riding. Fishing tackle is easily carried, and the wheelmen on that account make fishing their favorite sport, though some of the most daring are seen with shotguns strapped to their wheels. It is astonishing into what regions of poor roads, but good camping, these novel tourists have penetrated. No one has ever seen them cross an unbridged river, but they undoubtedly have some way as clever as their other methods. They often take their wheels to the nearest railroad and ship them to some point where they meet them by boat, for canoeing is by no means impossible for camping cyclists. The movements of these wheelmen show that campling has been reduced to a science to be enjoyed by all classes of sportsmen.—Chicago Tribune.

Excursion to Niagara Falls.

Special express, with through coaches and Pullman parlor cars, will leave B. and O. station, Washington, for Niagara Falls, Watkins Glen, Rochester and Buffalo, Thursday, August 13, at 8:10 a. m. Round trip good for ten days, $10. au7-6t

Royal Blue Line Engines.

Burn coke. No smoke. No dust. Prompt time. Excellent Dining Cars. jy23,25,27,29,aug1,3,5,7,9.

Merchants Review the Fad As It Relates to the Business Community.

Broadly speaking, the advent of the bicycle has not materially affected business. From the appended interviews with merchants representing the leading branches of trade it will be seen that certain lines have felt, more or less, the effect of the fad. At the same time the bicycle has created practically new branches, caused a demand for the things relating to it, and thus equalized the effect on the business community.

MR. ISADORE SAKS, of the firm of Saks & Company: "I am hardly in a position to say anything about the matter, but I don't think it has affected my business very much. I am interested in the sale of bicycle and general sporting goods, and while business in this line has been good, the lack of an extensive trade in other branches I attribute to the dull times and nothing else.

"No; I can't say that the great sale of bicycles has affected my business unless it has been to increase the sales of bicycling suits for men and women and the general sundries in the bicycle line."

MR. H. B. JOHNSTON, manager at Johnston & Company's grocery store: "I believe that the bicycle craze affects, more or less, all branches of business. Among those who buy bicycles on the installment plan are many who can ill afford it, but having once felt the fascination find it hard to give up the wheel which they had bought, and on which they have paid $30, $40 or $50. They keep up the payments and do without other things which they had been in the habit of using before.

"They stint themselves in many things which they really need, or in lieu thereof buy and use the cheapest kind of commodities. I do not believe there is any kind of business that the immense sale and use of the wheel has not affected in some manner, shape or form, and the grocery business equally as much as the rest."

MR. A. STERN, dry goods: "I believe the great sale of bicycles, and their almost universal use has affected my business, and I believe it affects the business of all merchants. Women who heretofore had occasion to dress well during the evening hours, and who took a good deal of pains with their attire, now spend their evenings by making calls on their wheels, and in many other ways in which the wheel forms a very important part of the evening's festivities. They do not find it necessary to go to the expense of providing themselves with costumes suitable for evening.

"The young lady finds the shirt waist which she wore during the afternoon a suitable garment to form a part of her bicycle costume in the evening. This state of affairs exists not only among the up-to-date girls but among her younger and older sisters, consequently the sale of the dress goods for evening wear is not made by the merchant, and the merchant is out, or, at least, is deprived of just so much business."

SECRETARY KOONES, of the Capital Traction Company: "The Capital Traction Company is affected just as much as, if not more than, other branches of business and feels the effects of the bicycle craze. The daily receipts are not what they ought to be, but the causes are numerous, and the bicycle is one of them. There are quite a number of people who, formerly in the habit of riding on our cars to and from business, now use bicycles and ride them to and from their offices and stores.

"Where is the economy in buying a wheel? A man's wheel costs $100, and with care lasts three years. For the same amount of money enough street car tickets can be bought to allow this man to ride on the cars, exclusive of Sunday, for four years. The argument might be continued by saying that the man can ride his wheel at any time he pleases, and the answer to that is that he can pay more for repairs, too, and can also wear out his wheel in a much less space of time."

MR. T. J. GROGAN of P. Grogan's furniture house: "I believe the bicycle hurts the furniture and house furnishing business, more or less, and affects particularly our collections. There are a good many people who are buying bicycles and paying for them on the installment plan. Many of these people owe us money for furniture and furnishings, and the money they expend for bicycles, which really ought to be paid to us, is kept from us, and we are told to wait.

"In the end, however, it will help our installment business, for there are a great many people buying bicycles on the installment plan who never before bought anything without paying cash.

"The extent to which the wheel is used has affected our business a good deal, but not enough to occasion any great complaint or to attract particular attention."

MR. JAMES LANSBURGH of Lansburgh & Bro.: "Women who ride bicycles wear the same costume on week days and Sundays, and find it more convenient than the evening dresses which they used to wear before the bicycling fad came into vogue. I could not say to what extent it has affected the sale of dress goods, but I do know that girls and young women who heretofore used to go out in the evening attired in evening dress, now find it agreeable to ride their wheels attired in their bicycle dress. They don't need other clothing, and consequently we don't sell the goods we did formerly.

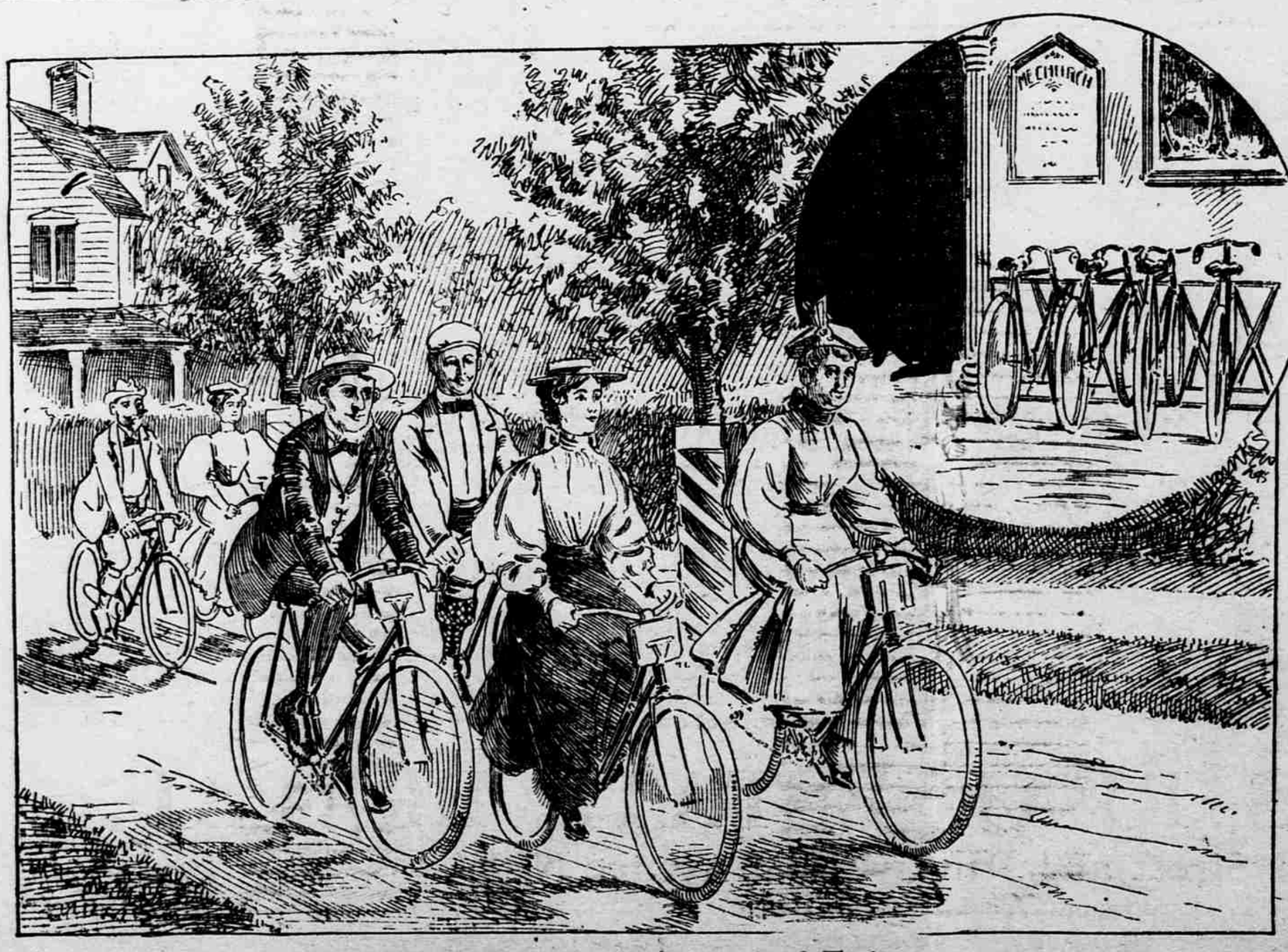
"Why, certainly, it hurts the business, and I will illustrate a case to you. I had a lady tell me only a day or two ago that she could not pay me anything on the account of the bill which we held against her, 'because,' she said, 'I have bought my daughter a wheel, and had to pay so much for that.'"

MR. A. KAUFMAN, manager of Kahn's: "Young women who have been in the habit of wearing the finer dress materials now attire themselves in a cheap bicycle outfit, and they wear that for afternoon and evening. They pay 11 1-2 cents a yard for the material with which to make their bicycle skirt, 50 cents for a shirt waist, and for a Tam O'Shanter, 25 cents. Then, with a cheap pair of leggings, they are fitted out in style as the nature of the sport demands.

"Does bicycling hurt the dry goods business? Well, I should say it did. If bicycling had not been introduced our trade would have been much heavier in the finer goods line. There isn't a day but what we hear of other houses similarly affected by the bicycling fad."

MR. H. B. PARKER, of the firm of Parker Bridget & Co.: "No, sir; I don't believe the bicycle sales or the extensive use of the wheel has affected our business at all. I can't see that it does, for our business this year has been very much larger than that of last year. Whether it affects other business or not, I don't know, but so far as my business is concerned, I'm satisfied and that's enough. If I can't sell clothing, I can sell something else. I'd just as leave sell bicycle suits as anything else."

MR. A. MAYER, of the Bon Marche: "I think the bicycle trade hurts us a little, but I guess that what we lose on one thing we make up on another. In fancy goods, especially silks, satins, ribbons, etc., there isn't much of a sale just now, for the young ladies who ride bicycles apparently do not need the goods they were in the habit of using heretofore. What we lose in these goods we make up in selling bicycle suits I believe, however, the bicycle trade affects all branches of business."



A Sunday Morning Scene of Today.