TWAS A PARALYZER

DENZER'S WORK IN THE BOX WAS SOMETHING OF A REVELATION TO EASTERNERS.

GOT BARELY FOUR HITS,

FROM WHICH THEY SUCCEEDED IN MAKING THE CIRCUIT OF BASES TWICE.

GOLD BUGS ARE OUT OF LUCK.

They Play a Phenomenal Game, but Fail to Win—Brewers Defeat Buckeyes.

St. Paul 6, Detroit 2.
Minneapolis 11, Grand Rapids 10.
Milwaukee 7, Columbus 6.

	Played.	Won.	Lost.	Per Cent.
Detroit	31	21	10	.677
St. Paul	29	18	11	.621
Indianapolis	28	17	11	.607
Kansas City	31	18	13	.581
Minneapolis	33	18	15	.545
Milwaukee	35	18	17	.514
Columbus	34	9	25	.265
Grand Rapids	31	7	24	.226

GAMES SCHEDULED FOR TODAY.

St. Paul at Detroit.
Minneapolis at Grand Rapids.
Milwaukee at Columbus.
Kansas City at Indianapolis.

Special to the Globe.

MT. CLEMENS, May 31.—Western league ball was introduced into this city this afternoon when the new athletic park was dedicated by Comiskey's braves knocking the life out of the leaders.

The new Sunday grounds of the Detroit team are very well appointed, and to overcome opposition the first $300 in at the gate went to the sufferers from the recent cyclone. The attendance was large, despite the poor facilities for reaching here from Detroit, which is twenty-three miles distant. The game was one of the best ever seen in these parts, and Denzer's work in the box was a revelation as Western league pitchers go. He had speed and control when he needed it, and the Detroits could only hit flies at the outfielders. Jim Burns made one sensational stop, and little Knoll pulled down two home runs in a manner that surprised even his greatest admirers. In the eighth inning Trost ran into a barb wire fence chasing a foul from Denzer's bat, and tore his left arm and leg so he will not play for some time to come. Detroit started heroically and then stopped. Knoll's hit and errors by O'Rourke and Pickett gave one in the first, and Corcoran's hit, a sacrifice and Gayle's double one in the second. After that the Detroits never made a hit until the ninth, when Knoll made a triple and was left. Burns' hit, Glasscock's first and doubles by Shugart and Spies in the fourth earned a pair. A single by O'Rourke and Mertes' double brought in one in the fifth. The last three in the sixth were due to Corcoran's wild throw on Shugart's grounder, Spies' base on balls, Denzer being hit by the pitcher and Mertes' single. Score:

Detroit.	A.B.	R.	H.	P.O.	A.	E.
Nicholson, 2b	4	0	0	2	2	0
Knoll, cf	4	1	2	3	0	0
Dungan, rf	3	0	0	2	0	0
Burnett, lf	3	0	0	2	1	0
Whistler, 1b	2	0	0	6	1	0
Corcoran, ss	3	1	1	2	2	1
Gillen, 3b	3	0	0	2	3	0
Trost, c	3	0	0	3	0	0
Twinehan, c	0	0	0	1	0	0
Gayle, p	3	0	1	1	2	0
*Fifield, p	1	0	0	0	0	0
Totals	29	2	4	24	11	1

St. Paul.	A.B.	R.	H.	P.O.	A.	E.
O'Rourke, 3b	4	2	1	2	0	1
Mertes, cf	4	0	2	6	0	0
George, lf	4	0	0	1	0	0
Burns, rf	3	0	1	6	0	0
Pickett, 2b	3	0	1	2	1	1
Glasscock, 1b	3	1	0	9	1	0
Shugart, ss	4	2	1	0	1	0
Spies, c	3	1	1	1	1	0
Denzer, p	3	0	1	0	3	0
Totals	31	6	8	27	7	2

Detroit	1	1	0	0	0	0	0	0	0—2
St. Paul	0	0	0	2	1	3	0	0	*—6

*Batted for Gayle in ninth inning.

Earned runs, Detroit 1, St. Paul 3; two-base hits, Gayle, Shugart, Spies, Mertes; three-base hit, Knoll; sacrifice hits, Corcoran, Gillen, Glasscock; stolen bases, O'Rourke, Spies; first base on balls, by Gayle 4, by Denzer 5; hit by pitcher, by Gayle 1; left on bases, Detroit 7, St. Paul 7; struck out, by Gayle 2; by Denzer 2; double plays, Burnett and Gillen; time, 2:05; umpire, McDonald; attendance, 3,483.

GOLD BUGS OUT OF LUCK.

Play a Phenomenal Game, but Fail to Win.

GRAND RAPIDS, Mich., May 31.—Thornton struck out thirteen men today, and his supporters made but a single error, but the Millers won by making a home run hit when the bases were full. In the ninth Genins made an error that let in two runs. Carney felt so bad about it that he suspended Genins indefinitely, and will keep him on the bench all summer if necessary. Score:

Grand Rapids.	A.B.	R.	H.	P.O.	A.	E.
Genins, cf	4	2	1	0	0	1
Mills, 2b	5	2	1	4	2	0
Carney, 1b	5	2	3	4	0	0
Camp, lf	4	0	1	1	0	0
Gettinger, rf	5	1	2	2	0	0
Smink, c	5	0	2	13	0	0
Parrott, ss	5	1	1	0	1	0
Niles, 3b	4	2	3	1	1	0
Thornton, p	5	0	0	0	1	0
Totals	42	10	14	*25	5	1

Minneapolis.	A.B.	R.	H.	P.O.	A.	E.
Conners, 2b	5	1	2	1	4	4
Lally, lf	4	1	1	3	1	0
Wilmot, cf	5	1	2	5	1	0
Werden, 1b	4	2	2	11	2	0
Frank, rf	4	1	1	3	0	0
Schriver, c	3	3	2	1	1	0
Kuehne, 3b	5	0	0	1	4	1
Ball, ss	3	1	0	1	1	2
Healy, p	4	1	2	1	0	0
Totals	37	11	12	27	14	7

Grand Rapids	2	0	2	1	0	2	0	3	0	—10
Minneapolis	2	0	1	1	0	0	0	5	2	—11

*One out when winning run was made.

Earned runs, Grand Rapids 6, Minneapolis 5; two-base hits, Carney, Gettinger, Smink 2, Werden; three-base hit, Werden; home runs, Carney, Mills, Lally, Healy, Schriver; stolen bases, Mills, Camp, Conners, Werden 2; double plays, Parrott to Mills to Carney; bases on balls, off Thornton 6; off Healy 2; bases by hitting batsman, by Healy 1; struck out, by Thornton 13, by Healy none; passed balls, Smink 2; time, 2:30; umpire, O'Day; attendance, 4,000.

BREWERS BARELY WIN.

Their Latest Phenom Ruthlessly Slaughtered.

COLUMBUS, O., May 31.—Nonnemaker, Milwaukee's find, was exploded in the box again today, eight safe hits being made off him in the fourth inning. Barnes finished the game. Score:

									R.	H.	E.
Columbus	0	0	0	6	0	0	0	0	0—6	16	2
Milwaukee	2	0	1	0	1	0	2	1	*—7	15	2

Batteries, Wolverton and Wilson; Nonnemaker, Barnes and Spear.

Sheriff Stopped the Hoosiers.

INDIANAPOLIS, May 31.—The game of base ball scheduled for this city today between the Kansas City and Indianapolis clubs was not played, owing to interference of the sheriff.

Winona Won the Third.

Special to the Globe.

WINONA, Minn., May 31.—In the third and last game between Hamm's Exports, of St. Paul, and the Winona base ball team here this afternoon the latter won by a score of 9 to 8. Winona won two of the three games of the series.

Only Alleged Base Ball.

Special to the Globe.

DULUTH, Minn., May 31.—In a game of alleged base ball here today Duluth defeated Stillwater, 29 to 9.

Visitors Defeated.

Special to the Globe.

MANKATO, Minn., May 31.—In the ball game played here today between the Mankato Maroons and the St. Peter club the latter was defeated by a score of 8 to 4.

AMATEURS' SUNDAY GAMES.

The Burkhards defeated the Pickups in the morning, 18 to 8, and in the afternoon played the Defenders, but on account of the alleged unfair decisions of the umpire, they quit playing, and returned to their field, where they defeated the Standards, 16 to 3.

* * *

The Colts defeated the Nonpareils Saturday by a score of 17 to 7, and yesterday defeated the High Flyers by a score of 15 to 6. The Colts line up as follows: P. McDonough and A. Labore, catchers; D. Tucker and Louis Godfrey, right field and pitchers; P. Leitner, first base; E. Wood second base; P. Papineau, shortstop; J. Larkin, third base; F. Whaley, left field; A. Kuby, center field. The Colts challenge any club in the city. Address P. Leitner, Winslow and Augusta streets.

ANNUAL STEEPLECHASE.

Entries for the Morris Park Event Close Sept. 15.

NEW YORK, May 31.—At a meeting of the stewards of the National Steeplechase association held at Morris park yesterday, it was unanimously decided that a two days' meeting shall be given at Morris park in the autumn. The programme will include three steeplechases or hurdle races each day, the final closing for the fixed events to be Sept. 15, and the entrance to all over-night races to be free. It is also proposed to amend the rules so that three-year-olds can run in the hurdle races in August.

Oubert Won the French Derby.

PARIS, May 31.—In the race for the French Derby today (Prix de Jockey club) of 5,508 pounds for three-year-olds, one and a half miles, Champ Oubert won, Champigo second and Trebons third.

DARK MEN AS FIGHTERS.

They Are Good Soldiers When Properly Trained and Officered.

London Spectator.

The plain truth is that the natural fighting power of the Asiatics and Africans is very nearly equal to that of Europeans—so nearly equal that whenever the dark men are even decently organized and armed, or led by a man of capacity, the white men's advantage disappears, and they have to fight with all the care and generalship and even numbers which they would require in Europe. It is assumed that these things will never occur; but the assumption is a very large one, and by no means borne out by past facts. We all know and admit that the necessary change has occurred in Japan, and no European power would now invade that country without taking all the precautions it would take if it were invading a European state. Indeed, Russia is actually accumulating a great army in Eastern Siberia—90,000 men, it is said—in fear lest the Japanese, if too much pressed, should invade her. The ameer of Afghanistan is accumulating European weapons year by year, and is actually manufacturing them in such quantities that, should we ever come into conflict with his successor, the general in command will have to be as careful as if he were face to face with a European foe. It is not Gen. Roberts who will tell anybody that the conquest of Afghanistan—supposing that our democracy decided on that foolish enterprise—would be an easy task or a military parade. And now in Abyssinia a European army has been actually destroyed by an African power whose soldiers, though no doubt of the Semite blood, are most of them darker than any tribe of Asiatics. The Italians were of the best blood of Europe; they belonged to an army trained for thirty years to meet European opponents; and they died in a proportion to their numbers most unusual in warfare. Yet they were swept in utter rout out of the hills, and had Menelek but pursued, as a European general would have done, would have been swept out of Africa.

The white powers must in future organize their expeditions into Asia or Africa more carefully; must avail themselves of science to the uttermost; must choose the very ablest commanders; must, in fact, make war with as much precaution as if their enemies were Europeans. They will not any more be able to conquer dark men as Mexico was conquered by Cortes, or Surajah Dowlah by Clive. And, secondly, if their huge enterprise is to be carried out—if, that is, they intend to be predominant in Asia and Africa, and it is nothing less than this that they are attempting—they must agree within the range of that enterprise to pull together. If they are going to vent their spites on each other, or satisfy their jealousies or gratify their ambitions by secret alliances with the dark powers, by finding them weapons or providing them with military counselors, the great enterprise in the end will fail. They will furnish the very little necessary to enable the dark men to beat white men on the field of battle, and, as it is by battle that conquests are effected, the conquest of Africa or Asia will become impossible. Suppose the Hovas had fought on the slopes of their high plateau as the Shoans and Amhahas fought, all the force which France could dispatch to Madagascar would never have captured Antananarivo. And it is more than probable that if the Hovas had been honestly led by a man like Menelek, and if they had been confident in their weapons as the Abyssinians were, they would have anticipated the horrible scene before Adowa, and France, instead of Italy, would be weeping over defeat by a brown power. The dark men have always been willing to fight; they are now slowly learning the conditions of success in battle, and, as they learn them, are becoming much more dangerous foes. European soldiers, Lord Wolseley included, must get that fact fully into their minds and provide against it, or they will be taught by experiences of which that just acquired by Gen. Baratieri may not be the most disastrous.

WILD BIRDS

Flying Under the Water Elude the Hunter.

Detroit Free Press.

It is a rare privilege to see a wild bird swim under water, and one to be obtained only by strategem combined with good luck. The spectacle has been twice accorded the writer, and the appearance was so remarkable that a description is offered, together with the conditions which led up to the observations.

Two of us were hunting, and as we were unsuccessful in securing game we resolved to try our skill on some pied-bill grebes which were disporting themselves on a mill pond. These active divers are also known by the names of water witch, didapper, dabchick and diver. This bird is a very elusive chap in the water. He can dive in a way to surprise the smartest shooter, and will escape from a whole regiment of expert gunners, if there is plenty of water for his movements.

Securing a boat, we paddled out on the pond, when, of course, the flock of seven plungers disappeared beneath the surface, as they never attempt to escape by flight. When the scattered birds reappeared above the water several shots were directed at them, unsuccessfully, as they dove repeatedly at the flash. Selecting one bird, probably immature and inexperienced, we were so fortunate as to drive it into shallow water at the edge of the pond. In a confined place, and in water not over one foot deep, so surrounded by banks that the rattled bird could not escape, it swam about just beneath the surface in plain sight. Its motions were rapid, and in adidtion to the propulsive power obtained from its feet, it also used its wings to assist. In fact, the writer is not at all sure that it did not attain its chief impulse from its wings. The motions by the feet were alternate, as in case of the tame duck, either on land or in water. But the motions of the wings were combined, as if the bird were flying through the water, with the head and neck stretched out and the wings in nearly regular beat. Finally the mistaken creature broke water and took to its wings above the surface, when it fell an easy victim to the ready gun.

A Peculiar Poverty Problem.

Boston Herald.

The New York courts have just witnessed another of those interesting dramas in real life where a young man of fashion, who has lost a fortune of several millions in speculation, is summoned to take the poor debtor's oath in court. As usual in such cases, he swears that, though living in luxury and arrayed in good clothes, he is penniless, and hasn't the wherewithal to pay for his next meal. At the same time his wife is driven in her private carriage to court, and is conducted by her footman to the place where the examination is going on, in order that she may listen to the proceedings and buoy up the young man by her sympathetic presence.

FOR THE CYCLISTS

TERSE GOSSIP OF THE SILENT STEED LOCALLY AS WELL AS ABROAD.

PATH TO CLEVELAND AVENUE.

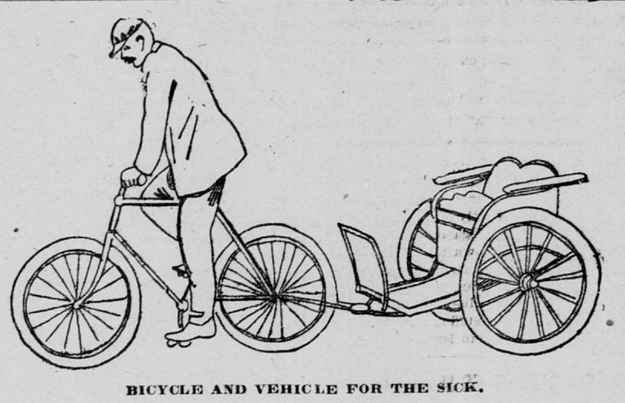
SUMMIT AVENUE CYCLE TRACK IS NOW NEARLY A MILE IN LENGTH.

THE ALL-PERVADING FEVER,

With Comments Thereon and News Thereof From Points Near and Far Away.

While the local wheelmen are so slow in contributing to the fund for the building of the cycle paths to White Bear and the west end of Minneapolis that many of the promoters are quite discouraged, the fact remains that the paths are being built. Last night saw the Summit avenue path completed to Cleveland avenue, practically a mile from its starting point at Snelling, and tomorrow morning the city engineer will superintend the beginning of work on the White Bear path.

The lack of funds is, however, a serious embarrassment, in that it is forcing the building of the paths on a contracted scale, the White Bear path, which should be at least ten feet in width, being limited by the financial resources of the builders to six feet, and perhaps to four.



BICYCLE AND VEHICLE FOR THE SICK.

In this state of affairs it would seem that the local wheelman and wheelwomen should rise to the occasion more loyally. While there are several thousand wheels ridden in this city, there has been a total of but a few hundred dollars contributed to the cause so far—a sadly deficent sum.

* * *

Not to be able to ride a bicycle is to be ignorant of an accomplishment which this year leads all others, says a writer in the Chicago Tribune. Never has a recreation existed which has absolutely fascinated so many people. The pessimistic individual who only last year stood around with his hands in his pockets and his nose in the air calling bicycling a craze which would not outlive the summer of '95, this year spends his spare moments looking critically through the plate-glass of the bicycle store show windows, wondering "what is the use in buying a high-grade wheel when one looking fully as good can be had for less than half the price?"

Everybody is learning to ride. Prince and pauper, mistress and maid, have alike succumbed to the spell of the bicycle. Merry-eyed children spin along the boulevards by the side of white-whiskered men and women, who, ten years ago, would have been horrified at the idea of their doing anything so undignified. And how did they all learn? Easily. That is, the children did. Being used to all sorts of falls and jars, they know no fear on that score; the art of balancing they take to naturally. And a knowledge of the laws of balancing, combined with a wholesome degree of self-confidence, is absolutely all there is to the art of wheeling.

It is difficult for a man, and almost impossible for a woman, to learn to ride without an instructor. When one is secured—an obliging friend, who can be pressed into service, or, better still, a teacher who knows his business—the would-be rider should disposses his mind of the idea that an old wheel will do to learn on. It need not be new, but it must be adjusted to literally fit the rider. For the beginner will acquire the art twice as easily if the saddle, handle bars and pedals are rightly placed than if they are too high or too low.

There are two things the novice should always remember: First, that he should not grasp the handle bar with a grip so tense the muscles of his arms and the cork in the handles become equally tired. Second, that he must keep on pedaling. The motion is not easy for the feet accustomed only to the walking movements, and the new rider finds it difficult to keep his mind on more than one thing at a time. When the instructor says, "Turn your front wheel in the direction you are falling," the scholar gives a frantic jerk to the front wheel and stops pedaling in the effort. Consequently the teacher's aid is required to save both wheel and rider from a bad fall. Only an expert trick rider can sit on a wheel and hold it motionless and erect. The beginner had best not attempt it.

In balancing a bicycle the body must be kept erect and in a direct line with the frame of the wheel. The novice, especially if of the feminine sex, will instinctively assume a position calculated to deceive the onlookers into the belief that an exaggerated case of spinal curvature has affected the rider. This is usually done with the idea of lessening the distance of the expected fall. And but for the intervention of the patient teacher the fall would immediately occur. The body should bend and sway with the motion of the wheel, but always in line with it. The eyes should be kept up and looking straight ahead. Looking downward or at some object in the road causes the beginner to become "object struck," and the wheel will move as unswervingly towards this object as a magnet draws to the steel.

* * *

It is rumored that an attempt will be made by a number of leading bicycle manufacturers to secure legislation in the more important bicycle making states to protect the public from imposition by unscrupulous firms that build bicycles from inferior materials and advertise them as absolutely of the highest grade. It is argued that accidents frequently occur from the collapse of such bicycles, and life and limb are jeopardized by their use. In an editorial on the subject the American Wheelman says: "The extraordinary demand for bicycles has caused the turning out of all kinds of truck labeled 'bicycles,' and all sorts of irresponsible people—including prison labor manufacturers—who have unloaded on the unsuspecting public a goodly lot of two-wheeled affairs which they call bicycles. If a law can be enacted which prevents calling butterine butter, and makes it a penal offense if butterine is not properly labeled, the movers in the crusade against the makers of pretended bicycles think that the legislatures will protect them against imitators. They further say that the new law will compel bicycle manufacturers to label their products and give purchasers a detailed statement as to the ingredients used in its construction. The maker will have to say (if the law is enacted) what material is used in the make-up of the bicycle he seeks to sell. The workmanship will also be inquired into, and the quality arrived at will be fixed into grades, so that no one will be misled. If the purchaser wants a cheap bicycle he can buy one, but at the same time he will not be deluded into the belief that he is buying a $100 high grade wheel. New York, Massachusetts and Pennsylvania will probably be heard from first, then Illinois, Indiana and Ohio will be tackled. Many profess to believe that the different legislatures will respond to the idea."

* * *

A way to fasten a tire to any kind of a rim without heating the cement is to take hard red cement, grind as fine as possible and let it stand for several hours in a large-mouthed bottle, first having covered with benzine. An occasional shaking should be given it, until the cement is thoroughly dissolved, when it is ready for use. The rim should be cleaned with a cloth saturated with benzine, and a heavy coat of cement applied to the rim with a brush. Then apply benzine to the part of the tire that sets on the rim, put on the tire and inflate hard.

* * *

The latest medical convert to the bicycle says: "Wheel riding will do one good act for the future of mankind. It will teach the men and women how to breathe. Every one who learns to ride learns to breathe through the nose, while over 50 per cent of the pedestrians keep their mouth open. It is a good thing to teach people to keep their mouths shut."

* * *

Some observing man's discovered
(How, I've never thought to ask),
That the cycling maiden's bloomers
Have a pocket for a flask!
That the cycling girl in Texas,
As she rides is not afraid;
She provides a pistol pocket
When she has her bloomers made;
That the bloomer girl of Boston,
Always cool and wisely frowning,
Has a pocket in her bloomers
Where she carries Robert Browning;
That the Daisy Bell of Kansas,
Who has donned the cycling breeches,
Has a pocket in her bloomers
Full of woman suffrage speeches;
That Chicago's wheeling women,
When her cycle makes rotations,
Has a special bloomer pocket
Where she carries pork quotations;
That Milwaukee's cycling beauties,
As they pedal day by day,
Have a tiny secret pocket
Where a corkscrew's stowed away;
That the Gotham bloomer damsel,
Whom Manhattan dudes admire,
Has a tutti-frutti pocket
Full of gum to mend her tire.
—Town Topics.

* * *

The bicycle baggage bill recently passed by the Ohio legislature has turned out to be in the nature of a gold brick, and after considerable hard work the wheelmen now find themselves in practically the same position as they were before the legislation was attempted. The new law specifies that hereafter bicycles are to be baggage, and shall be transported as baggage for passengers by all companies operating within the state, and be subject to the same charges and liabilities as other baggage, but that the railroads shall not be compelled to transport more than one bicycle for each person. The legislators assumed that the railroads were by law required to carry baggage free, but there is no such law on the statute books of Ohio. The railroads will therefore be able to charge whatever they please for carrying bicycles, since the law only requires that they shall be carried as baggage. The wheelmen of Ohio are wondering if the railroads will take advantage of the weak point in the law. The officers of the Pennsylvania and Vandalia lines have already announced that bicycles will be carried free on the lines controlled by them west of Pittsburg.

* * *

It is probable that the manufacturers will adopt a new English custom of designing highly ornate sprocket wheels. The larger sprockets which are in common use, of the '96 pattern, give ample opportunity for adornment in the new method. In the latest design of English sprockets the space between the tooth rim and the hub is filled with ornamental open work, which, it is said, greatly stiffens the sprocket wheel, and at the same time adds to its beauty. The great possibilities in decoration of this sort may lead the makers to adopt sprockets of original design as trade marks, like the name plates now generally employed. Large sprockets are advocated because of diminished friction. Stiffening is necessary in order to prevent side play.

* * *

"In riding on hot summer days," remarks a noted doctor, "the head should be well protected from the sun, and the back of the neck also. There should be nothing tight about the neck, and the shirt collar should be open in front if possible. Some people still entertain the obsolete idea that cycling produced varicose veins. The exact contrary is the truth. Varicose veins can be entirely cured by cycling, moderately and sensibly indulged in. The gentle exercise, while all weight is removed, is the best thing for this complaint, and I have known case entirely cured where all other remedies have failed. Growing girls and little children should never be allowed to cycle except most moderately. Till the spine is perfectly strong, and the bones have hardened, permanent injury may be produced by spending too much time in the saddle. It is enough to make one shudder to see little children on cycles where they have to bend from side to side, and strain to reach the pedals, or else where their saddles are so low that they palpably exhaust themselves in their effort to propel the machine. Parents little know how cruel is their kindness in encouraging their little ones to over-fatigue their backs and limbs."

* * *

Tandem riding promises to increase in popularity this year. The added interest in riding two-seaters comes from the fact that riders may enjoy each other's company this way, but scarcely do so when riding singly. Then, again, a lady who is nervous and becomes easily frightened at possible danger, thus losing control of her wheel, is perfectly safe with a man on a tandem. The exertion for each rider is much less, as is shown in the fact that the more riders on a machine the faster it can go. Again, there is the pleasure of a country ride, which is denied to many of the women for the reason that they are not able to ride for any length of time and are unable to pull up the hills encountered. With a man behind, the woman can slack up on her work when she gets tired and does not need to exert herself so much in pulling up hill. This feature, however, will not commend itself greatly to the riders of the other sex. The growing tendency to use tandems has been recognized by manufacturers, and now almost all of them are building the machines. All the local stores have them, and are taking more interest in pushing their sale than ever before. Last year the dealers here did not expect to sell many, if any, having them merely to rent, while this year the tandem is a stock machine.

* * *

Wheelmen in this country are seriously considering whether the pacemaker is an absolute necessity to the racing man. The presence of pacemakers on tandems or triplets undoubtedly make fast time, but is fast time what the spectators want at cycle meets? Does not a hard-fought finish arouse more enthusiasm than one man finishing far ahead of others in phenomenal time? On race tracks, where thoroughbreds contest, time counts for naught. It is the head-and-head struggle through the stretch that brings spectators from their seats in a wild delirium of ecstatic joy. The Australian wheelmen have come to the conclusion that pacemakers are not needed in racing, and they propose to abolish that adjunct. To stimulate the rider into making fast time, however, they will offer cup prizes in races.—New York World.

* * *

The following from the Philadelphia Inquirer explains what is termed the "factor of safety" in a bicycle, but it seems probable that the rate for a wheel is placed at least .25 too low:

"The manufacture of the modern bicycle presents one of the most complex and delicate problems known in mechanical engineering; a problem more difficult of solution than the construction of a bridge, a locomotive or a twenty-story building. The reason is that what scientists call 'factor of safety' is lower in the bicycle than almost any other mechanical product. In high-pressure guns, for instance, the factor of safety is even as great as twenty, which means that the guns are made twenty times as strong as is theoretically necessary for the strain they must bear. In ordinary guns the factor of safety is twelve; in boilers it is about six; in bridges usually five, and in almost every construction of machines it is at least four. These wide margins of extra strength are considered necessary as an offset to errors in theoretical computations, or defect in construction and material. With the lightness of construction in bicycles this is reduced to a very small margin, being as low in some instances as 1.25. This being so, one can readily understand why the makers of high-grade machines maintain such a rigid system of inspection."

* * *

One can travel through France a-wheel at a cost of not more than 8 or 10 francs a day, the expenses of the hotels, outside of the principal cities, where the routes usually lie, being most reasonable. This was found to be the case by Col. F. S. Hesseltine, who, two years ago, made an extended trip through that coutnry. There are three kinds of roads—the national, the departmental and the communal. All are excellent, hard roads, but being built of flinty substances, they require the best of tires to withstand the strain. For that reason the majority of French tourists have their tires reinforced by an outer strip.

* * *

Hotels are now accustomed to bicyclists. There was a time when many a hotel had a regulation that no one in bicycle costume was permitted to enter the dining room, but such inns are fast getting behind the times.

* * *

The wheelmen of Iowa have determined to wage relentless war against the wise men who voted in the legislature for the passage of a ridiculous measure, the product of ignorance and prejudice of non-riders of the wheel. It is intended to resist the enforcement of the measure and to carry the question to the supreme court should prosecution of wheelmen be attempted before the repeal of the law can be brought about.

Section 1 of the bill provides that the bicycles are deemed vehicles, and persons using such shall, in meeting or passing persons driving on the road, give one-half the highway, and when horses or other animals attached to vehicles used in carrying persons become frightened by the riding of bicycles, the user thereof shall dismount and use reasonable care to prevent accident or injuries. Section 2 provides heavy penalties for any violation of this act, among which is making the rider of the bicycle responsible for all damages. In connection with it an Iowa paper says:

"Now, it is to be admitted that a bicycle rider will, under ordinary circumstances, dismount when he knows that he is frightening a horse, but there are cases when horses might be frightened and the bicycle rider not have time to dismount, and therefore be subject to heavy and unjust penalties. If a bicycle is a vehicle, which it certainly is it has the same right to the road as any other vehicle. It might as well be provided that a person driving in a clash-top buggy, when he meets a horse, mule, ox or goat team that becomes frightened at his wagon, should stop, take off the top, hide it in a corn field and use all reasonable precautions to get the horse, mule, ox or goat past his own horse in safety."

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Inventors are still wrestling with the perplexing problem of providing some means to propel the bicycle up hill. As yet nothing suitable has been devised. Electricity enters largely into the problem, and a New York inventor is now experimenting with an electric arrangement fitted between the pedals. It consists of small dynamos that revolve with the pedals and thereby generate electricity. The electricity is conveyed to a storage battery under the saddle, and when the rider desires to rest during a long ride, without alighting, or reaches the foot of a hill, he can use the stored up electricity in giving impetus to the wheel. The fact is, however, that the double task of revolving the pedals and the dynamos is apt to exhaust the rider, as much muscular energy is thus expended in generating the electricity, and the end is not worth the means.

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There are now in use in the United States 15,000,000 horses, 2,000,000 mules, about 1,500,000 bicycles and 49,000 asses.

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Zimmerman, the noted rider, advises all riders to wear woolen underwear when wheeling. "Wool, better than anything else," says he, "absorbs the perspiration that is induced by the exercise of riding, and does not leave it on the body for every breeze to strike. Cotton garments do. Again, the wind never penetrates wool as it does cotton, which is another great advantage." If one cannot wear wool, he advises cotton with as much wool as possible in it.

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In spite of the fact that much has been written concerning the manner in which a bicycle rider, in order to become a champion, must train, there are a few things which seem to have escaped the facile pens of some well-known writers. In order to pursue a course each day whereby the rider obeys all the laws which regulate his body and which add more power to the heart, he has got to be conscientious and train his heart. Zimmerman's great success on the path, so a well-known Paris physician declared, was due to an abnormally large heart, being, so the report said, almost one-fourth larger than that of any man he ever examined. It is the heart that forces the blood through the veins to give the rider endurance to finish a fast mile in exciting fashion to the tape; it is the heart that does more to develop speed than the muscles of the legs.

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Not only is it desired, on account of regard for the bronchial tubes, to breathe through the nose, but for the sake of better appearance it is desirable that the mouth should be closed while riding. The difficulty of "getting breath" common to beginners needs to be overcome by deep, abdominal respiration, not by gasping. Then there is the further advantage of breathing correctly, so that thirst, the bane of warm weather riding to all save seasoned riders, is not experienced nearly so soon. This is an important consideration, for thirst acquired by wheeling is hard to quench.

Now the Picnic Bike.

The picnic bicycle is the latest. It is not a thing apart from others—one that must be bought and laid aside in winter. It is only an attachment for connecting wheels. A delightful kind of tandem is thus made, with the riders sitting more coach fashion than tandem, and between them hangs the lunch hamper.

Women to Ride Again.

Dates have been fixed for women races on the Normanna track, Minneapolis, as follows: Week of June 8-13; week of June 29-July 4. The track is said to be faster and safer than any of the other tracks tried in the Twin Cities since the advent of the safety wheel.

BICYCLE BRIEFS.

London clubs have bicycle annexes.

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In Johannesburg there are 4,000 bicycles.

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Moscow has 5,000 wheelmen, despite rigid restrictions.

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New York postmen have abandoned bicycles because the streets are unsuited for their use.

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During the year 1895 there were exported from England cycles and cycle parts to the value of $6,959,050.

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Motocycle hacks are the latest Parisian novelty. A company has been formed in that city, with a capital of 750,000 francs, which will start this spring a line of forty motorcycle hacks in Paris and thirty in Lyons.

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Mancelona is a small town in Mich which promises to win fame as the inventor of a new system of bicycle taxation which has won favor with wheelmen generally. It is to assess bicycles as personal property, and use the taxes paid on them solely for the purpose of building good roads.

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Otto Zeigler, the "California Demon," and one of the most gentlemanly men on the racing circuit, is also developing surprising speed even for him. Like Bald, Zimmerman, Hamilton and others, Zeigler has been dabbling in newspaper work, and declares that he likes it better than cycle racing, and would remain in it permanently were it not for the fact that there is at present more money to be had in his bicycle riding. He was lately appointed cycling editor of the San Francisco Examiner. He sends his paper a weekly letter for the Sunday editions describing the work of the riders at Fountain Ferry. Unlike some of the men who have combined racing with an attempt at reporting, his name never appears in the matter he sends except as a signature.

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The twenty-six railroads in the Southern Passenger association have adopted a uniform rate of 25 cents for the transportation of bicycles in baggage cars.

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The plan of General Baggage Agent Carrick, of the St. Paul, for carrying bicycles suspended from iron supports from the roof may be a good one, but if it is no one of the wheelmen in Milwaukee knows of it. So far the plan has not been put in operation and its advantages tested. General Superintendent Collins, of the Wisconsin Central, has a plan which will minimize the space that is taken up by the wheel to a degree where it will not prove as bulky and as burdensome as a trunk. His idea is to build a regular bicycle rack in one corner of the car. The wheels will be run in and securely blocked so that there will be no swaying or sudden tumbling over. This rack is to have a strong roof which will be about three feet from the bottom of the car. Then trunks can be piled on to the roof if necessary. This is by far the best and most practical plan that has been suggested.—Evening Wisconsin.

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Bicycle accidents in the crowded streets of London for the first three months of this year amounted to 184 altogether, none fatal and ten serious. This is a smaller ratio than the number of carriage accidents.

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Scorching has developed to such an extent in Philadelphia that the extremists are urging a fine of $100, or one year in jail, for everyone convicted of the second offense of scorching in the city streets.

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The following is a good mixture for lamps: Fill a pint bottle two-thirds full of the best lard oil, add a piece of gum camphor about the size of a small egg, which, being broken into small pieces, easily dissolves.

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Mandy, a famous Paris modiste, refuses to make bloomers for his customers. Asked to give his reason, he said:

"The quantity of cloth makes the bloomers unbearable in hot weather, and it is impossible to keep them clean. The dirt and dust come in between the plaits and folds, necessitating incessant brushing, and they never look really clean, especially when made in dark colors. On the wheel they neither improve a bad figure nor show off a good one. The rider with small limbs and hips looks ridiculous in them, while the rider with large hips who takes to the bicycle to reduce her weight, dressed in bloomers, is a bad advertisement for her tailor or dressmaker, and the laughing stock of the people of good taste. No woman with a good figure should hide it in bloomers, and there is hardly a first-class tailor who would willingly undertake to make them for figures good or bad."

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For ordinary riding the handle bars of a machine should be kept as nearly as possible on a level with the saddle. This insures an easy, comfortable seat and an appropriate position, but, of course, is not meant to meet the requirements of racing men.

ON THE TURF.

The owner of Fritz, the Australian champion, offers to match him against any horse, trotter or pacer, in America, nothing barred, for $10,000 a side. What is better for such horses as Gentry, Patchen, Star Pointer, etc., and the betting would be something tremendous.

Direction, 2:08¾; Alfrito, 2:08¼; Joe He, 2:10; Ella T, 2:09; J H L, 2:08¾; Miss Williams, 2:09½; Badge, 2:08¾, and Judge Hurt, 2:09¼, are the entries in the 2:09 pace at Omaha, Lincoln and Red Oak.

Splan worked Newcastle, 2:14¼, a mile in 2:30 last week, and had him well in hand all the while. He is one of the best race horses that ever faced a starter.

It is estimated among the bookmakers, turf reporters and horsemen in St. Louis that Von der Ahe is making $1,000 a week on his circus ring race track.

Andrews, it is said, will use no bandages on John R. Gentry this season, also discard body washers, not believing them beneficial.

Strathberry, 2:04¼, and Mericurious, 2:14, are moving over the mile track at Lincoln Park, Lincoln, Neb.

Joe Patchen, 2:04, will appear at the Northwestern Breeders' meeting next month.

TO THE ST. LOUIS CONVENTION

With the Celeb