

On a Bicycle Shell.

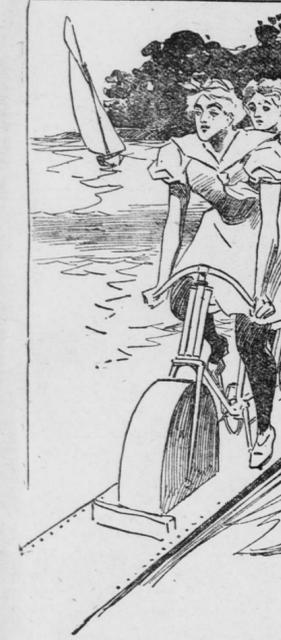
Summer Girls Spin Along the Waters of the Seine in a Sextuplet Affair.

Special to the Globe. PARIS, July 17.—We have a new fad and it belongs to the summer girl. It is a strange creation, a partly amphibious. The name given it is the bicycle shell, for while it is impelled after the fashion of a bicycle, that part of it which comes in contact with the water is constructed after the lines of a racing shell.

A sextuplet affair, the six girls who ride it have the jolliest of times. It is a genuine Adamesque Eden, for there is no record as yet of any man having been permitted to enjoy the delights of this method of cycling. The ordinary bicycle boat has done very well, when with all the impetus the riders

the custom to form the crew only of young women, has really reconciled her in part to the absence of the adorer. This may seem an extravagant statement, but the fact that it is true is what makes it odd. It is at present the custom to make about a twenty mile run on a bicycle shell. The ordinary motion of the shell, at the rate of speed generally used, is just sufficient not to tire the riders in the least and yet, if the weather happens to be warm, sufficiently rapid to create a breeze that cools and invigorates. Instead of afternoon teas and lunches, the summer girls are now organizing bicycle shell parties. While the manufacturers of the new invention are doing the best they can to perfect orders that have come to them, they find it impossible to fulfill the

TO CYCLE ON NEPTUNE'S BOSOM.



The new French aquatic sextet. It is the first practical water bicycle.

could give, it made four miles an hour. This latest invention has done fifteen miles an hour, and there is no indication whatever that the limit has been reached. In fact those who have become expert in its use say that beyond question there are possibilities in the sextuplet bicycle shell which will in time be a source of amazement. Some of the young ladies who have tried to learn the art of mastering this peculiar sort of cycling have had some very undignified falls, for the bicycle shell, like all marine contrivances, is very apt to tip over if sufficient impetus from one side or the other is given. This was illustrated not many days ago when a party of six demurettes, the daughters of well to do citizens, started out on the Seine for a trial trip. These particular six young women had never ridden together before, even on land, and so they were not familiar with the wheeling ideas of another. Now everybody who has ever ridden a wheel knows that no two riders alike. If they had witnessed the consequence of ignorance in this particular case, they would be more convinced than ever.

The shell steers by the action of all six of the riders and not through mechanism controlled from the stern. It is, therefore, absolutely necessary that the riders work in unison, and the captain of the ride tells the other riders what to do just as the coxswain in a regulation shell gives directions to the crew. She gives the directions this time properly enough, but one independent young woman preferred her own way. The result was that in less than time it takes to write this, the whole six were spilled into the Seine, and though all were fished out in safety, there were several narrow escapes.

The boat is very buoyant, and not at all cranky. The idea of constructing it was to make it as safe and simple as possible. If the riders care to train as people always train who row together, they may do so, or they may go as such as a party of six, there would be no danger whatever. The pedalling motion by the young women acts as a propeller to the water, and the shaft which starts at the stern of the shell and stops a little short of the bow. There is no danger whatever of the propeller striking the water, for the main object of the invention has been to preserve it from all twisting sidewise motion which might easily be about the propeller. Every precaution that could be thought of has been tried to make it absolutely safe and sure and the motion of the boat is such that the efforts have met with perfect success.

The balance wheel of the mechanical part of the shell is located in the center, and carries the propeller over the necessary point without any difficulty. Every time the pedals of the bicycle gear make one revolution, the propeller at the stern makes five. To understand exactly what this means and gain a correct idea of the speed of the shell, just watch how many times a minute the pedals revolve when a rider moving at an ordinary rate of speed. Then multiply this by five and you will have the exact number of the revolutions of the propeller per minute. It is a well known fact that so many revolutions per minute of a propeller of a certain size means a given degree of speed, and in that way, the exact speed which the shell can make can be calculated.

This is the basis upon which the calculation is made which furnished the figures given above. It is also possible to calculate the speed of the propeller speed possibilities previously made. No one has yet soched on the bicycle shell, and yet there is no reason why they should not. It is also possible that if men were to ride the machine rather than women, their greater muscular power would furnish an irresistible impetus. It is estimated, that, all things being equal, a man can do as he desires ride a third faster than a woman. This being the case, if the shell will permit of the increase, it seems to be no reason why the speed of the shell should not become a third greater than it is possible for the summer girls to make.

An odd fact in connection with the new invention is that it seems to be encouraging the new woman idea. Ordinarily the summer girl looks on nothing with more horror than the prospect of being away from the summer young man, but the popularity of the new machine and the fact that it is

gemand. Therefore the rowboat and the steam launch are still somewhat popular. The fashionable method is to combine the two. The launch is filled with a portion of the party who have not yet experienced or are unable to enjoy the delights of riding the bicycle shell. Pedalling along close to the launch goes the shell and its sextette of riders. All are within easy conversational distance and a very jolly time results. When the bicyclists grow weary, they are taken aboard the launch and their queer machine is towed. Now the time has come when they wish some method to keep motion on the water and genius has twisted the bicycle into that form.

Bicycle dealers say that there is no question but that the shell is one of the coming fads of everybody. Just the moment people are convinced thoroughly that they can enjoy a trip on the water, the shell is one of the perfect safety, that moment will the bud of promise bloom into the flower of realization. The chances are that the bicycle shell is the wheel of the future even though a number of persons have seen fit to laugh it to scorn.

First-Class Sleeping Car Through to Buffalo. Via "North-Western Line," Aug. 21. Will leave Minneapolis 7:30 p. m.; St. Paul 8:10 p. m.; on North-Western Limited, and arrive Buffalo via Michigan Central and Niagara Falls at 6:45 Monday morning.

For berth reservations and tickets apply at once at 413 Nicollet Avenue, Chicago, at 325 Robert St., St. Paul, or address T. W. Teasdale, General Passenger Agent, St. Paul, Minn.

Handkerchief Mustn't Show. The present fashion is to omit breast pockets in all coats, except Prince Albert, frock, or tail coats. These breast pockets are now made without breast pockets. The handkerchief is carried in the inside pocket, the trousers pocket or the inside coat pocket. The rule is now to keep that article hidden as well as possible. Ladies' Home Journal.

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Turkey's Most Famous Walls.

Those Which Encompass Constantinople Have Just Been Studied by the Powers.

Special Correspondence of the Globe.

CONSTANTINOPLE, Aug. 6.—The eyes of the world have been turned to this particular portion of Europe with great interest of late. The wiles of the sultan in putting off the concert of powers' demands in regard to the settlement of the terms of peace with Greece have led to the report that the Pearl of the Orient would be besieged in his walled city and forced to accede to the demands.

While the modern European armies would doubtless find Constantinople and its walls an easy conquest, there was a time when for decades they proved an impassable barrier. These walls are of great historic interest, and a never-ending source of wonderment to visitors. The walk of between four and five miles outside and along the landward walls of Constantinople is one of the historic walks of Europe. The long double line of massive towers, now drooping into the quiet valley, and then rising as in a stately march to the crest of the hill, presents a scene picturesque and inspiring that cannot be surpassed.

The history of Constantinople itself, until its final capture in 1453 by the Ottoman Turks under the great Mohammed, is little more than one long continuous record of many sieges which these famous walls have sustained. Twenty-three times—historic records say—have the walls of Theodosius been long and furiously besieged by Huns and Slavs, by Persians and Avars, by Arabs and Bulgarians, by Russians, Genoese, and Venetians, by Crusaders and Latins and Greeks, and finally by the Ottoman Turks. The menaces breaches these warriors made were flanked with ivy and laburnum, acacias and judas trees.

The battlemented walls and the stately towers today stand silent; and all around by moat and gate and tower "the brake grows high where once the legions trod." Where the neighboring Marmora, on a summer day like time was of exquisite, was with her quiet blue waters the marbled seaward towers, many proud and classic navies have shouted and grappled underneath cloudless skies. Many a royal argosy lies far beneath the tranquil surface, many a navy of the days of old.

The great earthquake which occurred in Constantinople two years ago did little damage to the Sophia, and permitted the famous and picturesque walls to remain unharmed. I noted afterwards that the Golden Gate of the Seven Towers and the Edirne Kapusi—the Adriatic gate—suffered especially; but nature, as if trying to make amends, has already begun to heal over the naked wounds with her kindly and prolific growth of ivy and creepers.

The imperial city in the form of a triangle blunted at the apex, which is named Seraglio Point, and lies towards the east. On the northern side is the Golden Horn, dividing Stamboul from Pera and Galata; on the southern is the Sea of Marmora. These are natural boundaries, and so the city is limited by the sea and its inlet on all sides except the west. The city proper, as the city proper consisted of the quadruple line of walls which the Roman Emperor Theodosius II. constructed in the year 412 of the Christian era. These walls run almost directly north and south from the citadel and palace of Blacherna, on the Golden Horn to the citadel of Heptastegion, or Yedi Kouleh, or the Seven Towers, on the Sea of Marmora.

The citadel of Blacherna is fortified by the somewhat complex walls of Manuel Comnenus, Heracles, and Leo the Armenian, and it has five towers, of which those of Anemas, Heracles, and Angelus are the most interesting and important. In the eleventh and twelfth centuries, under the Emperors Alexius and Manuel, the citadel of Blacherna became, owing to its strong and beautiful position, the favorite imperial residence. Many historic and romantic scenes have been witnessed within its massive walls.

Historian and novelist alike record that here were held the momentous interviews between the Emperor Alexius and the crusading Emperor Comnenus, and the Hermit, the instigator, and Godfrey de Bouillon, the leader of the first crusade, during the winter of 1097-7. It was in 1203, the leader of the fourth crusade carried on negotiations with the deposed Emperor Isaac Angelus, which resulted in the assault and capture of the city by the crusaders under the blind old Venetian Doge, Henry Dandolo, and the restoration of the imprisoned monarch to his throne.

The tribunal of Belisarius—the great general of Justinian—stands at the inner corner of the castellum, or citadel of Blacherna, just where the Byzantine civil architecture, and upon this style the Venetian palaces were probably modeled.

From this point the moat and the long line of Theodosian walls begins and extends to the sea, a distance of forty-six feet high and sixteen feet thick, was flanked with 116 towers about 150 feet apart, and of this number a hundred were round, and the rest square, and placed equidistant from the larger towers. Of these seventy-one, either wholly or partly, are still to be seen.

The moat is from sixty-three to sixty-five feet wide. As it is now partly filled with mud, its original depth cannot be stated with certainty, but near the Marmora, in front of the Golden Gate, its depth today is more than thirty-two feet. Its present function, for nearly its whole length, is that of a series of profitable vegetable gardens. The moat is also divided into many rectangular sections by transverse walls, and is crossed by a trestle bridge by the declivity of the ground to prevent the water from running into the valley.

In these walls there were formerly fourteen gates, seven of which were public gates, and the other seven were military gates. One of the most interesting and important of the public gates to keep up communication with the outside world was the Edirne Kapusi, or the Gate of the Sultan. After descending the valley and crossing the River Lycus, which is, however, now but a small stream, it is evident from the battered state of the walls and of both lines of towers that here the city has been subjected to some of its severest and most successful assaults. Close at hand is the Top Kapusi or the Cannon gate, so called because it was here that Mohammed, in the last great siege of 1453, placed his largest and heaviest cannon, charged both stone and iron balls of enormous size and weight. Some of these balls may be seen even today lying in the moat and places above the gates.

The real name of the Cannon gate is the Gate of St. Euphrosina. Near it, on the fatal morning of May 29, 1453, Constantine XII., the last of the Greek emperors, made his final stand, and fell, fighting to the end. An hour or two afterwards the victorious Mohammed entered triumphantly into the great and beautiful city.

Over one of the public gates, a little to the north of the Edirne Kapusi, is a somewhat quaint Latin inscription, which reads in English thus: "By the command of Theodosius, Constantinople placed these towers and fortifications in their position in less than two months. Scarcely would Pallas herself have built a fortress so strong in so short a time." Most of the gates and some of the towers bear like inscriptions in Greek and Latin to commemorate victories of reconstructions. One reads: "The great Constantine, our God-protected sovereign, triumphs." And another, "John Paleologus, emperor in Christ, made a more beautiful and comprehensive view of the landward walls than that which presents itself to one who, having walked from the Edirne Kapusi about a French mile towards the Marmora, turns and looks back upon his path. The gaunt and defiant line of towers, so white where once they were of red, meet the dark clump of stately cypresses, is inexpressibly beautiful in the springtime, when the air is laden with the fragrance of the carnation, the scent of the neighboring sea; for tower and wall and crenelation are all clothed with the first fresh pink and snowy bloom of almond-trees, acacias, and judas-trees, the laburnum's 'drooping lines of golden fire,' and the soft green of the spring ivy.

And now we are nearing the end of the long line. Viewed from the northwestern aspect, the citadel of the seven towers, the continuation of the walls to the sea coast, the deep, azure blue of the Marmora itself, with the purple mountains of Bithynia beyond, combine to form a striking lovely and impressive picture. Six of the seven towers remain, one having been thrown down by the great earthquake of 1782. Like the Bastille and the Tower of London, many a long year under the Turks this imperial citadel fulfilled an analogous function as a state prison.

It was when on the outbreak of the seven years' war, the sultan threw foreign ambassadors into these towers, and their names are still to be seen carved on the dungeon walls. Even the ambassador of Russia suffered indignity at the hands of the Sublime Porte. The last example of such insolent treatment was so late as 1798—met with the fate of the French ambassador at the Porte was imprisoned in this citadel. In the strong days of the Janissaries more than one diplomat was thrown into the dungeons of this citadel, and to death; and the battlements of the towers have many a time ministered to the exhibition of the heads of traitors and rebels.

The loftiest towers are about 200 feet high. From their summits there is one of the best views to be obtained even in Constantinople. Looking south towards the Dardanelles; and over the serried heights of those purple mountains that snowy mass, like a furled banner, hangs over the city, and the Mysian Olympus, at whose feet nestles the beautiful and many-moosed city of Constantinople.

There was originally near the Golden Gate a citadel built outside the walls for many centuries until the final capture of the city by the crusaders in 1203. The citadel of the Sea of Marmora, and after the manner of the old Rome constituted a great triumphal and a great military stronghold. It was the citadel of the city, and on occasions of civil or military importance, the central of the three arches of the inner gate—the Golden Gate—was dedicated to the use of the emperor. The names imply that those beautiful marble gates were decorated with ornaments of gold.

On both sides of the Golden Gate sculptures representing classical subjects, adorned the walls. And the two flanking towers, which were the most important structure almost the same as today as it represented fifteen centuries ago. But the present citadel of the sea was constructed by Mohammed II., after the capture of the city, to strengthen his conquest and form a chief garrison for the Janissaries. It was constructed around the Golden Gate, which was the principal entrance to the stronghold.

The seaward walls are, generally speaking, of slighter build than are the landward walls, because the besiegers were very often, against both wind and current, against which the besiegers had to reckon. But their proof of the great strength of the walls everywhere shown in the fortification of the city. They are in most places placed on a base by a rampart of boulders. From the sea and the landward walls are constructed in the Byzantine method, namely, with alternate layers of marble (or stone) and brick, and the masonry is so constructed as to enable the walls to stand easily withstand earthquake shocks.

The seaward walls are considerably thicker than the landward walls, in order to resist more effectively the corrosive action of the salt water. But their chief peculiarity is doubtless their irregularity of line, so as to admit of the sea waves, and the beating of the waves, the obvious and counteracting the tremendous force with which the rolling waves would break full upon a long straight wall. The line of walls when the wind is blowing direct across the Marmora from the south. That even with those wise precautions, the walls were not infrequently repaired with necessary care, gathered from the various inscriptions to this effect.

One of the towers bears a graphic inscription to this effect: "In the year 1024 the Emperor Basil, the pious sovereign, erected from the foundations this tower, which the dashing of the sea waves, and the beating of the wind with much and violent surge, compelled to fall." Another inscription testifies that the tower, in which it is placed, had been repaired by Manuel, the Christ-loving sovereign, porphyrogenitus and emperor of the Romans, son of Comnenus, in the year 1164."

These walls have been written about these walls, and necessary to the people, and the classic associations that cluster around them—volumes of monumental enough to the student of ancient history and archaeology. My aim in this short sketch has been to set forth a general view of the appearance of what are universally admitted to be the most beautiful and necessary constructed, and the most frequently besieged city walls that have perhaps ever been built in the world.

—Sydney C. N. Goodman.

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SITUATIONS WANTED—FEMALE. CHAMBERMAID—Wanted, by a competent English girl, a situation as chambermaid or as waitress in a hotel; good references. B. H., 405 Andrew st. STENOGRAPHER—Young lady stenographer desires a position; has had experience. J. M., 365 Pleasant av. WASHING—A poor woman with family to support wants washing to take home; will wash and iron everything laundry style. Call or address 296 West Seventh st., rear. WASHING—A woman would like to go out washing or ironing by the city; best references. Call or address 187 Western av., north, up stairs.

WASHING—Would like washing in and out of house; has been cleaning 10 East Tenth st. WASHING—An experienced, good washwoman wants to get work to do. Call or address 169 Charles st. WASHING wanted in and out of house; has been cleaning 10 East Tenth st. WASHING—A German lady would like to go out by the day and take washing at home. Call or address 809 Mississippi st. WASHING—Woman goes out washing, ironing and housecleaning. Call 32 and 34 Fourth st., in grocery. WASHING—A competent girl would like day work washing and ironing. 405 Selby av. WASHING—Wanted, to take in ad go out washing. 478 St. Peter st. WASHING—Wanted, to take home washing; soft water. 569 Van Buren st.

BICYCLES. DON'T TIRE YOURSELF out by running all over town looking for bargains when you can find just what you want at our store, and find the prices right. We sell for cash or on time and our guarantee is good. We are in the business to stay and we make prices lower than the quitters, auction houses, or assignees sales: 4 1/2 March wheels, in fine condition \$25.00 2 1/2 March wheels, good as new 25.00 1 1/2 March wheels, new, 19 pounds 50.00 10 1/2 Summits, new, guaranteed 35.00 1 1/2 Fowler & Fine wheels, looks like new 25.00 3 1/2 March; new 35.00 1 Girl's Gopher wheel, 24-inch wheels, 25.00 1 1/2 Lady Gopher, in fine shape 29.00 1 Astro, good as new, 18 1/2 inch wheels, 25.00 very cheap, in a nice shape and 23.50 1 Bluebird; looks like new; a snap at 21.50 We have a number of 18 1/2 inch wheels, new, that we will close out for 24.50 These two wheels are the biggest snap ever offered in St. Paul. F. M. Smith & Bros., 325 Wabasha st.

FREE—A good bicycle suit with every Patec bicycle; the Patec doesn't come back for repairs; have you seen 117 Twin City Cycle House, 438 Jackson st. PERSONALS. WANTED—By a young woman, room and board, where she can be attended during medical treatment; address with price. Address E. 46, Globe. PROFESSIONAL. CORNS AND SORE FEET CURED at half price this week. 32 East Sixth st. Guaranteed.

BOARD WANTED. ROOM AND BOARD wanted by married couple, desiring to live near the city station; state price. Address P. 49, Globe. SUMMARY STATEMENT. Total amount collected \$2,069.05 Amount of uncollected accounts, of the estimated value of 139.09 Total amount of uncollected accounts 1,930.16 Amount of preferred claims 492.28

FINANCIAL.

BONDS ARE THE SAFEST INVESTMENT.—V. C. Gilman, 37 New York Life Bldg., Fourth Floor, Room 412, 107 Broadway, New York City. HOME MONEY to loan on good security at moderate rates, without charge for commission, at the State Savings Bank, Germania Life Bldg., 4th and Minn. sts.

HORSES AND CARRIAGES. HORSES—HORSES—100 head of well bred Western horses for sale at your own price, at Barrett & Zimmerman, Stables, Minnesota Transfer, St. Paul, Minn. HORSES—HORSES—Barrett & Zimmerman have from 200 to 300 heavy farm mares and drafters on hand at Barrett & Zimmerman's auction and commission stables, Milwaukee, Minnesota Transfer, St. Paul, Minn. Private sales daily. Part time given if desired. Take Interurban car from either city.

FOR SALE. JACKETS—For sale, 200 ladies' jackets, fall weight; near perfect condition; 100 cents on the dollar. Call at 16-18 East Seventh st. TRAVELER'S GUIDE. Trains leave and arrive at St. Paul as follows: UNION DEPOT, SIBLEY STREET. TICKET OFFICE. -162- EAST THIRD STREET. Union Station, St. Paul. Milwaukee Depot, Minneapolis. Dining and Pullman Cars on ST. PAUL, Winthrop and Coast Lines. Leave, Arrive Pacific Mail (daily); Fargo, Bozeman, Butte, Helena, Missoula, Spokane, Tacoma, Seattle and Portland 4:30pm-4:40pm Dakota and Manitoba Express (daily); Minneapolis, Fargo, Grand Forks, Crookston, Grand Forks, Grand Forks, Grand Forks 7:30pm-7:45am Fargo Local (4x weekly); St. Cloud, Brainerd & Fargo 8:30am-8:50pm

TICKET OFFICE. 199 East Third St. Phone 1142. To Red River Valley, Duluth, Winthrop, Montana, Wisconsin, Iowa, Country and Pacific Coast. Leave, 1 Daily, 6 Except Sunday, 1 Arrive. 8:35am-1:30pm Breck Div. & B'nches, 1:40pm-1:50pm 1:50am-7:30am Duluth & Superior, 1:50pm-2:00pm 2:00pm-7:30am Duluth & Superior, 2:00pm-2:10pm 2:10pm-7:30am Duluth & Superior, 2:10pm-2:20pm 2:20pm-7:30am Duluth & Superior, 2:20pm-2:30pm 2:30pm-7:30am Duluth & Superior, 2:30pm-2:40pm 2:40pm-7:30am Duluth & Superior, 2:40pm-2:50pm 2:50pm-7:30am Duluth & Superior, 2:50pm-3:00pm 3:00pm-7:30am Duluth & Superior, 3:00pm-3:10pm 3:10pm-7:30am Duluth & Superior, 3:10pm-3:20pm 3:20pm-7:30am Duluth & Superior, 3:20pm-3:30pm 3:30pm-7:30am Duluth & Superior, 3:30pm-3:40pm 3:40pm-7:30am Duluth & Superior, 3:40pm-3:50pm 3:50pm-7:30am Duluth & Superior, 3:50pm-4:00pm