

FRESH CYCLE NEWS

PROGRESS OF THE WORK OF CONSTRUCTING CYCLE PATHS IN ST. PAUL.

ORGANIZING L. A. W. CLUBS.

INDUCEMENTS OFFERED BY BOARD OF OFFICERS OF THE LOCAL DIVISION.

PERSONAL WHEELING GOSSIP.

First Run of the L. A. W. Capital City Club Goes to Hudson Today.

The Cycle Path association is not spending much money just now, waiting for the treasury to fill up. The association rightly claims that St. Paul is being advertised among wheelmen all over the United States on account of the miles of good wheeling it boasts. The association is daily in receipt of letters of inquiry as to St. Paul cycle paths, as to their construction, cost, etc. Wheelmen who make Western trips are induced to stop off with their wheels at St. Paul, taking in the good riding and beautiful scenery in and around the city.

About two miles of path are finished on West Seventh street, and by Thursday next the path will be finished through to the fort. Wheelmen can ride out West Seventh to Tuscarora avenue, then about five blocks on the sidewalks to Otto street, where the cycle path begins.

The crew which was at work on

Paste This in Your Hat.

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On passing another rider always pass to the left.
On turning a sharp corner at right angles always look behind you.
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Ride slowly in the business district where there are street cars, wagons and carriages.
Do not ride more than two abreast under any circumstances.
Do not coast down steep hills.
Do not coast at all unless you are thorough master of your wheel.
If your bicycle rattles get it fixed at once.
Oil your machine at least once a week.
Do not get oil on the tires. It causes the rubber to expand irregularly and may result in an explosion.
Do not lend your bicycle to your neighbor.
Do not continue riding until you are completely tired out.
Be sure your pedals are far enough from the seat to give your limbs free play.
Ride at least two feet from the curb unless you want to take chances on a pedal catching and throwing you off on your face.
Do not make a practice of riding without holding the handle bars. A great many smart people have died young.
Don't try to beat railroad trains, don't try to break records, and don't make century runs.
To the Girls—Don't wear bloomers.

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E. Coddon was on Monday last, while riding to Minneapolis to the ball game.

J. M. Pavan, of Chicago, is the owner of a very unique watch chain. It is made of platinum and gold, and is a diminutive cycle chain, the bar of which is a pair of tiny handle bars, and the two circular links which form the chain are a wheel, with front forks, pedal and toe-clip combined. It is a very neatly gotten up little trinket and much prized by the possessor.

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L. F. Block cautions members of the Cycle Path association to bring in their receipts and obtain their transfers before the supply runs out. An up-to-date wheel without the blue label on front will soon be as much of a guy as the wheel with such a label.

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mittee to represent the Northwest. The Eastern roads are nearly all carrying wheels without charge, while the Western roads are still holding out their transportation charges.

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TO ROW UP STREAM

AN INNOVATION IN THE BIG VARSITY RACES ON THE HUDSON.

HOW CREWS ARE TRAINING.

CHANGES OF MEN AND BOATS ARE FREQUENT AT HARVARD.

CORNELL'S STROKE UNCHANGED.

Yale Quietly Working at New London—Improvements in Columbia.

Changes and rumors of changes characterize the preparations for the college boat races at Poughkeepsie. The people who first decided upon the location and laid out the course overlooked the important matter of tide, and the friends of New London neglected what might have been in important argument against the Hudson river as the place of contest. As no change could be made in the tide and it was deemed unwise to row earlier than half past 4 in the afternoon, it was finally decided to row up stream instead of down. This decision affects the Cornell-Harvard-Yale varsity race, which will be the chief event of the four college races, and the freshmen race between these three colleges, which takes place two days before the varsity race. It will not affect the races of Cornell, Columbia and Pennsylvania, which take place one week later and which will be rowed down stream, as usual.

In the old time boat races over the Poughkeepsie course, when the Ward brothers and the old Stranger crew rowed, there was a superstition of pulling northward on the Hudson, and the hour when the tide was flowing down was always selected. The local committee were opposed to rowing up the river because of the difficulty that sightseers would have to see the finish and wanted the race set for earlier in the afternoon. The college men were unwilling to row earlier be-

cause of the probable heat and risk of rough water.

Unusual interest is shown in the preliminary work of the different crews. The great events at Poughkeepsie are as follows:

June 22—Harvard-Yale-Cornell freshmen, two miles.
June 23—Harvard-Yale-Cornell varsity, four miles.
June 24—Cornell-Columbia-Pennsylvania freshmen, two miles.
June 25—Cornell-Columbia-Pennsylvania varsity, four miles.

The Harvard crew has attracted the most attention on account of their English coach and their experiences with English shells. Several members of the crew have for various reasons become incapacitated, and a feeling of nervousness is said to prevail. Mr. Lehman is evidently making no chances for a boat for the Harvard crew for another shell was recently ordered from Davy, the Cambridge builder of racing craft. This will make three shells Harvard will have, from which the one to be used at Poughkeepsie can be selected. The English shell is too light for the varsity crew, and will probably be used for the freshmen crew. The Webb shell does not seem to please Mr. Lehman, as it has not yet been taken out of the varsity boat since his arrival.

The Yale crews will remain at New London until June 20, training for the Poughkeepsie race. They will not go to Poughkeepsie until directly before the event, just long enough to allow the crews to get accustomed to the course. The varsity and freshmen crews will go practically the same day. An instructor will accompany the oarsmen and will give them their examinations in training quarters at Gales Ferry. Capt. Bailey, of the Yale crew, in discussing the apparently strange policy of Yale in going to New London to train for Poughkeepsie, says: "We have had almost nothing but rough weather all the spring and the crew has not been able to row the four mile distance much. The regular four-mile course up the Quinnipiac is available about \$2,000.00. The American factories of the trust, which now have a capacity of 25,000,000 feet of tubing a year, will have about \$2,000,000.00 expenditure of \$2,500,000. The headquarters of the entire combination will be in New York, under the management of H. W. Hartman, late president of the Elwood factory."

It looks as though the day of the tricycles has come again. A New York company is manufacturing up-to-date "trikes," of which a large number have been sold in the last two years.

When at rest a man consumes 500 cubic inches of air per minute. Let him ride a mile on a bicycle and he has consumed 1,500 cubic inches; increase the speed to twelve miles an hour and the air consumption leaps to 2,300, while at only eighteen miles per hour the rider has increased his air consumption to 3,000 cubic inches per minute he rides at that speed.

The stock of the cycle board of trade of Philadelphia has proved one of the best investments any bicycle dealer in that city has ever put his money into.

An enterprising burglar in Steuben county, New York, made a record last week by the aid of a bicycle. Between midnight and dawn he committed eight burglaries, covering a distance of about 100 miles.

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