

IN THE WHEELING WORLD

The taxing authorities of Chicago have recovered consciousness from the disastrous collision with the wheeling multitude in the courts and propose trying a new tack for pinching the wheelers for revenue purposes. The plan of a dollar a wheel was knocked out in the courts. The measure now in process of construction is dubbed a police regulation. It provides that all bicycles shall be registered and marked for identification with the city clerk. Persons injured by bicycles may demand the registered number to ascertain the identity of the owner, and penalties are to be imposed for refusal. It provides that bicycles shall be equipped with bells and carry bright lights at night, and the speed is limited to from two to eight miles an hour. Various other regulations are provided, but the most of the measure is that bicycles must show up to the city clerk's office on or before the 1st of April of each year and hand out one dollar for registration.

As France taxes bicycles and tricycles, the number of machines in the country is known exactly. On January 1, 1897, there were 229,814 taxed, an increase of nearly 74,000 over 1895, which had shown an increase of 53,000 over the preceding year. The revenue obtained in 1896 was 3,272,339 francs. Paris' department, the Seine, heads the list with 62,892 bicycles, paying a tax of 626,916 francs.

Still another bicycle story, and this one has a real heroine, the kind of a heroine who, if the story was a romance, would convert a father and brother and two or three sneering men cousins to the belief that the bicycle is essentially a womanly belonging. This not being a romance, there were no fathers, brothers and young men cousins to be converted, but the heroine was a heroine just the same.

It was in Brooklyn, one of the warm days recently, and three young women and three young men, friends since long ago, went for a long cycle ride and took their luncheon with them. Luncheon time had come and all the stands were spread out in tempting array when one of the young men who had complained of feeling unwell earlier in the day, fainted, and gave evidence of being very ill. This was the time for the heroine to show the qualities which are most admirable in a heroine, common sense and quick wit. She remembered immediately a doctor living within two miles or so of the picnic ground, one whom she knew well, and who also knew the invalid. She jumped on her wheel—all heroines jump—rode at her best speed for the doctor, found him, turned over her wheel to him and took her luncheon and who also knew the invalid. She jumped on her wheel—all heroines jump—rode at her best speed for the doctor, found him, turned over her wheel to him and took her luncheon and who also knew the invalid. She jumped on her wheel—all heroines jump—rode at her best speed for the doctor, found him, turned over her wheel to him and took her luncheon and who also knew the invalid.

Machine shops are the last places in which female labor has appeared. A bicycle company in Toledo having had women at work on milling machines, drill presses and other machines used on bicycle parts. The Iron Age protests against this and with good reason. In the long run nothing will be gained by this and the next generation will suffer.

"Had any one told me," said one of the bicycle dealers in New York recently, "that there was enough in bicycle coasting to make it a study upon the part of expert riders, I would not have given it a second thought. My idea of bicycle coasting, until within a short time, was to get on a bicycle, let it go over the incline. If the bicycle was in pretty good running order I reckoned that it might beat anything against which it started."

Nearly all persons, whether bicycle riders or not, have entertained similar ideas regarding bicycle coasting, says the New York Journal. That is particularly strange, however, for expert coasting has been the result of careful observation in the last two years. It has now been brought to such a stage of perfection that riders make it their business to roll down hill even as others employ themselves upon the race track.

The all-absorbing question in coasting has been whether heavy-weights or light-weights had the advantage. Up to the present the heavy-weights on points made by winning are ahead of the light-weights. It has been argued that on a clear day, with no adverse wind stirring, the heavy-weight, by acquiring greater momentum, would go further on the coasting course than his opponent. Likewise the argument has been made that the light-weight, offering less resistance to the wind, would coast further. A bicycle race day, as light-weights have won on still days and heavy-weights have been similarly successful on windy days, it is evident that the old maxim, extension of the coasting course, as well as in bicycle coasting as in other mundane affairs.

Riding with too loose a chain is dangerous. On a rock road the chain is apt to slip off, and besides showing a propensity to injure the rider's leg, is fond of sending the frame of the wheel. A chain which has once jumped its sprocket wheel is thereby weakened by the strain, and the first heavy work causes it to break. A chain which generally catches on the sprocket wheel in such a way as to wrap the frame. It is easy to put in a new link on the road, but a bent frame can be fixed only at a repair shop.

Another wheelman's protective society to replace stolen wheels has collapsed, and, strange to say, with the officers of the concern, disappeared the \$50,000 in the treasury. Wheelmen near Chicago had shelled out \$2 each to aid in making the final collapse dramatic.

An astonishing feat of human endurance is the performance of Cordag, the "Flying Dutchman," who has smashed the world's twenty-four-hour bicycle record and riding 616 miles and 340 miles in London in 24 hours. The distance is immense. It is more than 100 miles further than from Chicago to Omaha, and more than twice as far as from Chicago to Buffalo. To cover the space in the time specified the wheelman had to ride nearly twenty-six miles an hour and keep it up. He must have been an ordinary passenger train. The performance is a striking example of what can be accomplished by training human muscles and lungs. There may be no utility in it, but men will always admire such strength, endurance and tenacity as made the new twenty-four-hour record possible.

A pretty young woman started the other day to ride her bicycle down the steep hill leading from the monkey house in Wade park to the Hough avenue entrance, relates the Cleveland Leader. It was steeper than she had thought, and when about half way down she became frightened and lost one of her pedals. In trying to regain it, she threw herself and turned half a dozen somersaults before she and the wheel became disentangled. A young man who had witnessed the accident rushed up, expecting to find that she was either killed or crippled for life. But before he could offer her any assistance she had arisen and begun straightening her hat and shaking down her skirts.

"Aren't you hurt?" he asked.

"No," she nervously replied, "not a bit."

"Well, you're lucky," he said.

"Lucky!" she repeated, looking at her bicycle, which was a complete wreck.

"Yes. It might have been you instead of the bicycle that was all broken to pieces."

"I wish it had been me," she returned, half-inclined to cry. "My husband told me not to go down any hills. If I had been hurt perhaps he wouldn't say anything. But as it is—"

Then she took another look at the wreck, and was unable to finish what she had started to say.

With the bicycle skate force the bicycle itself into second place. Thousands of wheelmen in and about New York are wondering

If the race between Earl Reynolds and his skates, and Charles J. Fox on his bicycle, is indicative of a new era for the wheel. People who ought to know say that the chances are we will go back to first principles to a certain extent—that is, skating will resume its old-time popularity. The new era seems to be that of a bicycle skate on an ordinary wheel. Experiments of this sort in Europe have demonstrated the truth of the above statement. H. S. Stokes, European expert in the art of bicycle skating, is now visiting in this country with a view of possible engagements.

Reynolds unquestionably holds the world's bicycle skate record, however, and made it, paced by a professional tandem, on Fifth avenue, in New York, a short time ago.

ROMAN COLLAR AND SWEATER.

The Question of the Priest's Costume When He Goes Out on a Wheel.

What is the proper costume for priests who go bicycle riding? That is a question which has bothered the members of the clergy lately in this and other countries. In Paris, according to report, the Catholic clergy have been forbidden to ride the bicycle by the archbishop altogether because of this question of dress. There the priest is compelled to wear the long cassock of the above century. Such a costume, however, is not being practicable on the style of frame used by men, a large number of priests, it is said, adopted the drop frame. This incongruity resulted in the order for bidding the priests to ride the bicycle at all. While no such conditions exist in this country, there has been, nevertheless, more or less discussion as to how a priest may conform to the fashion in dress suited to the convenience of bicycle riders. "The sweater" and the Roman collar are hardly compatible forms of dress, writes a correspondent to the American Ecclesiastical Review, a monthly publication for the clergy, in its current issue, "yet in some dioceses, at least in the eastern states, it is statute law to wear the Roman collar and a coat reaching to the knees. In view of this fact, some priests maintain that if the bishop permits the use of a suitable dress, and such a priest makes away for their labor, he is the Roman collar and long coat." To the question raised, the following reply is made: "Though a bishop may tolerate the use of the bicycle even for the purpose of carrying the blessed sacrament to the sick when there is no probable danger of irreverence, it could not be maintained that he implicitly sanctions the use of a dress which in a manner disguises his priestly character by removing the marks which distinguish the cleric from the layman in the first place. It is to be noted that the ordinance regarding the wearing of the Roman collar is not merely a local law in some dioceses of the eastern states, but binds wherever the decrees of the plenary council of Baltimore are obligatory. The ordinance applies alike to regulars and seculars in the United States. Hence it is quite beyond the power of any bishop to tolerate, by either implicit or explicit sanction, that priests wear the bicycle dress in place of the black coat and Roman collar."

"It follows that any bishop within the jurisdiction of the Baltimore council not only could, but in all likelihood will, forbid his clergy to don the 'sweater,' as soon as he becomes cognizant of the fact that there are priests who do so. Such prohibition is in order not only with regard to such calls, but for all seasons, since the council, after prescribing that priests should wear the cassock in the month as well as in the church, adds that when they go out, whether it be in the performance of pastoral duty or for recreation or for travel, they are obliged to wear the clerical dress."

KLONDIKERS AT HOME.

Bicycle riders of the winding type don't need to go to the Klondike; they have a gold mine in their feet. No treading is allowed openly and none is practiced to any considerable extent, and the leading professionals must make their money out of exhibitions and race purses. Yet last year the leading stars received more for their labor than the average bank president, physician or lawyer, or the majority of the merchants. Bald, proper and Sanger probably made about \$10,000 each last year, averaging up the winnings of the three.

"I was a drug clerk working on a salary of \$12 a week from 7 o'clock in the morning until almost midnight," said Tom Cooper recently. "The first year I was a professional rider I won thirty-seven out of eighty races, besides exhibiting and making one or two small money races. My biggest purse last year was \$400, and this year it was \$600. My winnings last year averaged \$110 a race, and this year they averaged \$120 a race. I was a cleaver in my father's butcher store in Buffalo. He has since put that establishment on a large scale by his winnings on the track. He told a friend recently that he made \$10,000 by riding last year and banked \$10,000 of it, while he expected to make \$20,000 this year. Walter Sanger's father was a lumber merchant of Wisconsin, as well as a politician of some note, but he lost all his money by forest fires. Sanger was able by his racing to keep up the family, and also to keep up a life insurance policy for \$200,000 on his father's life. The older Sanger died recently, and his son and family have come into possession of the insurance which the riding of 'Wooden Shoes' prevented from lapsing."

Freud J. Titus, who won the Quill club's \$1,000 purse at Springfield, began riding in a military school and left a position as a soldier with a surveyor to take up racing. Owning to his being suspended by the League of American Wheelmen last year, he could make nothing, but he has now struck a hot pace, and his earnings will be a number of thousands. Longhead, the Sarnia flyer, was formerly in the wheel business at that place with his father, but he is now in position to make something like what a cabinet officer gets a year for his services. Other men whose earnings are now \$5,000 a year or more, are: Hank Jones, a lumber merchant; Arthur Gardner, who came to the track from his father's machine shop in Chicago.

IS BICYCLING HAZARDOUS?

Points in a Decision Rendered by a New York Court.

Justice Day of the supreme court of New York has given a decision in an accident insurance case which is of a good deal of interest to wheelmen.

The case is that of a man who carried an accident insurance policy and was badly injured by falling from his bicycle in 1894. He was, in consequence, incapacitated from pursuing his ordinary occupation for over a year, and he sued the company to recover \$200 per week for that period. His claim was resisted by the company on two grounds. The first was that the plaintiff was bound, under the

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great many years reaching the conclusion," she said, thoughtfully, "but I guess I may as well admit that my husband is the most indolent man alive."

"When did you discover it?"

"Yesterday evening. He punctured his bicycle tire, instead of going ahead and fixing it, he sat down for half an hour to see if it wouldn't get its second wind."

Detroit Journal: "Halt" commanded the robber, sternly.

Instantly the girl whom he thus accosted let go the handle-bar of her wheel and clasped him about the neck.

"This is very sudden," she cooed, trembling with joy.

For there was certainly something in the manner of the fellow, at least to suggest the bicycle instructor with the lovely blonde whiskers, who used to hold her up in the days of long ago.

Chicago Post: "I understand he was expelled from the bicycle club in disgrace."

"That's right."

"What was the trouble?"

"Conduct unbecoming of a self-respecting wheelman."

Standing of the Racers.

As the racing season is about over and the Nebraska State circuit is completed, the table of the winnings of the riders will no doubt be of interest. McCall easily leads in the professional ranks, as he has almost twice as many points as Cummings, who is next to him. It may be of interest to know also that McCall has the largest percentage of any western rider for the whole season. Johnnie Conover of Kansas City leads the amateurs, and while Starbird shows on the table as almost up with him, it is easily accounted for by the fact that Starbird has been winning a second almost every time Conover has a first, and also because Conover had to go home to school and could not attend the Kearney meet, where Starbird took four firsts, adding twelve points to his percentage. In the percentage table a first counts three points, a second two, and a third one.

PROFESSIONAL.

Rider. 1st. 2d. 3d. Total.

P. H. McCall, Omaha. 3 5 2 23.

F. H. Cummings, Marquette, Ia. 4 1 2 13.

W. P. Sawyer, Denver, Colo. 1 2 13.

W. A. Pike, Omaha. 2 2 12.

J. A. Woodruff, Ottawa, Kan. 1 2 12.

A. E. Proulx, Omaha. 2 3 9.

George A. Melzerstein, Omaha. 1 3 8.

Vincent Hall, Omaha. 1 3 8.

J. C. Gaskie, Omaha. 1 3 8.

H. C. Boyer, Minneapolis, Minn. 1 3 8.

Indianapolis Journal: "I have been a

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