



A great deal of unnecessary mystery maintained by the manufacturers concerning the chainless wheel for 1898. A number of patents purporting to be "the come" have been published, but if they have been taken up by the makers they keep the information to themselves. A representative of the Providence Journal appears to have learned some interesting facts about the coming wheel which will interest the impatient waiters.

It seems that the chainless models of 1898 will be little different from the wheels of that sort which have been on exhibition during the present year. Practical tests have resulted in minor changes in the original design, but the shaft and bevel gear remain. There are, however, two distinct ways of employing the gear. One is to have the main driving cogwheel on the end of the crank axle close to the bearing, and another is to have the cogwheel midway between the two bearings, or in the center of the axle. By the latter arrangement an equal amount of pressure is supposed to be borne by each bearing. To add to the wheel's rigidity, its lower forks and rear stays have been reinforced. These modifications will help to overcome the defects of mechanics that in chainless wheels the frame is too frail to withstand the strain imposed upon it.

In the chainless bicycle of 1898 the question of friction is important. The rider of the ordinary bicycle must frequently tighten his chain because of the wear upon it, whereas it is asserted that the chainless wheel may be run from 10,000 to 20,000 miles without any attention whatever being given to its adjustment. The most serious objection, as the gear is wholly enclosed, no dust or dirt can interfere with its movement. The weight of the new wheel for road use will be about twenty-nine pounds, and for touring about twenty-five pounds. It is estimated that the new chainless wheels will be sold for considerably more than \$100, perhaps \$125, and for the public to be able to say what they are worth, but it may be that the day of high-priced bicycles has gone by and wheelmen are firm in their demand for lower prices.

A cyclist of Louisville was so frightened at finding herself in imminent peril of being run down by one of two vehicles that she was unable to turn her wheel to either side until a big automobile came roaring past, barking and scaring her out from a doorway, where she was sitting. She sought to gather her skirts about her, and as she let go the handle bar the bicycle tumbled to the curb and she was thrown off to safety.

Misses pale gray bloomers, but still hopeful. The Washington Star, for the week reached New York on the 20th wheel. She completed the trip from Kansas City, a distance of 1,600 miles, without a single breakdown. Miss DeWitt states, and without encountering anything more dangerous on the road than a few hobos. Not a single puncture occurred during the 1,600 miles, and Dora says she pumped her tires up but twice.

Her bloomers gave out enroute, however, and she found it necessary to put up overnight in Ohio for repairs. Fame is the chief object of the expedition, and Miss DeWitt threatens to startle the natives by riding up one of the suspension cables of the Brooklyn bridge. Falling in this, she will try for the New York Chicago record.

Manufacturers of Canadian bicycles are kicking about the tariff on the several through the importation of American wheels. The results to the Canadian trade, they say, from these importations have been very disastrous. It is estimated that they export 90 per cent of all wheels sold in Canada were of American manufacture, and many of the wheels that came from Michigan were of prison manufacture, and it was stated by one Canadian manufacturer that large numbers of wheels sent to Canada from Chicago were made largely by women and girls. The tariff on the wheels will not ask the Canadian government to place a specific duty on wheels of \$10 up to the value of \$50.

It is stated that at the forthcoming meeting of the National Cycle Board of Trade in New York a proposition will be made and vigorously advanced that the bicycle makers and dealers abandon the guarantee that has formed so marked a feature of this trade for some years. It is now the custom, says the Washington Star, for the makers and sellers to agree to repair all breaks in the machine occurring within a year after purchase that are due to inherent faults in the machine. This guarantee has been undoubtedly utilized by unscrupulous buyers many times, repairs being secured when the damage has been caused solely by the rider's carelessness. The action of causes quite apart from the true merit of the wheel. The present tendency in wheel making is to reduce the price from the once-standard figure of \$50 to \$40, and the neighborhood of \$50. Some of the "high-grade" wheels are now to be obtained for prices nearer the latter figure than the former, and there is a possibility that the competition becomes more severe and as the processes of manufacture grow cheaper. It is regarded as practically certain that within a very few years \$50 will be the top mark for all but special machines for particular purposes, fancy wheels and racers, while the second grade of machines will range from \$25 to \$35. The action of the cycle board of trade which governs prices to a large extent and controls many factors in the wheel market, on the point of the guarantee will possibly have a most important bearing upon the rapidly with which this era of low rates will approach.

It is not a disgrace to walk up a hill, no matter how steep the incline may be. Yet a good many persons are apt to look at it in this light. They are afraid to ride up a hill, and no cyclist has a really true club on a club run, as a rule, unless he can pull any hill that may come before him. In the matter of hills, there is a certain extent, in this respect, is quite rare, and the man who does not ride up the hills is apt to be laughed and jeered at. Why this is so is hard to imagine.

There are times when it is advisable to walk up a hill, no matter if it is a small incline. By doing so a two-fold object is accomplished. A strain is relieved on the neck, and the rider is put to no extra exertion. In some cases the wheel is injured more in forcing it up a hill with brute strength than in the ordinary riding for several months under ordinary conditions. It is well sometimes to look at the matter in this light. Then, again, a person who is subject to heart disease, or to any ailment which is aggravated by a steep incline, will find it well to walk up a hill. The extra exertion has an extremely bad effect, and it is an idiotic notion to risk this simply for the sake of saying that he is able to ride up such and such a hill. There is no glory in that. That some persons feel ashamed because they walk up a hill is clearly evidenced by the ready excuses which are frequently given when the foot of a steep incline is reached.

A practical repair man says that the way to tighten a chain is first to fix the bicycle in a firm position. Then take a spanner and unscrew the two locking nuts of the back wheel. Then tighten the locking nuts, screws about a turn round each, so that when the cranks are moved with the inch they will be about one-quarter of an inch play at the top of them. Then tighten the locking nuts, taking care not to disturb the cones.

A bicycle coin lock has made its appearance. The idea is on the order of the locking machines. Place a nickel in the slot, and you ascertain your weight. In the case of the coin lock you place a nickel in a slot, get a key, lock your wheel, and keep the key as a check. When you desire your

wheel, you unlock the chain which holds it in position, and the key remains, it being impossible to release it unless another nickel is dropped in the slot. The locks are designed for use on stumps where wheels are checked. The mechanism is simple and it is claimed that no two locks are made alike, so that the evildoer would have no difficulty in selecting his own wheel. The rider checks his own wheel, pays but one fee for any period of time and locks the wheel by the frame tubing instead of by the wheel rim.

Some statistics of the new ten-seated machine called the "Orion" are as follows: Length over all, 23 feet 8 inches; length from hub to hub, 20 feet 3 inches; weight, 305 pounds; frame alone, 132 pounds; tires, 5 inches; diameter of wheels, 30 inches; diameter of tubing, 1 1/2 inches; gauge of tubing, 14 to 16, according to strain; distance from saddle to top of handle-bar, 22 inches; diameter of sprocket wheels, largest, 16 inches; smallest, 6 inches; length of chain, 100 links; force of momentum is: Ten men averaging 150 pounds, going at a rate of speed of ten miles an hour, force equal to 225,000 pounds; ten men averaging 150 pounds, going at a rate of speed of twenty miles an hour, force equal to 3,300,000 pounds; ten men averaging 150 pounds, going at a rate of speed of forty miles an hour, force equal to 13,200,000 pounds.

THE BICYCLE IN THE ARMY.

Substance of the Report of Lieut. Moss of the Twenty-Fifth Infantry.

The War department has made public the report of Second Lieutenant James A. Moss, Twenty-fifth Infantry, who commanded the bicycle corps which made the long journey from Fort Missoula, Mont., to St. Louis, Mo., last summer. The document is filled with information of the greatest value to bicyclists who contemplate making a long trip afoot. Every one of food eaten, every day's events, mishaps and experiences are set down with military exactness, yet in a style that makes the subject entertaining reading for wheelmen. There were many long miles of walking and sleeping in the rain, of waiting in the hot sun or in the sleet, of suffering from the use of alkali water, of hunger and thirst. The purpose was to test the value of the bicycle as a military adjunct, and the conclusion of Lieutenant Moss is as follows:

"Military cycling in our army is in its very infancy, and no one but a person who has actual experience in this line can fully appreciate the possibilities of the wheel as a machine for military work. The bicycle has a number of advantages over a horse—it does not require as much care, it needs no forage, it moves much faster over fair roads, it is not so conspicuous, and can be hidden from view more easily; it is noiseless and requires but little dust, and it is impossible to determine its direction from its tracks.

"Furthermore, the fighting strength of a bicycle unit is not so great as that of a horse unit. Under favorable conditions the bicycle is invaluable for courier work, scouting duty, road patrolling, a rapid reconnoiter, etc. A bicycle corps as an adjunct to infantry or cavalry could render excellent service where speed rather than number is required, such as taking possession of passes, bridges and strong places ahead of the command, and holding them until reinforcements could be gotten from the main road. On the other hand, in rainy weather, over bad roads, etc., the horse is superior, and the bicycle of the bicycle doing away with the cavalry altogether ludicrous. Back a peculiar function of its own, particularly in the field, under certain conditions, the bicycle is superior to the other. The question, therefore, which confronts us is: Should not a modern, up-to-date army have both, and might avail itself of the advantages of the one or the other, as the proper conditions present themselves?"

OVER THE FENCE AND OUT.

Remarkable Accident in a Tandem Race at Montreal.

A short time ago a wonderful accident occurred in a tandem race at Montreal in which two machines and four men went over a five-foot fence, the riders miraculously escaping death. The Montreal Star's account of the accident is as follows: "It was the strangest and most marvellous bicycle accident ever heard of, so strange that only the testimony of the thousands of spectators present could make others who did not see it believe such a thing possible. They reared like frightened horses and cleared the fence like old hunters. Like things possessed of life they seemed to be controlled by some invisible and powerful force. The riders said that though they realized what was going to happen they could not prevent it, nor stop the wheels. Happily there was no death to report, and it was a most miraculous thing that neither one of the four riders who started in the first heat of the tandem race was even dangerously hurt. The accident occurred at the southeast corner of the track, has been the topic of conversation ever since.

"The heat was a mile and the starters were Robertson and Drury and Provencher and Eaves. The latter pair had the pole and were leading when entering the backstretch on the final lap. Robertson and Drury were on the other side of the track, and when they were on even terms, and what was a pretty race in the twinkling of an eye turned into a very peculiar one. The wheels apparently became unmanageable at the turn, a collision occurred and all four riders and both wheels went over the five-foot fence so quickly that it was hard to realize what had happened. It was just as if the ground had opened at the spot and swallowed them up. Robertson was the only one who required attention, the others only receiving slight injuries. A stretcher was sent for, and Robertson was taken to the Western hospital, and from there proceeded to his home. Drury also went home, but Provencher and Eaves, who were in a very forward position, started in the final and got second place. Robertson's wheel was not injured.

A CHANCE MEETING.

Spokane Journal.

We met in chance.
'Twas Fate's caprice
That brought us two together then.
Without romance
I'd lived in pace,
Till then the usual life of men.

She was so fair,
This I'll never maid!
At sight of her my heart stood still.
Her presence there
Made me afraid,
My feet no more obeyed my will.

With flashing eyes
She looked upon me with a frown,
Caught by surprise,
I could not stir,
And so the maiden ran me down.

One soir glance
Destroyed my peace,
She fell in sight of gods and men!
We met by chance.
'Twas Fate's caprice
That brought us two together then.

POKING FUN AT WHEELERS.

Anxious Inquirer.—General, do you think we are in danger of war?
Military Authority.—War? No. Why, confound it, the country isn't ready! The chainless bicycle hasn't been perfected yet!

"Most invidious girl I ever knew."
"What has she done?"
"Appeared in a bicycle suit with low shoes."

"With the girl of my wheel," remarked the party who had hitherto done most of the

talking, "I can cover more ground than by any other means."
The party who had lost both legs and a part of his mind now joined in the conversation.
"Did you ever try dynamite?" he demanded, excitedly.

The chainless bike is now at hand. And more content we feel; But we shall not be satisfied Without the wheelless wheel.

Father—Do you appreciate the responsibilities you take upon your shoulders in marrying my daughter?
Rashley—Yes, I've had her out on my tandem several times.

James Brown threw a broken bottle on the street, mistaking the Washington Star, remarking at the time:
"There goes a puncture for somebody."
He did not deny the charge when brought before Judge Mills, which led the latter to say:
"In view of the testimony in the case, I think I will puncture your pocketbook to the extent of \$20, and you may not pay any more for the workhouse for sixty days."

Whisperings of the Wheel.

Local members of the Nebraska division, League of American Wheelmen, were much surprised last week to learn that D. J. O'Brien had tendered his resignation as chief const of the division to the state board. In his communication to the board Mr. O'Brien did not give his reasons for resigning, but when seen by the writer in regard to the matter quickly gave his reasons. "The fact of the matter is," said Mr. O'Brien, "it is impossible to get the wheelmen in this vicinity to pull together, and I am tired of spending my time and energy trying to build up the division when some other member who thinks it is not being done just right tries to do all in his power to tear it down. I am sure that I should put my shoulder to the wheel and help, but instead the majority of them do nothing but criticize the ones who do the work. Why it is an absolute certainty that Nebraska, with over 20,000 wheelmen within its borders, has less than 500 league members. When the fact is taken into consideration that a member pays \$1.00 per year, three times the cost of it every year, nothing can ever be made of the division until the members will all work in harmony and help build it up. I am sure that I should put my shoulder to the wheel and help, but instead the majority of them do nothing but criticize the ones who do the work. Why it is an absolute certainty that Nebraska, with over 20,000 wheelmen within its borders, has less than 500 league members. When the fact is taken into consideration that a member pays \$1.00 per year, three times the cost of it every year, nothing can ever be made of the division until the members will all work in harmony and help build it up. I am sure that I should put my shoulder to the wheel and help, but instead the majority of them do nothing but criticize the ones who do the work. Why it is an absolute certainty that Nebraska, with over 20,000 wheelmen within its borders, has less than 500 league members. 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