

PRACTICAL CYCLING.

THE CARE OF CHAIN AND BEARINGS.

THE chain requires more attention than any other part of the bicycle, especially when used during the winter months. The driving gear is made up of a multitude of small pieces, all of which will continue to be exposed to the elements until the gear case comes into general use in America. After each hard ride over bad roads, the chain should be removed from the sprockets, and each link carefully cleaned of dirt, gummed oil and grit. If rusty, soak over night in kerosene or gasoline, after which wipe dry, as neither of these oils go well with any lubricant. The latter may be either graphite, vaseline, good machine oil, or any standard preparation; the one object is to keep the chain clean. This condition and proper adjustment maintained, will insure easy and noiseless running.

When the chain is removed, both the teeth and the spaces between them should be cleaned, the bearings examined, and any side-play taken up. The latter is effected by the cones, on either side of all bearings, and the nicety of adjustment demanded in this operation may at first prove puzzling to the novice. Tighten the cones until all side-play is eliminated—almost to the point of binding, replace the wheel in the frame, and give the pedals a quick turn. It will then appear whether or not the adjustment is a correct one, and any variation either way may be remedied in one more similar operation. The bearings of all high grade bicycles are carefully adjusted by experts before shipment, and rarely require attention for several months thereafter. Directions for their cleaning were given in OUTING for December.

EVERY CYCLIST A MECHANIC.

The first study of the novice should be the anatomy of his bicycle, and ways and means for its ordinary care and repair. Unless he becomes well acquainted with its myriad parts, he will never feel a mastery of his mount, nor free to tour beyond easy reach of a repair-shop. But this is rarely the case, and the readiness of new riders, wheelmen and wheelwomen alike, to acquaint themselves with the mechanical construction of the bicycle, and their free use of its technicalities, lead to the conclusion that within a decade a vast majority of the whole cycling fraternity will be evolved into a race of natural mechanics. The tendency is a valuable one, as the more knowledge wheelmen have of the mechanism of their mounts, the higher must be the standards of bicycle and sundries in the future.

Puncturing, the *bête noir* of wheeling before the approximate perfection of the pneumatic tire, has become a rare occurrence among careful riders. A majority of the best modern tires wear throughout the first season without trouble of any kind, and then a permanent repair, on either the single or double tube variety, is but a matter of a few moments, and of that skill which every cyclist should possess or seek to acquire. Instances are on record where a tire has been worn out in hard service, covering

upwards of 15,000 miles, without having sustained a single puncture.

LATE CYCLE LAW.

The liability of a town or city for accidents happening to pedestrians by reason of the presence on the sidewalks of bicycles licensed to use the same, has been ruled upon by Judge Werner, of Monroe Co., N. Y., in the case of *Lecher vs. the village of Newark (N. Y.)*. The action was brought to recover damages for injury sustained by the plaintiff in a collision with a cyclist, who was riding on the sidewalk in accordance with a local ordinance which allowed the practice. The plaintiff's cause of action was based upon the contention that such an ordinance is illegal, and that its adoption renders the local government liable for damages in case of any injury resulting therefrom.

After reviewing the new conditions created by the bicycle, and showing how no provision had been made for it, either on the roads or sidewalks, Judge Werner says, in part: "If there is nothing in the general law to prohibit the adoption of the ordinance licensing riders of bicycles to use the sidewalks, . . . defendant has the power to grant such licenses. Having such power, the mere granting of the license does not make the defendant liable for injuries sustained in consequence of the improper or even negligent acts of the licensee."

The allegation that the defendant has no power to adopt said ordinance is one of law, and does not affect the defendant's right to demur. If, therefore, this ordinance is not *per se* unlawful . . . the defendant cannot be held liable for the injury to the plaintiff, in the absence of affirmative negligence on its part, even though it may have acted unwisely in passing this particular ordinance." (Dillon on Municipal Corporations.)

The demurrer of the defendant was, under this interpretation, sustained, and the action was dismissed, giving the plaintiff, however, the right to serve an amended complaint.

Another decision, of perhaps greater importance, has recently been rendered in Indianapolis, Ind., in the case of a driver who refused to keep to his right on meeting a cyclist. The latter was unable to avoid the vehicle of the former, and a collision resulted, in which the wheelman was badly injured, and his bicycle badly wrecked. Judge Cox, before whom the case was tried, held that the driver was in the wrong, and that in not keeping to his right when meeting a person a wheel, he was guilty of intent to commit an assault. This decision is a radical but just one, and has an important bearing upon the rights of cyclists.

The Legislature of the State of New York passed, in 1876, a law providing a fine of \$500, or imprisonment for one year, or both, for willfully throwing or causing to be thrown upon any public street or highway, glass, nails, pieces of metal or other substances, "liable to wound, disable or injure any animal." Mr. John P. Haines, President of the American Society for the Prevention of Cruelty to Animals, lately called the attention of the wheelmen of the Empire State to this law, and in

one instance conviction has been made under it, for throwing glass in the streets liable to puncture the tires of a bicycle. There would be no remedy under the general law for such misdemeanors, because of the necessity of proving malice on the part of the offender. The S. P. C. A. asks the aid of the wheelmen of New York State in enforcing this law, and offers a reward of \$25.00 for the conviction of any offender under this statute.

CYCLE RATES ON RAILROADS.

With laws now in force compelling railroads to transport bicycles as baggage free of charge in New York, Ohio and Rhode Island, and with a probability that similar legislation will be enacted in many other States within a twelve-month, several of the great trunk lines are experimenting with devices for the carriage of wheels suspended from the ceiling and attached to the sides of baggage cars, after the manner of the French railways. The Pennsylvania lines west of Pittsburg and the Chicago, Milwaukee & St. Paul Railway are already running a few such cars—the former between Pittsburg and Chicago, and the latter between Chicago and Minneapolis. The results seem equally satisfactory to traveling wheelmen and to the transportation companies. It has been found that twenty-five wheels may be carried in an ordinary baggage car without interfering with other baggage, the former utilizing the otherwise unused space, and requiring no floor room at all. It is probable that within two years a majority of all baggage cars on the principal lines of the railroad States and Canada will be fitted up for the carriage of bicycles, and that an extra charge for transportation will be the exception rather than the rule.

On October 1st the railroads of the New England States began the "minimum rate charge" for the transportation of bicycles when accompanied by their owners, and one month's trial of the plan proves it to be the most satisfactory solution of the bicycles-as-baggage problem. Upon the payment of very reasonable charges, the railroads agree to check and treat bicycles as baggage, assuming all responsibility for their safe delivery. Such a system is preferable to their free carriage, as in the latter case accidents to machines in transit are much more frequent, and there is generally no possible redress therefor. It is probable that special cars for the transportation of wheels will be run for the convenience of tourists on the principal lines of the N. Y., N. H. & H. R. R., and the Boston and Maine next season. The following table is the schedule now in force on all the New England lines:

<i>Ticket Rate.</i>	<i>Charge for Bicycle.</i>
\$0.05 to \$0.74.....	10 cents.
0.75 to 0.99.....	15 cents.
1.00 to 1.49.....	20 cents.
1.50 to 1.99.....	25 cents.
2.00 to 2.49.....	30 cents.
2.50 to 2.99.....	35 cents.
3.00 to 3.49.....	40 cents.
3.50 to 3.99.....	45 cents.
4.00 to 4.49.....	50 cents.
4.50 to 4.99.....	55 cents.
5.00 to 5.49.....	60 cents.
5.50 to 5.99.....	65 cents.
6.00 to 6.49.....	70 cents.
6.50 to 6.99.....	75 cents.
7.00 to 7.49.....	80 cents.
7.50 to 7.99.....	85 cents.
8.00 to 8.49.....	90 cents.
9.00 to 10.00.....	\$1.00.

RECORDS AND RACING.

Cycling is easily first on the list of the sports which have suffered from an insatiate penchant for record-breaking. It is largely through this channel that the professional element has crept into many popular pastimes, preventing multitudes of true sportsmen from enjoying them. Of course, the spirit of emulation is necessary to the life of any sport, but not so that intense rivalry which compels the amateur to forsake his calling and become a professional in strict training the year around, in order to excel in contests against the watch. Nowadays, the record-breaking farce is annually shifted from the Atlantic to the South and to the Pacific Coast, in keeping with the seasons, and all devices known to the professional trickster are utilized to create "new" times, far below any possible under normal conditions. By the side of the former the latter appear ridiculously commonplace, but they are, in fact, the more meritorious. A few genuine records at standard distances add a distinctive and valuable interest to cycle racing, but exceedingly fast times made wholly by artificial means, are only travesties.

A liberal record limit might well include the quarter-mile, half-mile, one-mile, five-miles, ten-miles, twenty-five miles, fifty miles and one hundred miles, paced, unpaced and in competition. This list, however, represents less than five per cent. of those now recognized. The rules of the track should also be changed to allow only unpaced, or, at least, single-paced records. At present, competition records are hardly more than standing start paced trials.

The Racing Board of the Canadian Wheelmen's Association has already simplified the record tables for the Dominion. The following only are recognized: quarter, half, three-quarters, and all complete miles from that figure upward. Competitive records can be made only at open meetings, and the time for record trials, against time, paced or unpaced, is limited to the racing season proper,—from May 30 to September 1.

The following road records have been allowed by the Century Road Club of America:

A. B. McDonell, 10 miles, 21m. 25s.; 15 miles, 34m. 32s.; 20 miles, 46m. 18s., May 26, 1896. New York State and American records.

A. E. Smith, Utica-New York, 1d. 11h. 51m., July 3-4, 1896. Course record.

A. E. Smith, 12h., 161 miles, August 29, 1896. Illinois State and American record.

A. E. Smith, 200 miles, 14h. 43m., August 29, 1896. Illinois State Record.

A. E. Smith, Chicago to Milwaukee, 5h., October 9, 1896. Course record.

Otto V. Mueller and J. N. Halifax, Chicago to Milwaukee, 7h. 35s. August 16, 1896. Tandem course record.

T. O. Vaux, 5 miles, 6m. 24s., October 28, 1896. Colorado State and American record.

A new world's amateur unpaced twenty-five-mile track record was made by A. L. Hachenberger at Denver, Colo., on November 16th, that distance being covered in 1h. 4m. 30 2-5s. The previous record was held at 1h. 5m. 30 2-5s. by A. F. Senn, of Buffalo, N. Y. Hachenberger also lowered Senn's ten-mile record by 2 2-5s.

At the amateur record-breaking trials at Philadelphia, on November 16th, many new American times were made. In the five-mile attempt, B. B. Stevens reduced the three miles to 6m. 8s., the four miles to 8m. 16s., and the five miles to 10m. 21s., the latter a cut of 34 3-5s.

and Gardiner rode a two-mile tandem competition in 4m. 31s, which made a new State record. On the following day the same riders lowered the three, four and five miles unpaced amateur figures of 7m., 9m. 20s. and 11m. 35s. respectively, previously held by Gerwing and Pugh of Denver, to 6m. 49 3-5s., 9m. 10 2-5s. and 11m. 27 4-5s.

PACIFIC COAST RACING.

The annual ten-mile road race of the California Associated Cycling Clubs was run at San Francisco, on October 16th, with 106 starters, over 80 of whom finished, 30 of that number within the previous Pacific Coast record. The road was in splendid condition for the full distance, and a strong wind blew at the backs of the riders, making very fast time possible. E. J. Smith, of the Acme Cycling Club, with a handicap of 3 minutes, finished first in 25m. 46 2-5s.; G. Frost (3:20) and J. H. Otey (3:00), second and third in 26m. 15s. and 25m. 57s. respectively. The first ten men finished in the following order:

Name.	Handicap.	Time.
E. Smith.....	3:00	25:46 2-5
G. Frost.....	3:20	26:15
J. H. Otey.....	3:00	25:57
Carl Werner.....	3:45	26:43
T. H. White.....	2:30	25:49
E. Sanders.....	2:40	25:40
L. G. Swain.....	4:00	27:00 2-5
W. Maack.....	2:00	25:13 2-5
M. E. Gaines.....	3:00	26:19 3-5
C. H. Staples.....	2:40	26:04 4-5

E. Lind of the Imperial Cycling Club, of San Francisco, who finished No. 28, won the first time prize in 24m. 58s.

The most notable American hill-climbing contest, held annually at Corey Hill, Brookline, Mass., took place on the afternoon of October 31st, and the several attempts resulted in new records for the course. Robert Urquhart made the single climb in 2m. 2s., with F. P. Kent second, and James Urquhart third, in 2m. 11 2-5s., and 2m. 11 3-5s. respectively. The Urquhart brothers afterward covered the course on a tandem in 1m. 51s. with Magoon and Balentine second in 2m. 3s. The hour climb was also won by Robert Urquhart, with a score of thirteen round trips in 58m. 15s.. F. P. Kent second, with twelve round trips within the hour.

The Massasoit Bicycle Coasting Contest was held on Meeting House Hill, West Springfield, Mass., on October 26th. F. E. Hailey, of Chicopee Falls, Mass., covered 2798 feet; H. A. Woodward, of New York, 2789, and J. E. Whittlesley, of New York, 2761.

The annual 25-mile road race of the King's County Wheelmen, of Brooklyn, N. Y., was run over the Merrick Course, near Valley Stream, L. I., on November 3d, for the Wilson perpetual trophy. Charles T. Earl won first place and also the time prize, finishing in 1h. 13m. 57s., incidentally reducing E. F. Leonard's twenty-mile State record from 58m. 44 1-5s. to 58m. 16s.

The eight men to finish, with their handicaps and times, were as follows:

Name and Handicap.	Time.
C. T. Earl (scratch).....	1:13:57
C. M. Hendrickson (scratch).....	1:13:58
C. S. Henshaw (scratch).....	1:13:58
E. A. Laws (scratch).....	1:13:58 1-5
F. J. Hall (3m. 30s.).....	1:17:51
F. K. Pratz (5m. 30s.).....	1:20:26
S. A. Southworth (9m.).....	1:30:35
H. E. James (7m. 30s.).....	1:32

It has been the past policy of the Massachusetts Commission to build stretches of "model roads" not *in* but *between* the cities and larger towns, to serve mainly as object lessons in the practical economy of improved highways. Hereafter the Commission will go farther and insist that the cities shall co-operate with the State and extend those stretches already constructed. This marks a new era in the splendid movement. The improvements to the country highways benefit the cities fully as much as the small towns, because of the easier access to the centers of trade. Hence the policy of the Massachusetts Commission to favor the country and the smaller towns and villages, partly at the expense of the cities.

Eighty-seven towns in Connecticut applied for a share of the State's appropriation for the building of good roads during the current year, and each one of them received nearly a thousand dollars of that fund. Last year the appropriation for each town was somewhat larger, the difference being accounted for by the greater number making application during 1896—a trifle over one-half of all those in the State. Nearly every town that received a share of the fund last year applied again this year notwithstanding that the sum given by the State must be doubled or trebled by the recipient. Although the choice of the kind of highways to be constructed rests entirely with the local authorities, few gravel roads have so far been built in either Massachusetts or Connecticut. The superior service of macadam or telford has been generally recognized, and it is only a matter of time when the cheaply constructed, but expensively maintained, dirt country road will become a thing of the past.

MULTUM IN PARVO.

This year has seen the most senseless of all cycling fads—the stringing of several strong rubber bands from the upper to the lower bar of the diamond frame of the wheel. This arrangement produces a dreary and monotonous humming sound when riding at even a moderate pace on a windy day; and when the bands are scientifically adjusted and a high speed is maintained, the noise is loud and uncanny. This nuisance has already caused many runaway accidents, and local ordinances are gradually eliminating it in the interests of public safety.

The \$100 price for the highest grade bicycles will be generally maintained during 1897. A slight reduction has been made in the lists of medium and low grade machines as well as in some tires and sundries. The modern bicycle is a wonderfully complex mechanism, of whose real cost of manufacture the public cannot conceive. [As has been said heretofore in these columns, a general reduction in the prices of the leading models is a possibility of 1898, hardly of 1897.]

Cycle exhibitions have become annual fixtures in the United States, Canada and Australia, as well as in nearly every country of Europe, not infrequently vying with the horse shows for the favor of society as well as that of the public. Less than twenty years ago, the first meager cycle trade display was held in England, while now the American trade looks in vain for a building large enough to house a complete line

of the bicycles and wheeling accessories manufactured in this country alone. The growth of the pastime of cycling, stands easily without a parallel.

The principal cycle show dates for the winter of '96-'97 are as follows :

National (London), December 4-12.

Salon du Cycle (Paris), December 12-27.

Manchester (England), January 2-9.

Dublin (Ireland), January 16-23.

Glasgow (Scotland), January 23-30.

Chicago, Ill. (Coliseum Building), January 23-30.

New York, N. Y. (Grand Central Palace), Feb. 6-13.

Boston, Mass. (Mechanics' Hall), February 22-27.

THE PROWLER.

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