

an' his clay-moldin's, an' all his little menagerie of animals an' things. I ruther think teacher was struck when he found thet Sonny knowed the botanical names of every one o' the animals he's ever tamed, an' every bird. Miss Clark did n't come to the front much. She stayed along with wife, an' helped 'tend to the company, but I could see she looked on with pride; an' I don't want nothin' said about it, but the boa'd of school directors was so took with the things she had taught Sonny thet, when the evenin' was over, they ast her to accept a situation in the academy next year, an' she's goin' to take it.

An' she says thet ef Sonny will take a private co'se of instruction in nachel sciences,

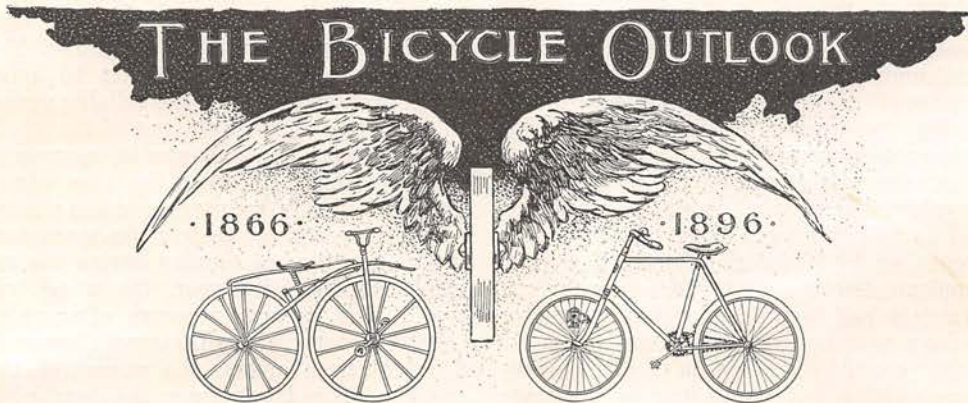
an' go to a few lectures, why, th' ain't nobody on earth that she'd ruther see come into that academy ez teacher,—that is, of co'se, in time,—but I doubt ef he'd ever keer for it.

I've always thought thet school-teachin', to be a success, has to run in families, same ez anything else—yet, th' ain't no tellin'.

I don't keer what he settles on when he's grown; I expect to take pride in *the way he'll do it*—an' that's the principal thing, after all.

It's the «Well done» we're all a-hopin' to hear at the last day; an' the po' laborer thet digs a' good ditch 'll have thess ez good a chance to hear it ez the man thet owns the farm.

Ruth McEnergy Stuart.



BY THE CHIEF CONSUL OF THE NEW YORK DIVISION, LEAGUE OF AMERICAN WHEELMEN.

SEVENTEEN years ago Mr. Charles E. Pratt of Boston, one of the earliest and most authentic of American pioneer cyclists, wrote a little book of about two hundred pages, called «The American Bicycler,» in which he recommended that bicycle clubs should adopt a form of constitution in which it is declared to be an object of the club to promote, by force of example, «the use of the bicycle as a practicable and enjoyable aid to locomotion by the general public.» Most of our street pavements were then a wilderness of cobblestones, and the only form of bicycle in use was the old-fashioned «ordinary,» in which the rider sat astride the big wheel, varying in diameter from forty-six to sixty-four inches, according to the anatomical gear of the rider. Under such conditions the «general public» needed most generous encouragement. Bicycling was looked upon by most people as the peculiar accomplishment of an athlete, and its difficulties and dangers were com-

monly imagined to be about the same as those which beset the professional tight-rope walker. Of course this was all due to a misunderstanding; but people were not anxious to understand, and though the bicycle gained little by little in the affections of the multitude, it never reached the point of assured popularity until the «safety» was invented and came into common use. In this year of 1896 all the world goes awheel—or would like to. New conditions have been rapidly created, and, from the increase of cycling, questions are every day presenting themselves which demand a popular solution. The wheels of the bicycle have changed the ways of society, in the wording and application of the law, in the doctrines of some of the learned professions, in the conduct of business, in methods of travel, and in not a few of the conditions of manufacture and commerce. Many of these changes were inevitable, and, happily, most of them are beneficial.

BICYCLING FOR WOMEN.

AFTER a close study of the question for five years, I am ready to express my belief that the use of the bicycle will do more to improve the physical condition of American women, and therefore of the American people, than any other agency yet devised. Argument on this point has given way to demonstration. Women are riding the wheel in all parts of the country, and their increasing numbers testify to its benefits and its popularity. The average woman loves to be out of doors; she enjoys the change of scene, the gentle exercise, the delightful companionship of congenial friends, and the exhilarating benefits of contact with the pure air and bright sunlight, which the knowledge of cycling brings within her reach. To the woman, as to the man, these features, possessed by no other form of sport, comprise the foundation on which the popularity of the bicycle will rest. The only possible danger in cycling for woman lies in the fascination which sometimes tempts her to undue effort. In common with every other form of exercise, bicycle-riding may of course be overdone, and as well by women as by men; but under proper advice from the family physician, supplemented by such practical suggestions as may be had from an intelligent instructor or from an experienced rider, any woman in a fair condition of health may undertake bicycle-riding with a feeling of certainty that the result will be delightful and helpful in a measure that was never anticipated.

A mistake commonly made by women riders, and indeed by new riders of both sexes, is that of undertaking too much at first. Over-exertion induces discouragement, and the recollection of a tiresome ride has been known to deter new riders from repeating the attempt. The real pleasure of bicycle-riding can be had only by keeping in mind this little truth. No new rider should continue the first trip to such a point as to feel weariness. A half-hour is in most cases ample for the first road ride, and it should not be continued beyond that time, except by the strongest and most capable rider. The tyro exerts more power than the expert, and in consequence becomes more rapidly tired. He pushes the pedals with undue force, fails to sit erect, fails to sit still, and tends to follow what seems to him to be an erratic motion of the wheel by a swinging and wobbling of the body which not only tends to increase and make real what was only an imaginary difficulty, but insures also the quick coming of

fatigue, that might otherwise have been avoided. The new rider should learn to sit erect and to sit still, and in the early stages of his road practice avoid long rides, remembering that the exertion which he puts forth in his first efforts will be more than sufficient, as soon as a little skill has been acquired, to propel his wheel many miles farther than was covered by his first trip. If the first ride is wearisome, it should not be repeated on the next following day, but rather upon alternate days, until such skill is acquired as will enable the new rider to enjoy his outing without suffering too much fatigue.

Bicycling for women has received the indorsement of our leading women and our best physicians. The bicycle-dealers of most of our large towns state that the number of bicycles sold to women is daily increasing, and that the established popularity of bicycling among the gentle sex is assured. The tendency of the bicycle market to lower prices, even of wheels of the reliable grade, will doubtless increase the use of the wheel among women, and enhance its aggregate benefit to the sex. When the time comes that the delightful country roads and shaded lanes can be so kept as to make more general the practice of touring during the vacation season of the year, the wheel will have gained its true measure of value as a health restorer, and will attract thousands of riders from among the women of the land who do not yet know the joys of a hearty appetite and of refreshment induced by sound sleep.

BICYCLE-PATHS.

A CYCLE-PATH is a protest against bad roads. We are not a nation of road-makers, and every year, for weeks at a time, our country traffic and travel are paralyzed by the presence of a simple mixture of dirt and water. Our country roads have cost us thousands of millions of dollars in labor and money, very little of which has been spent in a sensible way. Skilful road work is planned in the brain, wrought by skill, and finished by rule and reason. Every cyclist knows how unfit for human travel are the miserable streaks of rooted soil that run for hundreds of miles through our most populous counties, and all the horses and all the mules know it.

The undoubted duty of every road officer to keep the public highway in a condition fit for the use of every vehicle having the lawful right to travel is not well understood. Cycling has come upon us apace, and the

country road-maker, whose official tenure is often short-lived and capricious, and whose ambition is likely to be restrained by a shortsighted and parsimonious constituency, may scarcely be condemned if he fails at times to provide for the old conditions or to anticipate the new. The cyclist and the road commissioner are fast getting more closely in touch with each other, and the wheelman's influence at the State capital is certain, in the end, to secure the aid and supervision of the State in the making and maintaining of good country roads. Pending the time when this shall be accomplished, I believe that the making of cycling-paths along lines of popular road travel should be encouraged. In the State of New York the legislature has made special provision for the construction of cycle-paths in several of the interior counties; and the local subdivisions of the League of American Wheelmen will doubtless combine to push the work of cycle-path building, so as to lighten and brighten the journey of the cycling tourist between points where the common roads are in bad condition. We may look for a time in the near future when a cycling route from the Atlantic to the Pacific will be made and mapped, and when good roads and good cycle-paths will be so connected in a continuous chain between the two great oceans that a cross-continent journey a wheel will be the popular ten weeks' tour of every cyclist whose time and purse will permit.

As commonly made, cycle-paths are not expensive, and, the cost being generally contributed by the wheelmen themselves, no tax for this purpose is placed upon the public at large. Whether this should be so is a question that will stand some discussion; but thus far the cyclists have sought only to impose a small assessment upon actual users of the wheel when money has been needed to construct cycle-paths. Two years ago Mr. Charles T. Raymond of Lockport, New York, one of the pioneers in cycle-path construction, declared that "what is used by all, and needed by all, should be paid for by all," and this rule has commanded approval among wheelmen who have taken up the work of cycle-path making. Under favoring conditions, cycle-paths cost from seventy-five to one hundred and fifty dollars per mile. The surface width of the path should not be less than four feet, and need not be more than seven feet, except in rare cases. The paths are generally laid out on the grass-grown roadside, parallel with the wagonway. The grass is first cut close to the ground, after

which the material (soft coal, cinders, or screened gravel) is put on in a thin layer, and so shaped and packed as to slope downward from the center to each side. The grade in most cases follows closely the original surface of the ground. Material may generally be had at lower cost, and hauled at less expense, during the winter months; and this is an important point to bear in mind, since the item of haulage alone is likely to constitute more than half the expense of construction.

THE MECHANICAL LIMITATIONS OF THE WHEEL.

HERE we reach the domain of speculation. The bicycle has changed many times in its form, and always for the better; each form has taken on its multitude of improvements, and no part of the modern wheel has escaped the ingenuity of the mechanic in his aim to secure better material, stronger connections, lighter weight, greater speed, grace of design, and comfort to the rider. Every day is a day of new records and of the revelation of new possibilities. Four hundred and odd miles for a single day; thirty miles in an hour; a hundred miles in three hours and forty-seven minutes; a single mile in one minute, and—but a statement of the seconds here would be true only for the week in which it was written. Six years ago one of the best-informed and most progressive of our cycling authorities, Mr. F. P. Prial, editor of "The Wheel," writing of the safety bicycle of that day, mentioned the drawbacks of the pneumatic tire as being "its large size, and the necessity of replenishing the air to keep it properly distended." He advised that the ideal safety should not be geared too high, but only to fifty-four or fifty-seven inches, "except in the case of strong riders." The gearing of the man's wheel of 1896 is from sixty-three inches upward, a gearing of seventy inches being about the average, and eighty not at all uncommon; while the woman's wheel of to-day, when geared at sixty, is easily propelled by new and inexperienced riders. Saddles, tires, frames, bearings, handle-bars, cranks, spokes, and rims have been lightened, simplified, improved, and from year to year made to displace the cruder product of the year before. Where is the limit? No man can tell; but so far as it relates to the common pedomotive bicycle of to-day, the practical limit would seem to be not far distant. A year or two hence will probably witness the introduction of a prac-

tical motor bicycle, and the more general adoption of motor carriages in certain parts of the country where the roads have been improved. Meanwhile the bicycle now in common use will hold its way, with such improvements in detail, and perhaps in form, as will add to its usefulness, and to the comfort, convenience, and security of the rider.

BICYCLES AS RAILWAY BAGGAGE.

«THE bicycle is a vehicle,» say the railway lawyers, «and cannot therefore be baggage.» This somewhat captivating but superficial form of argument is having its brief day. The contest over the passage of the Armstrong Law, compelling New York railways to carry bicycles as baggage, might well have been avoided. It began in November, 1895, when the chief consul of the New York State division of the League of American Wheelmen wrote a letter to the Trunk-line Association of Railways, and invited a friendly conference for the purpose of establishing some common and equitable rule that should govern the transportation of cyclists and their wheels. This request was denied, and the wheelmen made the most of their alternative in procuring the enactment of the new law, which is working smoothly and equitably.

Radical as this new statute may have appeared, it is doubtful if any substantial right is thereby secured which was not already guaranteed to the traveling cyclist by a fair interpretation of the common law. Many years ago, in England, Lord Chief Justice Cockburn reviewed with great care the question of what might and might not be properly and lawfully taken by a passenger as luggage on his journey by rail, and laid down a rule which has since been many times quoted with approval by the courts of England and America. It is this:

Whatever the passenger takes with him for his personal use or convenience, according to the habits or wants of the particular class to which he belongs, either with reference to the immediate necessities or the ultimate purpose of the journey, must be considered personal luggage.

This would include not only all articles of apparel, whether for use or ornament, but also the gun-case or fishing apparatus of the sportsman, the easel of the artist on a sketching tour, or the books of the student, and other articles of an analogous character, the use of which is personal to the traveler, and the taking of which has arisen from the fact of his journeying.

In discussing the law of this case, counsel for the railway company (Mr. Digby) made

use of the following declaration, the correctness of which most wheelmen are quite willing to concede:

It is difficult to define passengers' luggage, but the articles a man takes with him as his personal luggage must be such articles as are connected with locomotion, and not merely those which he wants to transport from one place to another. All such things as are required and are necessary for the personal use of the passenger in the course of his journey, without regard to the object for which the journey was undertaken, would be ordinary luggage.

The New York Court of Appeals, in the case of Merrill *versus* Grinnell (30 New York, 594), has declared its judgment to be exactly in accord with that expressed in the English cases. In the case just cited the court said:

Baggage is defined by Webster to mean «the clothing and other conveniences which a traveler carries with him on a journey.» It is, of course, impossible to enumerate the articles that constitute what is called in the definition «clothing,» and it is still more difficult to specify what shall pass under the name of «other conveniences.» . . . Again, the baggage must be such as is necessary for the particular journey that the passenger is, at the time of the employment of the carrier, actually making; . . . the articles that will pass under the denomination of «other conveniences» are as various as the tastes, occupations, and habits of travelers. The sportsman who sets out on an excursion for amusement in his department of pleasure needs, in addition to his clothing, his gun and fishing apparatus; the musician, his favorite instrument; the man of letters, his books; the mechanic, his tools. In all these cases, and in a vast number of others unnecessary to enumerate, the articles carried are necessary in one sense to the use of the passenger. He cannot attain the object he is in pursuit of without them, and the object of his journey would be lost unless he was permitted to carry them with him.

The language and intent of these decisions would seem to be unmistakable. They clearly, and in the most direct terms, point out the propriety of including in the term «baggage» the bicycle, which the touring cyclist takes with him as a part of his personal property essential to his journey.

But from the railway standpoint the most encouraging and satisfactory reason for carrying bicycles as baggage is found in the fact, every day more apparent, that the practice is not only lawful, but profitable. All wheelmen know this, and many railway companies are fast finding it out. More than one hundred and forty American railways are to-day carrying bicycles as baggage, without extra

charge; and the concurrent testimony of all railway officials who have studied the subject shows that true business policy will encourage the rule. Thousands of wheelmen ride into the country from populous centers on Sundays and public holidays, and with many of these the matter of expense is sure to be considered. It is often a question between an eighty-mile trip and home by rail, or a forty-mile trip and return by wheel. Thousands of wheelmen travel in all directions to attend meets, conventions, and assemblies at all times of the year, and by a rule of their own they favor the railways which are known to be friendly. Thousands of others, in their business as merchants, manufacturers, shippers, and commercial travelers, are constantly directing the shipment of goods in such manner as to give preference to lines whose policy toward the wheelmen is known to be equitable. As between two prominent railways running westward from New York city, it is estimated that in the year 1895 upward of \$100,000 was, in this manner, added to the income of the one whose friendly attitude toward cyclists is well known, while the tendency of wheelmen to avoid at all times the road pursuing the opposite policy is growing from day to day. It may be said that this practice of discrimination is not altogether right, but argument will not change it. When people have money to spend, they are likely to be a trifle independent in selecting the objects of their patronage, and in their minds a wholesome grudge will give no place to ethics. To the railroad companies the fact alone would seem to be the important thing, and if the reason for it should appear obnoxious, it is quite within their own power to change the conditions for which they are themselves mainly responsible. There are probably 2,500,000 bicycle-riders in the United States, and it is estimated that a million wheels will be sold during the present year. Take into account 250 bicycle-factories, 24 tire-makers, and 600 concerns dealing in bicycle sundries, all representing a combined investment of \$75,000,000, and the bicycle question seems to gain proportions. Add the number and value of repair-shops, race-tracks, and club-houses, and the aggregate leaps again. Consider the fact that this country contains about 30,000 retail bicycle-dealers and about 60,000 persons employed in the "sundry" factories, and that these numbers are every day growing apace, and the importance of the bicycle business to the common carrier becomes suggestive—so suggestive, indeed, that no prudent or progres-

sive railroad manager need be told that bread is usually buttered only on one side.

WILL CYCLING REVIVE THE OLD STAGE-COACH INN?

THAT the bicycle, and the horseless carriage of the larger patterns, will inevitably change and quicken our methods of common road travel is now generally conceded.

A few days ago Mr. Edison was quoted in a daily newspaper as saying that within the next decade horseless carriages will be the rule. It may be, therefore, that, with the general improvement in road vehicles, and the general improvement of the public roads, without which no vehicle can become really efficient, the volume of road travel will be so increased as to bring to life the old inn of early days, but not, I think, the primitive and picturesque type that marked the stopping-places of the old stage-coach which, in the years following the Revolution, used to make the distance between Boston and New York in six days. Nor will the rejuvenated inn bring back the old-time back-log festivals at which the Knickerbockers and Quakers so often came together when the fast coach known as the "Flying Machine" whirled its passengers between New York and Philadelphia in the astonishing space of two full days. The railway has largely superseded common road travel, and our swift business methods will give the preference to railway travel until a swifter means shall take its place. But though the great majority will travel by rail, it must be borne in mind that the great and growing body of cyclists who travel by road is not greatly less in point of numbers than the entire population of the colonies when the old inns were in vogue; and the marked effort on the part of hotel proprietors to secure the patronage of the wheelmen shows how fully the value of this new element is being appreciated. About 7000 official League hotels have been selected and granted official certificates by the League of American Wheelmen within the last five years. The proprietor of each of these hotels is required to sign a contract in which he undertakes to supply good food and clean, comfortable lodgings to all travelers, and to accord a certain percentage of discount or rebate from regular prices to all members of the League of American Wheelmen on presentation of membership tickets for the current year. In exchange for this concession, the League publishes a list of all official hotels in the road books, tour books, and hotel books issued for the use of wheel-

men; and in this manner the patronage of the hotels is encouraged, the wheelmen are brought together at common stopping-places, and a direct benefit is secured to the organization. Wheelmen are quick to discern and to appreciate the comfort of a well-kept inn, and are not slow to condemn the slovenly attempts of an incompetent host. And so it is that the fittest will survive, and badly kept hotels will inevitably lose the cyclists' patronage. From day to day appointments of official hotels by the League of American Wheelmen are canceled, and new contracts made in accordance with new information and to fit new conditions. Within a radius of fifty miles about each of the large cities will be found, on any pleasant afternoon in summer, groups of wheelmen sitting beneath the shade-trees and awnings of favorite country inns; and among the wheel clubs the rule has become general to add to the announcement of weekly "runs" the names of certain hotels which are known to supply a good quality of rest and refreshment.

THE EFFECT OF CYCLING ON OTHER BRANCHES OF TRADE.

MILLIONS of dollars are annually invested in bicycles and in the purchase of sundries appurtenant to the sport. The diverting of this money into a new channel must necessarily affect expenditure in other directions. The enthusiastic cyclist must often economize in his all-round disbursements in order to gratify his special taste, and the great number of wheels sold on the instalment plan is perhaps the best evidence of the tendency of people of moderate means to spend their money for cycling, to the exclusion of things which might otherwise make drafts upon the purse. Perhaps the carriage trade, more than any other, has suffered by the increase of cycling. During the last two years complaints to this effect have been numerous in the columns of the carriage-trade journals, and their advertising columns reveal the fact that many of the carriage-dealers and -manufacturers are trying to avail themselves of the new conditions by making and selling wheels as an adjunct to their established business. Liverymen in all the cities and towns complain bitterly of the great falling off in the number of customers who formerly indulged in carriage-rides on Sundays and holidays, and in many cases livery stables have been sold out or closed by discouraged proprietors. Tailors, hatters, and jewelers

are likewise affected, though perhaps in a less degree; and some of the labor societies and trades-unions have declared against the bicycle because of the evident falling off in the demand for work and materials in their particular lines which the use of the wheel is supposed to have induced. Of course these trade conditions will adjust themselves in due time, and they have a consoling feature in the fact that what is lost in one direction is gained in another, by the increased demand for labor in all branches of industry connected with the manufacture and sale of bicycles and cycling goods and materials.

THE TAXATION OF BICYCLES.

IN New York, Philadelphia, Rochester, and Chicago certain city officials have lately proposed, in apparent good faith, that bicycles should be made the subject of a special tax. The enormous number of bicycles in the country, and the millions of value which they represent, suggest with some force a subject for taxation which is not likely to be overlooked by the scrupulous assessor. The sound principle that all property should contribute to the support of the State that defends it should, of course, apply to bicycles, as to other forms of personal property; and our present tax laws provide so clearly for such taxation that the justice of a second levy which this proposed special tax would entail may well be inquired into. The bicycle is noiseless, clean, and a non-consumer. It does not herald its own approach by a nerve-wearing ding-dong on the hard stone pavement, nor does it wear out or soil the streets, or occupy an undue amount of space in the thoroughfare. Just why it should be made the subject of a special tax, from the operation of which other forms of vehicles are exempt, is a question which no one has yet attempted to answer. Such a tax would certainly be unpopular, and would probably be illegal as well. That it would be unjust goes without saying. The cycling citizens of the United States are already heavy taxpayers, and under our general laws are exempt from no species of tax to which other citizens are compelled to respond. It would be quite as wise, and fully as equitable, to declare a special assessment on sewing-machines and type-writers as upon bicycles, or upon any other useful thing in which citizens generally have acquired an ownership. The bicycle tax as a specialty will, I think, never become a fixture in the tax laws of this country.

Isaac B. Potter.