

THE STORY OF THE FESTIVE BICYCLE

How it was first conceived and its gradual development.

INTRODUCTION OF THE VELOCIPEDE

It was invented by two Frenchmen. The wheel turned down by Louis XVI--The Paris Bicycle Fad in 1867--Introduction of the Bike in New York--First Appearance of Bloomers.

From the Philadelphia Times.

In July, 1878, the journals of Paris announced with much derision the appearance of the first velocipede of which we have any authentic account. Two enthusiastic Frenchmen, Masurier and Blanchard, a celebrated aeronaut, had invented a wonderful two-wheeled machine, which was destined to overthrow within the coming half-century or so the monopoly held through long ages past by the faithful horse and patient ass, and enable man to propel himself throughout the earth at a rate of speed only limited by his strength and endurance.

Louis XVI. ordered a public exhibition of the phenomenon under his own personal supervision at Versailles, in the presence of Marie Antoinette, and promptly turned it down as unworthy of adoption or even respectful attention. The unfortunate inventor, meeting with this chilling treatment in France, turned his steps towards the English Channel, receiving immediate and enthusiastic recognition in London and throughout England by the nobility. Here this man-propelled machine found great favor under the exalted patronage of the Duke of York, who seems to have been something of a sportsman, and whose zeal in behalf of his inanimate steed--sired, and likewise damned, in France--led himself open to much ridicule and unlimited lampooning. This mechanical Bucephalus was called a "dandy horse" and was practically a bicycle, it having two wheels.

Its popularity was of short duration, and the remote ancestor of the modern safety sank from view for many years; then reappeared in 1808, and again in 1816, in substantially the same form, perhaps more cumbersome, under the sponsorship of Baron Von Drats, of Mannheim, who named his stolen device the "Draisine." The manner of propulsion was, as with the Duke of York's dandy horse, by the rider thrusting his feet upon the ground and pushing with his toes, directing the course of the contrivance by means of steering handles. When going down hill he could lift his feet from the ground and take a scotch that usually ended in a general mix-up of "horse" and rider at the foot of the incline.

OTHER ATTEMPTS.

In 1818 Dennis Johnson made some improvements on the Draisine, lessening the weight and providing a stomach rest. He took the machine to England, and there received letters patent for a "pedestrian carriage." The mode of propulsion was still the same, and riders still did the pushing and pulling.

Louis Comperis in 1821 made some very radical changes by introducing a drivin' handle attached to a cog segment fitted in a corresponding socket on the front axle, by means of which the rider could assist with his hands in propelling the machine, while he still depended upon his legs as before to keep himself upright.

Various other devices built upon the same lines were introduced at various times through the next forty-five years, none of which added material improvements to those previously mentioned, but which were solved was that of equilibrium.

The Duke of York's dandy horse, with cranks and pedals, would have made a very fair safety, but no one dreamed that a man could drive one of these contrivances along the highways and their ways by pedaling with his feet and still maintain an upright position.

The active principle was latent in all these inventions, but there was no one who could discover it until 1860, when again a mechanic-loving Frenchman came to the fore and applied the principle of the spinning top and rolling hoop to the then extinct ancestor of the present scorchers, and launched upon the world a two-wheeled "velocipede" propelled by pedals. It might be mentioned, however, in this connection that in 1830, a man named Dreue, likewise a Frenchman, built a machine in which the rider was to sit free from impact with the ground and propel himself by means of handle bars, but for some reason it would not work, and no public acknowledgements of its merits was recorded.

The machine of 1860, an old naval officer, M. Sallust, being the inventor, reached a solution completely, but, singular to relate, created no particular excitement. Various improvements were made upon this machine until 1867, when all Paris broke out afire with the first real wheel craze since the days of the Duke of York.

This time the fad became general, and passing through the gardens of the Tuilleries, where the prince imperial rode his veloce de luxe mounted in rose-wood and aluminum bronze, it reached the haunts of the ennalle of the Quarter-Papincourt or Rue Moutferrat.

RIDICULING THE CRAZE.

The journals of Paris and France during the year 1868 continually referred to the "new toy" and the caricaturist found a rich field for his pencil's work. The New York and London papers looked on askance at first and then fell into line with paragraphs and items, editorials and cartoons anent the craze. The Scientific American of Sept. 30, 1868, had a description of a velocipede

race in Paris, which came off early in the month, and it might be interesting reading for the professionals of today. The purse was 1,000 francs, and the contestants were six Americans and six Frenchmen. All kinds of velocipedes were permitted, but nearly all riders used the two-wheeled kind. Two laps constituted the distance, and no rider was allowed to touch the ground with his feet, and he was not permitted to "head to the rear." This means that the rider could not prevent himself from falling by steering off in a circle until he was able to right himself again. This was considered unfair, but to use the writer's own words, "you may go as crooked (make-ike) as you please, but never turn around or 'face the rear.'"

The Americans won, as they did in a subsequent challenge one-lap race. The author continues: "This was real fun for the Americans. The 'allocomers,' however, are up to snuff now, and are looking for something new to beat the Americans, but the Frenchman must get up early and defencer before 11 o'clock to beat us."

The New York World about the time came out in an editorial saying: "Two or three infatuated persons, probably driven mad by protracted torments on the street railway cars, or by the spurs which patient patrons of the omnibus take, have made up their minds to introduce into New York the modern French improved velocipede. This is simply a contrivance for enlisting the good-will of a malicious turn of mind to make catapaults of themselves. Such persons, leaping on a velocipede and putting it to full speed by rapid pulsations of either leg, can launch themselves with terrific force and fury against the legs of their fellow-travelers. No matter what damage they may inflict upon their victims, they can always get out of the reach of an indignant populace long before the nearest policeman can reach the spot. We have only to say that within six months from this millennium of mechanical propulsion the artificial leg companies will be declaring cash dividends of from 300 to 500 per cent."

We are decidedly opposed to putting the average New Yorker, untamed and uncivilized, astraddle of a wooden locomotive, with horses to pull his own steam, which goes to show that things as well as iron were used in the construction of the velocipede.

A month later the same journal, anent the riding of velocipedes by women, says: "The flat has gone forth, American ladies are to be seen on the streets settled a few evenings since, and with great eclat this novel amusement was inaugurated in the metropolis by a grand moonlight velocipede race, gotten up and entirely conducted by a revolutionist, who named his stolen device the 'Draisine.'" The manner of propulsion was, as with the Duke of York's dandy horse, by the rider thrusting his feet upon the ground and pushing with his toes, directing the course of the contrivance by means of steering handles.

Almost a month prior to the isolated cases before referred to, the American Artisan of September 23, 1868, announced that the advent of a wheel brought from Paris by Thomas R. Pickering in this manner: "The velocipede, about which there has been such a mania in Paris for the last year or two, has at length made its appearance in New York. Thomas R. Pickering, the well-known patentee of the steam engine governor, of No. 14 Green street, on the afternoon of the 17th instant created quite an excitement in the City Hall Park by appearing there mounted on a two-wheeled velocipede of his own manufacture, just finished. Mr. Pickering went many times around the park, and back and forth in front of the hall, with great ease, the machine being under the most perfect control, only going at good speed. It astonished us not a little to see with what facility the rider can balance himself and vehicle, the wheels of which are only three-fourths of an inch across the tire and arranged one before the other.

The craze of this time had not abated in Paris, but was rather on the increase, as will be seen from the extract from the New York Evening Post, November 24, 1868. A Paris letter says: "Velocipedes to the front! The cry is still they say. Now I see that the riding schools most aristocratically attended--lords, dukes and princes, who get 'imperial crowns' when they impel their wood and metal too recklessly. But I have today seen signs of these seemingly useless playthings being turned into a serious business. Now I see that several workmen of the better class have invested money in velocipedes. And whether or not all working Paris goes home from work on its own 'high-mettled' steed is a mere question of price."

And the "high-mettled" steed had already commenced his prancing over the western hemisphere. The pavements of Philadelphia, Boston and Chicago were resounding to his tread.

The last-named city appears to have seen the velocipede in actual daily use an earlier date than New York. C. Gilbert Wheeler brought a Chicago-made velocipede from Paris in the fall of 1867, and eventually he was obliged to seek retirement for another twenty years."

PROPHETIC WORDS. This writer also seems to have been a "seventh son of the seventh son," for in "measuring his words came true. Within a few months his prophecies went throughout the world. The bone shaker was relegated to garret and cellar, and the pedestrian assumed his wonted nonchalance and ease upon the city's busy streets. The instrument of destruction had disappeared almost as suddenly as it had appeared, and its use was deemed to be a relic of the past. In 1873, in a somewhat different form, it came again on earth under the name of the bicycle. Of this new machine nothing much in praise can be said even by its inventor, Mr. Wheeler. However, the flame broke out afresh and the "ordinary," as a direct descendant of the velocipede, of which so much has here been written, blossomed as a rose, and acquire its full bloom and fragrance in the years spanning the latter half of the decade '76-'86.

The evolution was gradual from the lofty structure upon which one sat in constant danger of life and limb to the real safety with chain and sprocket invented by the same man Starley, who was responsible for the 1873 ordinary. It is not the province of this article to follow the different steps taken by its inventors, or trace minutely the various lines followed by manufacturers in arriving at the mechanical results as we see them today. This time it seems the English took the lead and America quickly followed with Yankee improvements; stimulated the interest in wheeling and fixed its status upon such solid foundations that evidently it has come to stay. The extent to which the wheel's usefulness has grown; the tenacious grip it has taken upon public favor, and its universal recognition as a prime necessity, or trace more business and pleasure may be well illustrated by the following from the Chicago Tribune of March 13, 1890:

"Something besides high frames, large tubing, and barrel hubs distinguishes the opening of the spring cycle trade. It is a phase of the trade that was not planned or anticipated by associations or boards of trade and comes as

much a surprise to dealers and jobbers as to one who rides in a brougham or a grip car. For some time past everybody in the trade is busy in an effort to figure out the wheel trade has branched out of the wonted channels and broken loose in the most surprising places. Hardware dealers and the big department stores have long been competitors of the regular dealers, but now they find wheels on sale by dry goods dealers, furniture dealers, shoe dealers, clothing, cigar shops, hatters, men's furnisiers, jewelers, stationers and even saloonkeepers. At the present time wheels may be purchased as readily as cigars, and druggists will be prepared to fill prescriptions for cyclin' exercise at all hours of the day and night. Your barber will gently insist on your taking a 'bike' instead of the time-honored shampoo, and your tailor will carry wheels on his side line. Now that precedent has been set it will be hard to place a limit on its consequences."

NEVER TOO LATE

Premature Old Age Made Impossible.

A Life-Time Habit Easily Broken--It's Easy if You Only Take the Right Road.

(From The Press, Everett, Pa.) We have a number of our great and most inveterate tobacco smokers who have quit the use of the filthy weed. The reason they give is that they have used a certain medicine called No-To-Bac, and to their great surprise and delight, it cured them.

Hon. C. W. Ashcom, who had been smoking for sixty years, tried No-To-Bac and it cured him. Col. Samuel Stoutener, who would eat up tobacco like a cow eats hay, tried this wonderful remedy, and even Samuel, after all his years of slavery, lost the desire. J. C. Cobler, Leavins Evans, Frank Dell, George B. May, C. O. Skillington, Hanson Robinson, Frank Herzhberger, John Bhnin and others have since tried No-To-Bac, and in every case they report, not only a cure of the habit, but a wonderful improvement in their general physical and mental condition, all of which goes to show that the use of tobacco had been injurious to them in more ways than one.

All of the above gentlemen are so well pleased with the results that we do not hesitate to join them in recommending it to suffering humanity, and we have thoroughly investigated and are satisfied that No-To-Bac does the work well and is a boon to mankind. The cost is trifling, and three boxes are guaranteed to cure any case, or money refunded. No-To-Bac can be secured at any drug store. Get a box today, and try it. "Don't Tobacco Spit and Smoke Your Life Away." Written guarantee and free sample mailed for the asking. Address The Smoking Remedy Co., Chicago or New York.

THE N. K. FAIRBANK COMPANY, Philadelphia, Pa.

Tabulated Estimate, prepared for the Bond Record by William Griffith, and showing the Approximate Future Supply of Coal Tonnage of the Various Railroads having access to the Pennsylvania Anthracite Coal Fields.

Table with columns for Railroads, Area of Coal Lands, Unmined Tonnage, and Total Tonnage. Includes railroads like Delaware, Lackawanna and Western, Erie and Wyoming Valley, etc.

* A foot-acre is an acre of coal bed one foot thick. Two acres of a coal bed to feet thick would contain 20 foot-acres. ** This tonnage is contained in undeveloped lands in private hands, still subject to purchase or lease. † The region containing major part of this tonnage is accessible by the Lehigh Valley, Delaware, Lackawanna and Western, Delaware and Hudson, Central of New Jersey, and New York, Susquehanna and Western, and remainder accessible also to the Erie and Wyoming Valley, Erie, Ontario and Western, and Pennsylvania Railroads. ‡ Region accessible by the Philadelphia and Reading, Lehigh Valley, Pennsylvania, and Central of New Jersey.

According to the foregoing table, it will be seen that the total anthracite tonnage supply of the future is estimated by Mr. Griffith to be 5,073,786,750 tons (which does not include the Bernice coal field in Sullivan county, which is estimated to contain about 10,000,000 tons of marketable coal) divided about as follows: Domestic or prepared sizes, 3,382,524,500 tons; steam sizes, 1,691,262,250 tons. Joseph S. Harris, president of the Reading Railroad, has estimated the same total future tonnage at 5,960,700,000 tons, including culm piles and pillars, and A. D. W. Smith has estimated it at 6,998,000,000 tons. Mr. Griffith estimates further that of this future tonnage the Wyoming region will contribute 25.2 per cent., the Lehigh region 10.4 per cent., the Mahanoy district 20.3 per cent., and the Potomac district 45.1 per cent. According to the summarized estimate, 109 years is the life of the anthracite industry, on the basis of shipments made in 1895. If we follow Joseph S. Harris, president of the Reading Railroad, in assuming 60,000,000 tons as the limit of annual shipments, the supply would last about 84 years, and at the average annual rate of increase from 1870 to 1895 (1,300,000 tons per annum) this limit would be reached in about ten years, &c., in 1906. Says the Bond Record: "It will perhaps help the reader to a better comprehension of the figures of our table to say that the tonnage of the anthracite region, if prepared for market, would completely fill an ordinary city street, 60 feet in width, to a depth of 60 feet, or say to the tops of the fifty story windows, for a distance of 8,800 miles. On the basis of the shipments of 1895 we are exhausting this supply at the rate of about 81 miles per year, and, according to the record of the past 25 years, the consumption is increasing at the rate of over two additional miles per year. As previously stated, this does not include the tonnage from culm piles and other sources, from which a considerable supply will doubtless be obtained in the future; for, as certain sections cease to yield, further efforts will doubtless be made to re-work the abandoned mines. Considerable tonnage will thus be obtained, as well as from the thinner veins not included in our estimate."

PHILANTHROPY THAT GOES TO THE MARK

Something About the Origin and Work of Hull House, Chicago.

REACHING THOSE THAT NEED HELP

Short but Interesting Sketch of a Famous Institution Founded and Developed by Two Women Who Are Educating the Poor in Labor and Good Citizenship.

Seven years ago, says the Chicago Times-Herald, two young women living on the North Side moved to Halstead and Polk streets, to the utter horror of their friends, who thought the neighborhood quite inferior to Dearborn or LaSalle avenue. Neither did these young women, well born and accustomed to a refined privacy, have a whole house to themselves; they shared their new residence with a desk manufacturer. But they opened their home and their hearts to their neighbors, and that home is now known the world over as Hull House, the center of the settlement and influence in the neighborhood of Toynbee Hall, in London.

In seven years this house has grown wonderfully. First the desk factory vanished, and Miss Addams and Miss Starr, with their fellow residents, occupied the whole of the old-fashioned Hull homestead. Then a wing was added, with clubrooms in it and lecture halls and a gymnasium; then another at the rear, for a restaurant and public bakery, where soups, cooked meats and other edibles could be had, all ready to take home, for less than the price of food in the regular dealers, but now they find wheels on sale by dry goods dealers, furniture dealers, shoe dealers, clothing, cigar shops, hatters, men's furnisiers, jewelers, stationers and even saloonkeepers.

At the present time wheels may be purchased as readily as cigars, and druggists will be prepared to fill prescriptions for cyclin' exercise at all hours of the day and night. Your barber will gently insist on your taking a 'bike' instead of the time-honored shampoo, and your tailor will carry wheels on his side line. Now that precedent has been set it will be hard to place a limit on its consequences."

EDUCATION, NOT CHARITY.

The work done is sociological and educational. Broadly, it is all educational, for there is little tolerance of the patronizing spirit of pure philanthropy, so called. The house has as much to do in the way of educating its would-be beneficiaries out of the pharisaism of modern charity as in the way of encouraging the neighbors to lift themselves to a higher level of life. In order to get at the people at all the founders opened, at the very start, a kindergarten. It was through the children they must reach the parents. The fathers and mothers and the enlightened good citizens had, in the child, a common interest. Next boys' clubs were formed, some for amusement, some for instruction, some for both. Then clubs among the parents of the children, men's clubs, a large women's club and classes for both men and women.

Long before of university extension was thought of in Chicago Hull House had its extension classes, which is called colloquially, "The house has as much to do in the way of educating its would-be beneficiaries out of the pharisaism of modern charity as in the way of encouraging the neighbors to lift themselves to a higher level of life. In order to get at the people at all the founders opened, at the very start, a kindergarten. It was through the children they must reach the parents. The fathers and mothers and the enlightened good citizens had, in the child, a common interest. Next boys' clubs were formed, some for amusement, some for instruction, some for both. Then clubs among the parents of the children, men's clubs, a large women's club and classes for both men and women.

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