

BICYCLE NOTIONS.

SOME NEW IDEAS CONCERNING THE UBIQUITOUS WHEEL.

"Pike" Sledding Promised—Attachment That Makes a Bicycle the Rival of a Locomotive—A Dog as Motive Power.

THANKS to a Yankee's inventive genius, a bicycle can now be provided with runners, or skates, rendering it possible to spin along over the frozen fluid at a high rate of speed with comparative safety, making all the turns, stops and starts as easily as upon the floor of the riding school.

This invention consists of an equipment of three runners, which can be attached to any machine without the slightest injury—one runner for the front wheel and two for the rear. The

of Strasburg, Germany, rigged to his velocipede to enable his dog to assist in furnishing the motive power.

The dog was hitched behind the vehicle at the end of a rod so that he pushed instead of pulled. With the dog's head hitched to the vehicle he was forced to maintain the proper position and his efforts to trot along directly under his master resulted in his taking much of the strain off that gentleman's legs. With a powerful dog broken to harness and willing to work scorching would be made easy.

Ingenious Attachment for Bicycles.

The accompanying illustrations reproduced from the Railway Review show the general appearance of an attachment for bicycles for adapting them for use on railway tracks as well as highways, which is ingenious and seems to have a merit. The attachment consists of three guide wheels and the guides and supports necessary for attaching them to an ordinary bi-

extremely expensive to the management that is conducting them. The electric tandem is estimated to cut down the expense about half.

This machine has been so successful that French bicycle manufacturers are looking forward to the construction of a storage motor in the near future that may be fastened to ordinary single bicycles and will give effective help in climbing hills or when bursts of speed are needed by tired riders.

Biggest Cycle Ever Built.

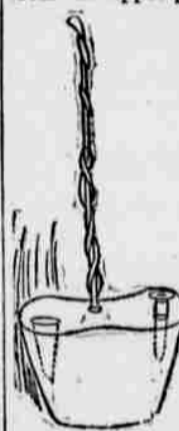
An Eastern tire manufacturing firm exhibited at the Louisville meet the greatest novelty in wheel construction ever attempted. It was a monster tri-cycle. The machine is fitted with mammoth single tube tires, the front one being of the color characteristic of the firm's product. An idea of the proportions of the machine may be gathered from the fact that eight men are required to propel it. Many former attempts have been made to build a giant wheel, either a tri-cycle or a bicycle, but none of them have been successful. Faulty construction has been the obstacle which has prevented the success of previous similar undertakings. In theory this tri-cycle is correct, and on the road it has been used with success, appearing at several meets around Boston and on the streets of the city. The extreme height of the tri-cycle is about eleven feet, which is the diameter of the rear wheels when the tires are fully inflated. These tires are of natural rubber color, sixteen inches in sectional diameter. The diameter of the front steering-wheel is six feet, cross section nine inches. It is notable that the tires are built up exactly as the regular tire. The weight of the machine is 1453 pounds, without the eight men, who weigh approximately 1100 pounds more, making the whole affair scale more than a ton. The gearing is analogous to that of a locomotive, having a double set of gears, four men driving from each side, and connecting with the wheel on that side.

Control of the Wheel.

Every bicycle rider should learn how to control his wheel without the aid of his hands. That cannot be done until one has learned to pedal evenly, which is quite an art in itself, and may be attained by practice. Emergencies arise in which the full control of the wheel when the hands are not upon it is desirable.

Li Hung Chang's Pipe.

Here is a rough sketch of the pipe which Li Hung Chang uses when he smokes—not opium, but tobacco. Ordinarily the tobacco pipes used in China are made of common white metal, but Li's is exquisitely chased in silver. Its most bulky part is a reservoir of water completely closed in, from the upper part of which rises a vertical silver tube with a horn mouth-piece. Let into the upper part of the water reservoir is the pipe proper, which is adjusted in such a way that its lower extremity touches the water. It is not unlike a cigarette holder. In another part of the covering is an indentation for the reserve of tobacco.



The pipe has to be replenished every minute or so, and there is, moreover, the risk, if the tube gets ever so little awry, of sucking up, not smoke, but water.

Is There Irrigation in Mars?

It would seem that the planet Mars is now in a condition to which the earth must come. It is struggling against the gradual disappearance of water on its surface and its atmosphere. There is no weather there, for there is no rain and there are no winds. Dew in winter is deposited on its poles in the form of snow. The rest of the planet consists of deserts with very slight elevations. The inhabitants have met this state of things by a gigantic system of irrigation. What we call canals are irrigated districts about thirty miles wide, with a canal running through them, from which water is distributed. Here and there are large oases of irrigation, and these oases are connected with each other by means of the canals. When the snows of the poles melt, the melted water is distributed over the planet, and thus crops are produced. The inhabitants store up food and water for that part of the year when there is neither water nor vegetation. So rarefied is the atmosphere that one of these inhabitants can work at one-twentieth the exertion that it costs us, or, in other words, perform with the same expenditure of strength twenty times the task.—London Truth.

Kept His Word.



Bridegroom—"I said I'd give up everything I owned for Amanda's sake—and I've kept my word."

FASHION'S REALM.

THE PREVAILING STYLES IN WOMAN'S WEAR.

An Up-to-Date Basque of Colored Cloth—Useful Suggestions About the Latest Methods of Dressing the Hair.

THE plain but sn-de-siccle basque depicted in the large illustration, and described by May Manton, is made of colored cloth and is a favorite style for morning shopping, traveling, outing, cycling or general wear. The basque is glove-fitting, having the usual seams and double bust darts that adjust it closely to the waist line, the shaping below producing the fashionable rippled effect at the lower edge. The fronts are closed in centre with buttons and buttonholes, the upper

different from the pompadour which the American women are now wearing. Instead of the hair being drawn straight back from the forehead, it is first waved and then brushed back. The waves are so deep and undulating that they have almost the effect of small puffs. This wavy hair at the sides is drawn over the ears in a loose careless fashion. It is much puffed out, owing to the presence of the small cushion beneath and also to the assistance of the pompadour comb at the back. Ultra-fashionable young women have these small cushions delicately perfumed. A becoming feature of this new pompadour coiffure consists of the curls which rest on the forehead. They form a bewitchingly careless bang, and so make the coiffure possible to the woman with a deep intellectual brow. This coiffure, which is a pompadour, and yet is soft and graceful rather than severe, fills a long felt want. It also shows the bang which will be high in favor this fall



UP-TO-DATE LADIES' BASQUE.

edges being reversed in small lapels that are faced with the material and meet the rolling collar in notches. The stylish gigot sleeves are shaped by single seams, the gathers at the top being arranged over comfortable tressed linings. The wrists are plainly completed, all free edges being stitched in tailor style. Basques in this style can be made of chevrot, tweed, mohair, homespun, serge, cloth or any plain or fancy mixed woolen. The quantity of material forty-four inches wide required to make this basque for a lady having a thirty-six inch bust measure is two and one-half yards.

Whether the hair is drawn over the ears or not, the special characteristics of all the new fall coiffures is the broad effect. A profusion of puffs will also be worn. The back dressing of the hair in the most up-to-date coiffures is a mass of puffs. But the new puffs have lost much of their conventionalism. They are now more carelessly and loosely rolled, and are also smaller than in other years. The Marie Antoinette curls are still the fashion, though they will not be worn as much as last season.

ODDITIES IN RUFFS.

Odd ruffles and ruffs are made of most costly materials. Priceless lace, ostrich plumes and artificial flowers



FLUTED MUSLIN RUFF.

are combined in a fanciful and effective fashion and make a dainty bit of trimming to gowns that would otherwise seem too plain and ineffective. Then, too, with low cut evening gowns these ruffles are most convenient, as they give quite a little warmth and shield the neck from draughts and cold. Clever women who have



THE LATEST COIFFURES.

the other. Two ornaments are used on one side. A simple and becoming arrangement when the hair can be worn parted is to wave it at the sides and catch it back in the form of a figure eight. A jeweled comb is worn on the crown of the head and two little combs to match are placed at each side. The new pompadour is radically

talent of looking well dressed on a small income always make a point of these accessories of dress, contending that they make a cheap gown look like an expensive one, and also show that the wearer keeps up to date in the dainty trifles which fashion delights in ordering her "allowers to buy.



When the mercury's a sprinter 'Twill cool you if you try To remember how last winter Made the coal-pile fly. —Chicago Record.

"Who was best man at the wedding?" "The bride's father, if cheerfulness counts for anything."—Puck.

Jaglets—Who invented work, Bill? Raglets—I don't know, but he ought to have stayed and finished it.—Truth.

"Doctor, my wife has insomnia—lies awake most of the night. What shall I do for her?" "Get home earlier."—Life.

"Does your husband spend much at the races?" "No, George doesn't draw a very large salary."—Town Topics.

He—Let's kiss and make up. She—If you kissed me, I'd have to make up all over again, sure enough.—New York Press.

Mrs. Sequel—I understand your husband can't meet his creditors. Mrs. Equal—I don't believe he wants to, especially.—Truth.

Customer—I would like to have a nice gown to wear around the house. Salesman—Size of the house, please?—Philadelphia Record.

Dyer—Colonel Kaintuck hasn't laughed in years. Dyer—Why? Dyer—Some one told him his laugh sounded like rippling water.—Town Topics.

"Gainsby is a fellow who understands economy." "That's what!—he has just had a composite portrait made of his three other wives."—Puck.

Block—Riches do not bring happiness, my son. Chipp—Neither does poverty. And riches do not prevent happiness, and poverty does.—Truth.

She—The Billingtons have an eight-pound boy, and I suppose we ought to send a gift of some sort. He—Why not send Billington a pedometer?—Puck.

Nodd—I've got to raise one hundred dollars this week. Todd—Is it a case of necessity? Nodd—I should say so. My wife will come back if I don't.—Truth.

Miss Gotham—It must be awful to be buried alive! Miss Penn (thoughtfully)—Well, I don't know. I have spent all my life in Philadelphia.—Somerville Journal.

"Claribel" is respectfully informed that milk does not come from milkweed, and that pies are not plucked ready grown from the pie plant.—Boston Transcript.

Gertie—Where do you get shaved, Freddie? Freddie—On the face—ha! ha! Gertie—Pardon me, Freddie; I mean where do you get shaved on the face?—Roxbury Gazette.

Richard—What makes you so sure that she will marry you? Harry—Well, you see, her mother and I have engaged a mortal hatred of each other.—Boston Transcript.

"Well, old man, I've spent every cent of money I have in the world on my doctor." "Does he know it?" "I guess he does. He has pronounced me a well man."—Buffalo Courier.

Mrs. Kidd—There, now, thank goodness! I've sung the baby to sleep. Mr. Kidd—Poor little chap! When he is 22 he won't dare to go to sleep over a woman's singing.—Truth.

She—For my part I would never give a young man who would kiss a girl against her will. He—Nor I; but do you suppose a young man really ever did?—Somerville Journal.

Pip—A lawyer's highest aim should be to keep his clients out of law. Flip—True; but the trouble is so many of them are content to take a humbler view of the matter.—Truth.

"The butcher offered me his hand this morning," said the hired girl. "Indeed?" "Yes'm. He tried to sell it to me with the steak, but I made him take it off the scales."—Cincinnati Enquirer.

"What made you return from England so soon?" "The Prince of Wales manifested a disposition to become chummy with me," replied the wealthy but eminently sensible American.—Puck.

"Your daughter, sir, is an angel." "Maybe; but after you've been married awhile you'll find she wants considerably more clothes than angels are accustomed to wearing."—Philadelphia American.

"What are your politics, my man?" asked the portly visitor of the prisoner behind the bars at the penitentiary. "Well," replied the latter, hesitatingly, "I haven't come out for anybody yet."—Buffalo Times.

"Don't you get awfully tired doing nothing all the time?" asked the young man who thought himself interested in sociology. "Mister," answered Perry Patette, "I git so tired doin' nothin' dat I can't do nothin' else."—Cincinnati Enquirer.

Mrs. Hendricks (proudly walking out of the sewing room)—Well, Perry, how do you like my bloomers? Mr. Hendricks—Oh, they do very well; but, dear me, how much older than usual they make you look. On the following day a neat package, intended for the far-away heathen, was forwarded from the Hendricks home.—Cleveland Leader.



THE LATEST "BIKE" IDEA—A WHEEL ON RUNNERS.

rear portion of the bicycle is supported by the runners in such a manner that the tire presses upon the ice sufficiently hard to give the friction, or traction, necessary for propulsion. By means of a lever operated by the hands of the rider the pressure of the tire upon the ice can be regulated, or if it is desired to coast the rear wheel can be raised entirely from the surface, throwing the weight upon the runners. These runners are but a few inches apart. They resemble an exaggerated long Dutch skate.

The front wheel does not rotate at all. The runner is fastened firmly to it, not permitting it to touch the ice. Steering is accomplished in the ordinary manner, with the handle bars. The brake consists of a number of sharp teeth or claws which are forced into the ice, just in front of the rear wheel, between the two runners.

It is not necessary to put the wheel in motion before mounting. It will stand by itself, and the rider can come to a full stop without getting off. The ice cryer need not confine his travels to frozen bodies of water. He can ride anywhere that good sledding is to be found. Equipped with a set of these runners it is possible to ride wherever a sleigh can travel unless the snow is deep or soft.

This new attachment appears a little complicated, but in reality it is a very simple affair, and can be attached by any one having a slight knowledge of machinery in a short time. No tools are required beyond those habitually carried in the tool bag, and the bicycle

cycle in a manner that will keep the wheel directly on the center of the railroad track. The illustrations show the machine with the attachment in place and the bicycle on a railroad track. When it is desired to use the wheel on a highway the attachment can be easily removed or can be folded up and carried on the wheel as shown. It is stated that the attachment complete weighs only fifteen pounds, and an ordinary wheel with attachment will weigh less than fifty pounds. The length of time required for adjusting the attachment on the wheel is given as five minutes, for removing it one minute, and for folding it up and securing for highway riding five minutes. The plan is to construct the machine so it will be of use particularly to telegraph and telephone line repair men, and for this work a wire reel is carried upon the rear fork of the attachment and the necessary tools are carried in a satchel suspended in the frame of the bicycle. For the repair of long distance telephone lines, which follow both railroads and highways, it is believed that this machine and attachment will be particularly useful. It is claimed that a speed of twenty-five miles per hour can be attained on the machine, and the inventor states that he can maintain without fatigue a speed of eighteen or twenty miles. C. H. Garvey, of Anderson, Ind., is the inventor.

An Electric Tandem.

An electric tandem, the invention of



COMBINATION BICYCLE ON HIGHWAY.



COMBINATION BICYCLE ON A RAILWAY.

is not damaged in any way. Detaching the runners is as easy a matter as putting them on, and they are adapted to ladies' wheels as well as to the diamond frames.

A Dog as Motive Power.

Laziness is the father of nearly as many inventions as is necessity the



USES HIS DOG AS A MOTOR.

mother. It certainly bore some relation to the attachment which a citizen

two Frenchmen, MM. Ancoo and Darraq, is just now creating a great sensation in bicycling circles in Paris.

The machine is an ordinary tandem broken with an electric motor and compact storage battery. It weighs about twenty pounds and generates two horse power.

The motor turns at a speed of 3000 revolutions a minute, but the problem of gearing it down in its attachment to the axle has been successfully accomplished. The motor is able to drive the machine without aid from the riders, but pedals are provided as in the regular tandem, for the wheel is found to run much more steadily with them.

The man in front steers, as in ordinary tandem riding, while the rider on the second seat regulates the speed and acts as engineer.

The storage battery at present in use is able to carry the machine at a speed of over forty miles an hour for about an hour and a half without a change.

The inventors devised the machine expressly to pace contestants in time contests and long road races. In France the cost of hiring pacers in the professional races is very considerable, and twenty-four-hour contests become