

NEW THINGS FOR THE BICYCLE GIRL.

The Correct Fashions for Wheelwomen in Jackets, Skirts and Knickerbockers.

What she shall wear on the wheel is the question of the hour with the up-to-date woman. Even her interest in her Easter costume sinks into insignificance in comparison. The selection of the bicycle hat this Spring bids fair to be as momentous an undertaking as the purchase of the Easter bonnet. Such is the importance of the bicycle outfit to women of fashion.

The latest importations in new Spring bicycle costumes are now being displayed at the leading athletic outfitters. All the needed accessories to the costumes are also to be found, and the enthusiastic wheelwoman is as much fascinated by the latest design in knee protectors as the fluffy Summer girl by her ribbons and frills.

In planning her Spring bicycle suit the wheelwoman will have a variety of materials from which to choose. Scotch chevrons and tweeds are perhaps the most serviceable. The homespuns, which come in many new designs, also have great wearing capacity, and scilleme mohair is a material which promises to be much the vogue not only for Spring, but Summer wear. When the days grow warmer there will be canvas and duck suits in plenty, but as yet they have not appeared.

The bloomer costume is on the decline. For city riding modest women prefer the skirt. The combination divided skirt and knickerbockers is the most approved. The skirt reaches nearly to the tops of the spurs, and is divided only in the back. The knickerbockers are within the skirt, and for Spring wear are made of brilliantine. They fasten at the knee, where they are joined by the boot or legging. In addition to this skirt, in the new Spring styles, there is the skirt divided both back and front, especially designed for riding a man's wheel. It makes the backward leap a graceful possibility. The French bloomer costume is also in evidence, and the round skirt, which is not divided, but falls in graceful folds at each side of the wheel, being made with pocket plaits below the knees to insure perfect freedom of motion when riding.

One of the newest bicycle costumes for dry use is developed in a lightweight brown and tan chevrot. The skirt is divided in the back and made with the combination knickerbockers in dark brown brilliantine. The jacket is a jaunty affair, single breasted, and trimmed with brown leather. It has leather buttons connected with leather straps, leather flaps to the pockets, leather revers, and the novelty of a leather stock necktie. This jacket is worn with a tucked linen chemisette. In warm weather the shirt waist takes the place of the jacket. It should be a shirt waist with no frills, but strictly tailor-made.

Double-breasted jackets, which may be buttoned over or thrown back, are much in demand, especially for Spring. The Norfolk jacket is also in fashion.

The wheelwoman who goes in more for comfort than appearance will be delighted with the assortment of new sweaters. In fact, the novelties this Spring are more chic than clumsy. They are all made with puted or bishop sleeves, and the most convenient button on the shoulders.

In color many of them are really aesthetic. The wool sweaters with woven silk stripes come in white and green, brown and white and scarlet and white. They can also be bought in the college colors. Sweetest made like a sailor blouse are one of the bicycle novelties of the season.

worn this Summer, and every bicyclist should own at least two Tam o' Shanter's. The newest belts to be worn with bicycle costumes are of suede and made with a little pocket at the side. In color these belts are white or green. Kid belts are also fashionable, as well as the five-inch silk elastic belts specially designed to be worn with a sweater.

Perhaps there is no accessory of a wheelwoman's outfit of more importance than her corset. To ride in comfort she must give special attention to its selection. All bicycle corsets should be cut very short on the hips, to allow easy hip action in riding. One of the best corsets yet designed for bicyclists has just been imported from Paris. It is short on the hips and has pieces of batiste sewed to the bust, which take the place of a corset waist, thus doing away with the necessity of wearing a separate corset cover. There are also batiste pieces sewed to the back of the corset. Silk elastic bands go over the shoulders, fastening by means of a hook and eyelet to the substitute corset waist. By having the elastic punctured by eyelet holes it may be tightened or loosened as required.

Knee protectors are invaluable to the women who ride, especially to the amateurs who are in danger of falling. These protectors are made of a piece of leather, which fits over the knee fastening by means of a narrow leather strap and buckle. Though there are suede, cloth and leather leggings for sale, the bicycle boot seems to be the most popular.

New boots, which reach to the bloomers, are made of storm calf, and are laced. They are warranted to keep soft and pliable. There are other boots, which are buttoned at the calf and laced below, and some which are strapped at the top. When low shoes are worn the bicycle stocking becomes a matter of important consideration. They are all of thick wool and the newest show the gay Tartan plaid colors. The suede gloves, with ventilation holes pierced in the palms, are the latest novelty for cycling wear. Suede gloves stitched on the inside to prevent rubbing the seams open are also well worth buying.

In addition to the combination skirt and knickerbockers every wheelwoman should own an extra pair or two of bloomers and tights. On cool days she will find the tights invaluable, worn under her bloomers, and the extra bloomers come in useful for country riding when the skirt is not worn. To be a well-equipped wheelwoman costs more money than the uninitiated would imagine. Here are the prices of an entire bicycle outfit, obtained from the most reliable dealers in athletic goods in town: Bicycle suit, with leather trimmings, combination divided skirt and knickerbockers, \$80; suit with round skirt and Norfolk jacket, \$25; separate serge knickerbockers, \$8; heavy ribbed wool sweaters, \$5; sweaters in silk and wool, \$8; cap, \$3; belts, from 75 cents to \$2.50; knee protector, \$3.50; gloves, \$1.50; suede leggings, \$3; cloth leggings, \$2; boots, \$6; low shoes, \$3.50; tights, \$4.50; corsets, from \$3.50 to \$6; and does not mention the wheel. But, as Kipling would say, that's another story.

BICYCLE INVENTIONS.

America Has Made Few Important Ones, but It Produced the Wood Rim.

The important inventions which Americans have given to the bicycle are few. It was a Frenchman, or, rather, two

COSTLY VINAIGRETTES.

At a Recent Lenten Lecture the Vinaigrettes Among the Audience Represented \$3,500.

To see a collection of costly vinaigrettes it is only necessary to attend one of the fashionable Lenten lectures. Almost every society woman present comes armed with a vinaigrette. At a recent lecture at the Waldorf the vinaigrettes among the audience represented an expenditure of at least \$3,500.

One was a curious looking bottle of cut glass and platinum. The platinum was arranged in points and was studded with various green stones, shading from a light olive to a dark emerald. The stopper was a large emerald sunk in a platinum ball.

A demure little woman in an exceedingly plain frock carried a hamered gold and glass vinaigrette, which was studded with twenty diamonds. There were any number of small gold vinaigrettes with a large jewel for the stopper, vinaigrettes of crystals, very curious and beautiful. Among the less expensive bottles were small affairs to fit in the glove; they were made of silver studded with enamel. A particularly pretty vinaigrette was of silver studded with bits of turquoise blue enamel. A genuine turquoise formed the stopper.

Lorgnettes are also much in evidence at the Lenten lectures, the newest nearly equal with the vinaigrette in costliness. Gold lorgnettes are now ornamented with sprays of enamelled flowers having the petals outlined with jewels or a single gem sparkling in the centre of the flower. Tortoise shell lorgnettes inlaid with gold are also the vogue with society women.

WOMAN IN A NEW ROLE.

If You Want an Office Girl, Here She Is, Ready to Supplant the Office Boy.

The new woman having had a shy at almost everything that's going nowadays, has concluded that she wants to be an office boy. Office girl is the correct term, but it is difficult to get used to it all at once. One day last week the latest of the levitating office buildings of New York was honored by a little visitor, who popped its golden head into the door of every one of its many offices.

"Please sir," said the head, "do you want an office girl?"

The head was apparently that of an eleven or twelve year old, and the sturdy little body that supported it—and remained outside the door—was trimly clad in a short frock. To every office, including those on the "steenth floor," went the little head, and everywhere it asked the same question, "Do you want an office girl?" When last seen it was leaving the building wearing an expression of countenance which might be interpreted: "Nil desperandum; this is only one office building, there are others."

GIFTS FOR MEN.

Odd Things Suitable for Birthday Remembrances for Brother or Sweet-heart.

If the young woman who is contemplating giving her brother, or perchance some one dearer, a birthday present, will give up the idea of embroidered slippers,

CYCLISTS RIDE ALL WINTER.

The Wheel Is Popular in Every Season. RIDING SCHOOLS ENJOY A BOOM.

Instead of Decreasing, the Love for the Wheel Is Spreading Like the Scotch Thistle.

There is no such thing around New York as a "close season" for bicyclists. "How to stave a wheel in Winter" was formerly a fruitful source of discussion. This Winter the riding academies have done a better business than in Summer, and just now they are enjoying a boom. Signs are displayed, "Learn to ride now and be ready for Spring." Nothing but a heavy fall of snow seems to check the ardor of the regular wheelmen, and cyclists pedaling over the boulevards in the midst of a drizzling rain or a snowfall is a common sight.

Low temperature seems to be no bar to the exercise, as any one visiting Central Park or any of the asphalt streets on cold mornings may discover.

Wheelmen are observing with much warmth the recent action of officers of accident insurance companies in declining to pay for injuries received by bicyclists on a wheel. The companies will probably be forced to rescind this action. In the meanwhile a leading manufacturer is making hay by guaranteeing an accident insurance of \$7.50 per week for the period of disability if resultant from any defect in the wheel.

So vast has the army of wheelmen grown that everybody is after their trade. On lower Broadway, near Houston street, the eyes of pedestrians are attracted by

Spring Outfit for Bicycle Girls.



NEW SPRING BICYCLE SUITS IN PARIS.

Brown Is the Favorite Color and Bloomers Not Popular.

The Legislature now in session is considering bicycle bills. Some of these propose taxation of wheels in the interest of good roads. Another seeks to regulate the carrying of wheels by railroads, and The Wheel (newspaper) is making a fight for an amendment to the law increasing the penalty for stealing a bicycle to five years, the same as meted out to a horse-thief. It argues that bicycle stealing has become flagrantly common. A wheel is worth more than a horse, and it is much more than one. A bicycle thief is simply charged with larceny, and gets off with a jail sentence or a very short term in State prison.

And now the doctors, after writing columns about woman and the bicycle, have agreed that cycling is injurious to some women at all times, to all women sometimes, but not to all women at all times. They have, however, discovered a new disease with the startling title of serumitis. It is a nosome eruption of the skin coming directly from dirty jerseys and sweaters, and is declared to be contagious. The microbe responsible for this latest of human ills is called the staphylococcus pyogenes aureus.

Out on the Pacific slope cycling is a craze. Reliable railroad statistics show that 848,000 pounds of bicycles, or 34,099 machines, were shipped to San Francisco last year, and it is estimated that the Spring trade has already called for an equal number.

The recent accident at San Francisco, when the tire of a bicycle built for six collapsed and injured all the riders, would argue that while there is nothing mechanically impracticable in the construction of a machine to carry six, ten or a dozen men, the question of equipping the various forms of "tricycles," as all wheels above tandems are now called, with tires capable of withstanding the enormous strain they must be subject to, is an entirely different matter, and one that calls for much study and experiment upon the part of the tire-maker.

From France comes a story of a conspiracy upon the part of a gang of thieves who knew their book. Each one of the machines was a large number of special parts from many factories. The French sisters were then "assembled," or put together by skilled workmen, and the product put on the market at a reduced rate, so low in fact as to lead to detection.

In a signal way last Fall this bicycle was "outdoor political demonstrations. Enough was seen of the bicycle lantern parades to give a hint of the spectacular possibilities. A column of rapidly moving white men, carrying transparencies and arches and festoons of Japanese lanterns in infinite variety of form, makes a most striking turnout. In many of the States the organized wheelmen will go into politics in behalf of their pledged to good roads legislation. They will be sure to parade, and, as the grand army of young men, they will be found peddling and carrying about illuminating paraphernalia with their political predilections. It is not impossible that in one or more of the great demonstrations of the Presidential year in New York City as many as ten thousand thousand, gravely decorated and illuminated wheels will be seen in the line, thus giving a unique feature to national campaign parades that will excite popular enthusiasm to the utmost.

Paris, March 15.—The bicycling season is just about to begin in Paris. The roads are fine. There has not been seen a flake of snow during the whole Winter, and, though the sun has been aloft and out of sight most of the time, still it has not been a wet Winter by any means.

The bicycle schools are overcrowded with aspirants, who expect before many weeks to join the long line of wheelmen that thread the roads of the Bois even now. As one picks his way gingerly across the wide boulevards the fear of being run down by a cab cannot be compared to that inspired by the spectacle of the mad onward rush of a shilling line of steel, guided by a child-looking girl, whose thoughts are anywhere else than upon the pedestrians in her path.

I frequently see a daughter of Ferdinand De Lesseps riding with a gentleman who may be one of her numerous brothers. The family are noted for their camaraderie and when Miss De Lesseps and her brother dash into Paris all turn for a glimpse of them.

She and her escort have probably ridden thirty miles that day, and have had a jolly dinner on the piazza of some little inn, and are returning to the city not the least bit the worse for wear. Even the automaton-like cab horses and the madward march of the bicyclette. They show up and even halt to let a fair rider skirt along just in front of the horse's nose.

The American woman in Paris prefers invariably to ride in skirts, and this gives her a marked difference from French sisters, who generally ride in culottes, and sometimes in knickerbockers when the fash have been kind and generous to them.

The smart tailors have anticipated the greatest of all bicycle seasons, and are catering to the tastes of the many, but have noticed that costumes with skirts are in the majority. Brown is the most popular color, in the lighter shades that do not show so plainly the accumulations of dust, but there is a "pepper and salt" gray that boasts that same quality and it is a great favorite.

The dark blues and greens are complemented by their absence. A Redfern suit has a plain gold skirt, tailor finish, reaching quite a bit above the ankles. Knickerbockers, a trifle baggy at the knee, and held in by an elastic band, go with this skirt. There is nothing strikingly original about the waist except that the revers are standing (but usual) and are shaped very much like dress coat revers.

The shoulders are longer than in the last year suits, and the thickness of the sleeves drops more to the elbow. There was no basque to this jacket; it was cut straight around at the base line, and at the bottom of the jacket in front were three small buttons, so that the jacket could be held together or flung, as one chose to wear it. The leggings that went with this suit were of the same soft brown material as the dress.

THE NORFOLK.

the neck, to be worn with a stiff, high chemisette.

I have just been shown some of the new models for the coming shirt waists. They were made of chevrot; sometimes in solid colors, but more often in stripes. There is quite a bit of fulness in the front of the waists, but the backs are plain, except for a very short pointed yoke. The collars are very high and pointed, but the points come almost together and the cuffs are close fitting, with square corners. The sleeves are the most original part of this season's shirt waists. They are very full and almost bishop in effect.

The brown-brimmed Alpine hats will be the most popular, but there is another shape that is becoming to all faces, and it doesn't look so perfectly absurd if it fills but a few years off a bit, as an Alpine usually does. It is always made of the same goods as the costume.

The trim is round and stiff and a trifle wider than a sailor brim, and the crown is a soft beret crown, tipped a bit at the side with some quills on a wing. One sees every day numbers of French women sitting on the boulevards in culottes, but for capes, feathered hats and white embroidered. But the economy of Mrs. Astor, seem to strike anybody particularly. The small boys and the truckmen don't seem to have the broad-brimmed sense of humor as do their brothers in America.

MRS. ASTOR'S SUIT.

On the Rue de Berri there is a very swell bicycling school, where all the smart set learn to ride. It is there that one may sometimes see Lady Randolph Churchill, Mrs. Langtry, Mrs. Eugene Cruger and other prominent American and French women. Lady Randolph Churchill is a most accomplished wheelwoman. Her costume is a very plain black skirt, with a rather long, full-skirted jacket. I did not see Mrs. Langtry, but her costume was described to me as being of a soft, light-brown corduroy, an exceedingly becoming.

At one of the houses where the Spring cycling suits are made they informed me that they had taken an order for a suit for Mrs. John Jacob Astor, of New York. The suit, Madame told me, is to be completed by the time the Astors arrive in Paris, which will be early in April. They will come here to visit the elder Mrs. Astor, who will by that time be housekeeping in her apartments on the Avenue Champs Elysees.

The suit which the modiste said had been ordered for young Mrs. Astor was not yet begun, and I would attend the riding school I would see one exactly similar to it upon Mile. Perrier, a beautiful Italian girl visiting in Paris.

I saw Mile. Perrier. She is a slender, regular featured brunette, not unlike Mrs. Astor, and the dull brown suit with white silk vest was most becoming. It had horizontal stripes of black, showing that brown and black are to have their annual reunion this Spring, and the lining a thing plainly visible in a cycling dress, was of old rose, a very delightful combination. I had a suspicion that Mile. Perrier wore an old rose chemisette underneath the white silk vest, for there was a faint suspicion of color under the white silk, as though it were meant to show through.

The brilliant thing about this suit was the belt, a white enamel affair, with a garnet cat's-eye for a buckle. The gloves were of heavy white kid. The hat was an Alpine of white, with brown and black bindings.

There are to be many Americans in Paris this Spring, and all will cycle. As a matter is a poor chronicle to do when all have new cycling suits, each a little more becoming, more chic and more original than the last!

NINA GOODWIN.

a sign on a tall building announcing the fact that it is occupied by "Messrs. manufacturers of bicycle clothing exclusively." The presence of "Wheelmen's Retreats," "Cyclists' Rests," "Bicycle Inns," "The Pedal," "The Safety," "Rest for the Tired," etc., is an old story. A recent issue of the Journal contained, under the head of "Wanted, Male Help," thirty calls for "competent bicycle repairers."

On all the principal bicycle paths of Manhattan and Long Islands are "Bicycle Hospitals," and enterprising men spin over the roads on Sundays carrying portable repairing outfits. The number of weekly papers devoted to cycling interests increases steadily and approximates the number of brands of wheels on the market. What is more, they all seem to be doing well. No town or city is too slow to have its cycle show. No department stores are selling bicycles. Every crossroads store has taken an agency. Special catalogues are issued in the interest of bicycle foot and leg wear. A French wheel park has provided by a liberal offer competition between tailors for a practical design for knickerbockers that may by a simple movement be altered into trousers when the rider dismounts from his wheel. The ablest modistes of France, England and the United States are at work designing cycling costumes, millinery and appendages of the toilet of the wheelwoman.

An amusing display that shows the prevalence of the wheel in the minds of the tradesmen in the window of a fish dealer on the Boulevard, near Seventy-second street, who exposes a full-sized model of a bicycle, complete in all its part, made of scallops, whitebait and shrimps. A Columbus avenue druggist has a bicycle in his window made up of fancy toilet soaps, or even a necktie of her own selection and present him with one of the gifts here suggested she will show her good sense, and incidentally gain his everlasting gratitude. The new match boxes, in either silver or gold, would be sure to delight him. In appearance they are like an ordinary match box, but touch a hidden spring and the side of the box opens and there is a bit of a photograph. A pipe, rack for his den is another birthday gift not to be despised. One which costs but \$1.25 is made of terra cotta, with monks' heads in plaster of paris, set in the terra cotta in a row. There is just room between the heads to hold the pipe in place. The terra cotta is made to represent antique oak, and the rack is old enough to be an addition to any man's room.

If she can afford it cut glass cigar jars make admirable presents, while those in Bohemian glass are an inexpensive substitute.

There are any number of new shapes in bicycle hats. Caps made of the same material as the suit, with a ribbon rosette and quilt at the side, are becoming as well as comfortable.

The soft Alpine is always popular. Cloth caps with a broad peak in front to protect the eyes are sensible, and can be bought in a number of materials. The serge hat with a small rolling brim, quilt at the side and silk Tam o'Shanter crown is to bicycle riders what the large hat with many plumes is to the women who don't wheel.

Here is a description of what the Summer cycling hat is to be. It is in evidence in London, but not as yet in New York. In shape it is much like an Alpine, but with squarer crown. It is made of fine straw in blue, gray, green or brown. A band of black velvet encircles the crown, and on one side a plume of cock's feathers are caught. The straw sailor will also be much

Yankee brains, as well.

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