

THE WHEEL IN POLITICS.

How the Rubber-Tired Vote of Chicago Elected a New Mayor.

IT HAS been said that politicians make more mistakes than all the other people in the world lumped together. To this small class, so prone to err, a new problem is presented—the problem of the bicycle.

The power of the bicycle in politics has recently been manifested in a conspicuous manner. There can be no reasonable doubt that the Mayorship race in Chicago was run principally on 28-inch wheels with pneumatic tires.

Conservative wheeling authorities estimate the local strength of the cycling army in Chicago at not less than 200,000. Of this number they estimate that 75,000 to 100,000 are voters.

During this campaign—in many ways the most remarkable Chicago has ever seen for a purely local affair—the wheelmen were an extremely important factor. This is best attested by the fact that one candidate—the successful one, too—displayed his photographs in cycling costume; that another had a wheelman's plank in his platform; that a third claimed the credit of having saved an important street as a boulevard and connecting link for the wheelpath around the city and through the parks, and that the campaign managers for all the candidates made every possible effort to convince the voters who ride wheels that their man was the one simon-pure friend of the wheelmen that was asking for their suffrage.

This is also the first time that wheelmen, as wheelmen, have taken any organized interest in political affairs. Several times the "good roads" proposition has been advocated, but unsuccessfully, for, as a rule, the wheelmen either refused to be enticed on the subject or grew apathetic before the campaign really began.

But in this last fight the cyclists were stirred up, and no mistake. Every politician recognized the fact, and acted upon the knowledge to the best of his ability. A former Postmaster of the big city of Chicago, and a Judge of one of the lower courts of the State, officiated as starters in six-day bicycle races. Yet Washington Hesting and Judge Sears, both candidates for Mayor, did not think it beneath their dignity to honor the wheelmen of their town, in hope that the wheelmen would in turn honor them.

Washington Hesting, independent candidate, nominated at a convention of business men, had a cycling plank placed in his platform. This plank recited the fact that there are 200,000 cyclists in Chicago; that they are nearly all taxpayers; that they should be accorded rights as such, and that therefore he favored the improvement of roads throughout the city for the benefit of the wheel riders.

John Maynard Harlan, another independent candidate, made a bid for the cycling vote by bringing to the front his work as an Alderman when the interests of the cyclists were at stake. A year ago, just as the City Council was about to relieve retiring members and install new ones, an ordinance for a street railway on the only thoroughfare connecting the three divisions of the city available to wheelmen, and having no car tracks, was about to be passed.

The clubhouses were thrown open to the different nominees, and all parties were allowed to address the members. Then Washington Hesting officiated as starter in a six-day bicycle race, as has been said. This started anew the efforts of the candidates for the bicycle vote, and spurred them on to greater activity. Judge Sears was immediately announced as the starter for a second six-day race, Alderman Harlan began to make a specialty of addresses to audiences of wheelmen. But he made his fatal mistake in his opposition to the proposed ordinance to asphalt that portion

LAUTERBACH SAYS BIKE VOTE IS IMPORTANT.

Editor New York Journal: I believe that the bicycle vote is an important factor to be reckoned with in campaign plans. And I have no doubt that the vote will be on the right side, and that the lovers of the machine will vote for the machine Republican ticket on every occasion.

During this time Mr. Harrison made speeches, took his daily spins on his wheel and laid wires. He promised in his speeches to do what he could for the bicyclists in the event of his election, and his ability to discuss bicyclists' questions from the standpoint of a rider greatly increased his popularity.

About two weeks before the election a bomb was exploded in the shape of a circular issued to the wheelmen of the city asking them to give their support to Harrison. Twelve thousand of the circulars were issued, and the signatures attached were of representative members and officers of the Chicago Cycle Club, the strongest organization of its kind in the city.

Chief Consul Patee, of Chicago, immediately wired President Potter, of the League of American Wheelmen, asking that George K. Barrett be suspended. Barrett was one of the officers of the Chicago Cycle Club, and the editor of Bearings, the leading bicycle publication of the West. He was also an officer in several other clubs, and is one of the best-known authorities on wheeling in the country.

President Potter did not agree to Barrett's suspension, but sent back the following telegraphic reply: "A member of the League may be disciplined or expelled only when guilty of conduct prejudicial to the interests of the organization. The railroads of Illinois and other States East and West have molested the wheelmen to the extent of hundreds of thousands of dollars by unlawful charges, and by sundry frugal methods have debauched and perverted legislation in their efforts to defeat the wheelmen and serve their own ends.

When the returns came in, Harrison was elected by the following vote: Harrison, 148,028; Harlan, 72,000; Sears, 60,998; Hesting, 18,190. In acknowledging his victory Harrison gave credit to the wheelmen for his successful candidacy and promised to be alive to their best interests always, and to use his influence in their behalf.

Many and widely varying have been the explanations of that election. Chicago politicians are saying to-day, if only So-and-So had been brought into line; if this, that or the other fake had been worked, the bicyclists would have fallen into line like sheep. But the best observers—men whose vision is not clouded by the close atmosphere of politics—believe that the bicycle vote merely followed lines of ordinary judgment and discretion; that the majority of riders favored Carter Harrison because they thought he understood their interests best and could be depended upon to act with discretion and sincerity in office; not because he had done or had promised to do any particular thing.

Undoubtedly a mistake has often been made by supposing that the bicyclists in politics must stand alone—that their interests are either opposed to or at least totally separate from those of the non-riding body of taxpayers. At first there was some truth in this view. The class most immediately benefited by the bicycle power in local politics was very slow to recognize the help that was offered to it. That class was made up of farmers who, in many parts of the country, at first opposed the bicyclists' crusade for good roads.

There are suburbs of all great cities that have been carried through the hard times and raised to unexpected prosperity almost solely by the money which bicyclists have brought. It will certainly not be hard for united wheelmen, when their real interests are at stake, to summon an army of voters to their rescue from these great sections which have been so tremendously benefited by good roads and the influx of bicycle riders with pocketsful of money on every fair day of the Spring, Summer and Autumn.

It is also worthy of consideration that the women riders have gained a knowledge of practical matters from bicycling which they could not have had in any other way. How many bright young women are now familiar with at least the outward aspect of affairs in nearly all parts of this city, as compared to the number of whom that could have been said five years ago? Twenty to one; and there's a fact that must be reckoned with.

LEADER SHEEHAN, OF TAMMANY, RETICENT.

Editor New York Journal: It is too early now to talk about the subject. It would divulge our plans for the next campaign to our opponents, and for that reason I cannot discuss the status of the bicycle vote in the political situation. What effort we may intend to make to swing the bicycle vote into line will come out in due time.

THE HYDRAULIC BICYCLE.

An Experimental Wheel with a Liquid Chain Made of Oil and Graphite.

A HYDRAULIC BICYCLE is the very latest. Its inventor says that with its advent the problem of self-propulsion with a minimum of power and a maximum of speed is definitely solved. The inventor says that the hydraulic represents an advance in "wheeling" which is as far beyond the advantages of the modern safety as the latter is removed from the "hobby horse" of past generations.

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Inside the larger or "driving" cylinder is an eccentric, to which are attached the pedals. The eccentric is provided with valves of a peculiar construction, to which further adjustment will be made. The interior of the rear cylinder, whose size bears a mathematical relation to its larger companion, is similar to the latter, except that the revolutions of the eccentric and its valves actuate the rear wheel precisely as the revolution of the forward "eccentric" is revolved by the pedals.

When the pedals are turned, the valves of the eccentric are so arranged that a rigid current of oil is sent through the two lower tubes, backward to the valves of the rear cylinder, which valves are in turn rotated by the liquid. It is like two mill wheels being turned by an enclosed "race."

Having done its work, the oil then enters the two upper tubes, which conduct it back to the driving cylinder. By an ingenious arrangement of the valves in the big cylinder, the current of oil cannot be claimed, flow back into the return tubes, the impulse of the liquid being invariably from front to rear. The valves of the rear cylinder reverse the current.

The relative sizes of the cylinders are such that, under normal conditions the hydraulic is geared to sixty. To change the gear the inventor has made use of another established

principle of hydraulics. This is that, under a given constant pressure the speed of a liquid issuing from an aperture increases with the decrease of the diameter of each aperture.

The principle is applied in this way: Immediately below the two lower tubes and behind the forward cylinder is something that resembles a steam "cut out" fitted with a small lever. This "cut out" regulates the size of the stream of oil which is pumped through the tubes by the pedals. The principle of the "cut out" is simple enough. It is practically a faucet which can be controlled by a single, instead of several, revolutions of its handle.

The inventor claims that, by using the lever the rapidity of the oil current can be so increased that the hydraulic can be geared, so to speak, up to 100, and that at a moment's notice. It follows, of course, that intermediate gears can be obtained by a proper use of the device. The speed of the pedals is said to have no relation to the increase of the gearing.

Whatever criticisms may be provoked by the hydraulic as a whole, the mechanical details of the invention are interesting. The coating device is a case in point. A valve that is controlled by a lever placed under the handle bars enables the rider to permit the oil to flow freely from the driving cylinder up into one of the tubes of the frame.

The result is that the oil in the cylinder tubes offering no resistance, the cylinder valves have no grip on the liquid. Consequently the wheels revolve as they please. But, as the pedals are, for the time being, disconnected, so to speak, the rider may keep his feet on them while coasting, which is claimed as a distinct point in favor of the hydraulic. At the termination of the "coast," the lever is released, the oil is once more imprisoned in the quartet of tubes, and pedaling is resumed.

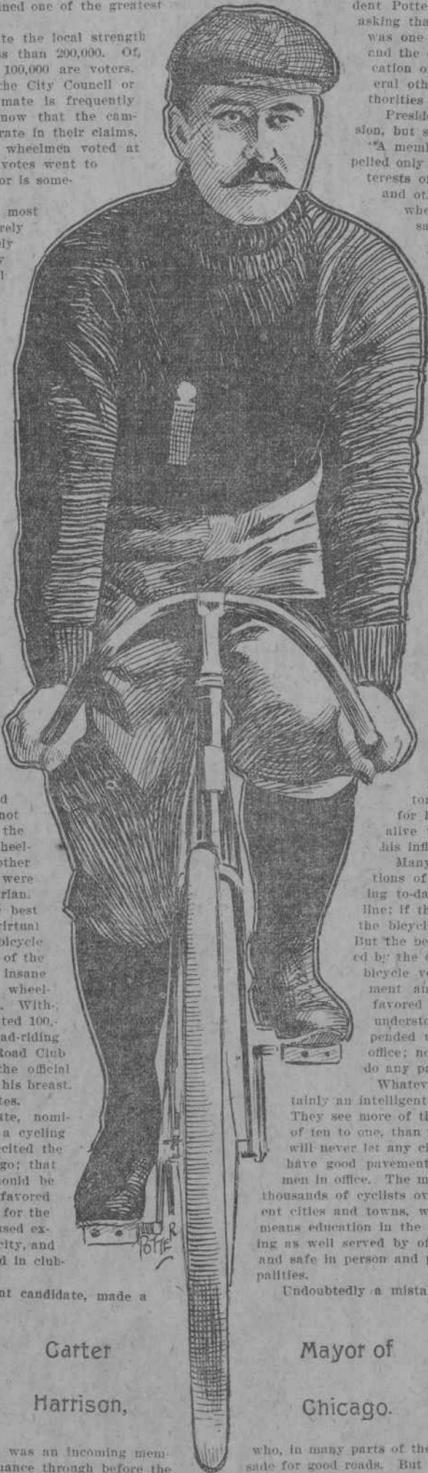
The brake is also an ingenious piece of mechanism. A lever, which can be placed either under the handle bars or elsewhere, controls a bulb of India rubber, which, in turn, acts as a valve that, at a given period of its action shuts off the circulation of oil. The action of this valve is not sudden, however.

As far as the lasting qualities of the machine are concerned, its backers allege that the actual wear and tear will fall upon the valves of the "eccentrics." These are to be made of hardened steel. But it is said that, after a few hundred revolutions a film of oily graphite will be formed on the inner surfaces of the cylinders, against which the valve edges will spin, reducing the wear of the latter to practically nothing. This self-lubricating feature of the hydraulic is one of its greatest advantages.

The cylinders and tubes will be hermetically sealed. Hence, says the inventor, there can be no evaporation of liquid; no accumulation of dust and no temptation to tinkler with the mechanism.

The tubes are of thin but strong metal. Inventor Prescott thinks that with the absence of the sprocket wheel chain and bearings, he can save about two pounds of weight. He further claims that, as the "eccentrics" revolve in oil, that, as the friction of the chain on the sprockets is dispensed with, and, as the full force of the "drive" of the pedals is conveyed to the rear wheel without loss, the rider's power is increased about 350 per cent.

"I am no visionary," he said a day or two since. "If I were experimenting with a novel principle, I should be chary of expressing myself as confidently as I do. As it is, I am dealing with one of the commonest and most useful forms of power."



Garter Harrison,

Mayor of Chicago.



Sandow

Racing Rig.

Strong Man Sandow Now Years for Cycling Honors.

EUGENE SANDOW, the champion heavy weight lifter, the perfect physical man, and, according to his astute manager, the only one in existence, is seeking laurels in new fields. The lifting of tons and the worship of lovely women have become commonplace to this modern nineteenth-century Sampson, and he is roaming about looking for other worlds to conquer.

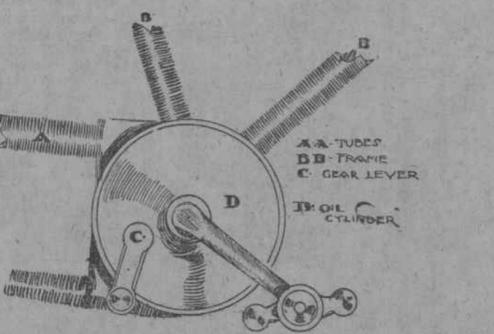
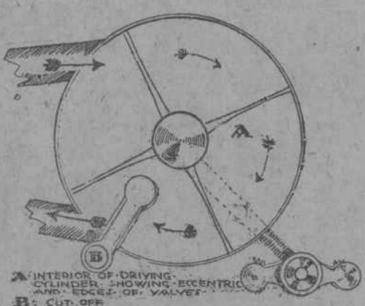
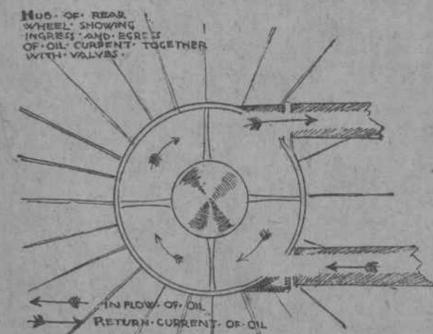
He has come to the conclusion that, if the truth were known, he is entitled to the championship for long distance bicycle riding, as well as for heavy lifting, and with a view to proving his prowess he has issued a challenge to ride any one in the world, at any distance, at any time, for any stake from money to chalk. If coin of the realm be the stake then \$5,000 or better will suit the strong man, and he says he is willing to put up the money at a moment's notice, and he will enter the race with the same time for preparation.

When Sandow was in New York he was the idol and pet of the society ladies. They admired his magnificent figure and the splendid muscles that stood out in huge ridges on every part of his body. They looked upon him as the old Greek god Hercules reborn, and he basked in their smiles and admiration. But he has tired of this. He has conquered all of his opponents who have challenged his ability for lifting, and although his income from his appearance in the vaudeville houses in Europe and America must be enormous, yet he is more than anxious to enter the lists against the speedy men of the path.

For several months past Sandow has been abroad, and he was in London when he challenged the world for a long distance race. It was snapped up before he had time to let the ink dry, and two well-known English riders agreed to all the terms and asked that the race be

other side he was a most ardent bicyclist. If Sandow has acquired a speed that is marvellous and surprising, it has been since his residence abroad. He was not rated by his wheeling friends in New York as being particularly fast. He was a good rider, and naturally of great endurance, owing to his superb physique, but he never made any records for road sprinting or for long distance. His speed cannot be attributed to his great muscular development, which is undoubtedly magnificent. But muscles alone do not make speed. A practical illustration of that fact is seen in the case of Corbett, the pugilist. During his training at Carson City, a bicycle spin was a part of his daily exercise. But he never could develop speed, try as he would.

Of course, one tremendous advantage that Sandow would have would be his wind. His power of endurance should be remarkable. His condition is not the result of a hasty training after a period of high living, but he has been in training ever since he began giving his performance of heavy lifting. But bicycle scorchers, like poets and press agents, must be born and not made. It is said to be a fact the modern Hercules has adopted the wheel as a means of adding new laurels to his fame, because he has discovered that being merely a strong man no longer interests the public, as it once did. Sandow, in other words, recognizes that the wheel, for the time, at least, is king.



SHOWING THE PRINCIPLE OF THE NEW HYDRAULIC BICYCLE, THE LATEST AMBITIOUS ATTEMPT TO REVOLUTIONIZE WHEELING.