

SOME STORES THAT WILL INTEREST THE BICYCLE RIDERS.

MADE IT A "THREE-WHEELER."

An accident with a peculiar outcome took place the other day on the remnants of the asphalt that once covered Surf Avenue at the ocean end of the cycle path.

Two bicycles were approaching each other head on. The captain of the craft Nancy Bell signalled the approaching bicycle to sheer off to starboard. In some way or another the signals got mixed, and it became apparent that the Nancy Bell and the unknown were going to collide.

"Bear away, you blooming lubber, bear away," shouted the wheelsman of the Nancy Bell. "Can't you see that you are going to run me down?"

And the captain of all the other craft in the vicinity united with the captain of the Nancy Bell in a loud shout that would have aroused the Coned Island echoes if the steam grinds organs hadn't "done the same" already. With blanched cheeks,

BE SURE SADDLE IS RIGHT.

"It is most astonishing to me," said the Learned Doctor, as he rested his wheel by the fountain, "to note the large number of men and women who have not learned how to sit in their bicycle saddles properly. I presume that as much, or more, has been written upon this one subject than upon any other topic connected with cycling."

"Now we're in for another lecture, I suppose," said the Popper and Salt Girl, glancing archly at the Learned Doctor.

"Well, without any further diversion," said the Learned Doctor, "I will proceed to my text about the position of men and women in the bicycle saddles. Now, here for example, comes a lady rider down the road. She sits perfectly straight, but pedals her bicycle with an evident effort. What is the matter?"

TO STOP GLASS THROWING.

"Happy Days!" Pitman has a new scheme, which he proposed the other day in a half joking way, but which really calls attention to a very serious evil. It was his suggestion that as so many societies were organized for the suppression of one thing or another, the horsemen and cyclists of the country ought to get together and organize a "Society for the Suppression of Throwing Bottles and Old Glass on Pavements." "I know it is against the State law and the city ordinances to throw glass on streets," said

GOOD RIDING TO-DAY.

The special reports received from the correspondents of the Evening Journal in regard to the condition of the roads today warn cyclists to combine their riding to the unimproved highways. The dirt roads are generally too soft for good riding. The sun and wind will not dry them out in time to make it agreeable for the army of wheelmen who will take advantage of the clear weather that is promised. In Westchester County and further to the north cyclists are advised that they will

RECORDS FOR RIDES ON ROAD.

For a long time the Century Road Club of America has had trouble with its records of endurance riding. To some the expression "endurance riding" may be in the nature of a revelation, but it hits the mark nearer than any other term describing contests on the road. For very short distances a rider's ability to sprint has some bearing upon the outcome of a contest, but when records over a mile are completed, sprinters have little show to win medals and glory.

The committee of the club in charge of the formation of new rules has decided upon a standard by which records will be classified upon certain data. For instance, there will be a straightaway record, a record for contest over a circuitous course, and records for various other competitions. Riders who have the advantage of wind and uniformly level surface, over a course as "straight as that which the crow flies," will be expected

to state all these conditions when they apply for their record. If they fail to do so, no record will be forthcoming, and if they falsify their statements, something worse than "no record" will happen.

It is tolerably certain that, with all the restrictions which the Century Road Club of America attempts to lay down, there will still remain some lack of uniformity in road records. This is necessary both from the great amount of area over which the organization attempts to maintain its jurisdiction, and because the riders are too apt not to follow the technical points upon which all records depend. Sometimes they fall through lack of knowledge, sometimes because they can't see the necessity of observing details, and quite as often because they think they should be allowed to make their records in their own way, regardless

Proverbs of the Scorcher.

Skirts are not a bar to a century bar. Less speed travels farther than much brag. Fine feathers never propelled a bicycle one foot. The way of the scorcher is not cheap at \$10 a ride. A plug in time is like to save the price of a new tire. One slide slip is more lasting than a dozen ordinary falls. A wrench left at home will not mend a wheel broken on the road. Don't bet that a ram's horn handle bar signifies a 2:00 minutes rider. The shortest way across is always the longest way around, when the roads are not improved. The appearance of a bicycle is not always significant of the muscular ability of the rider. It is easier to climb a hill against a head wind than to ride a furlong on asphalt with a punctured tire. The man who rides with his head down will be followed by a procession of mourning relatives ere long. The long distance records that are stopped by an "it" are like the largest fish that flop of the hook just as it is being drawn into the boat.



hair splitting and eyes popping from their sockets, the captain of the strange craft stood by the fountain, while his wheel bore straight down on the Nancy Bell, threatening to strike her ankles and sink her with all hands. Fortunately the captain of the doomed craft attempted to get out of the way. By a last despairing push on the pedal and a quick turn of the steering apparatus he managed to evade the blow from the strange craft but he lost a front wheel in spite of his endeavor.

Exactly how it happened no two of the eyewitnesses could agree. This much was certain. The front wheel seemed to crumple away like a clay image and sink to the pavement a queer, misshapen, unrecognizable form.

"Well, you're a beauty," said the captain of the Nancy Bell, as he picked himself up and glanced scornfully at the captain of the strange craft. "You did it to ride out where there are more than two people to get out of your way. You ought to hire a riding school by the hour and warn the owners to keep everybody else off the track. You'll kill somebody yet."

"I hope not," replied the other, with a most rueful expression of countenance. "I know that I am thoroughly at fault, but I couldn't have got out of the way to save my life. Now if you'll tell me what I can do to make it right I am willing to settle in one."

"I guess it's a new wheel," said the captain of the Nancy Bell, in a much evident willingness to repair the damage as far as possible.

"All right," was the reply. "Any shop open where you can get it put on right away."

"One down town, but how am I going to get there with this wreck?" "I'll show you the way," said the captain of the strange craft. "My wheel appears to be unharmed. The front forks of your bicycle do not seem to have suffered by the accident. Just remove that present carriage of a wheel from the forks. When you have done that couple the front forks of your wheel to the rear axle of my wheel. Then, by riding very carefully and keeping your weight off the combination as much as possible, when there are crossings to ride over and holes in the pavement to be navigated, I think we can manage to get into dry dock with that arrangement."

Thereupon the captain of the Nancy Bell did as was suggested. The front forks of his wheel fitted very nicely on the rear axle of the unharmed bicycle, even though the nuts did center by only two or three threads, strapping the broken wheel over his shoulder, the captain of the Nancy Bell mounted his bicycle at a signal from the other rider and cautiously the three-wheeled machine started out of the road on Surf Avenue, bound for the dry dock over the pier.

The ingenious arrangement was soon lost to sight far up the cycle path. Although moving under low steam pressure, and with just enough headway to make good steering, its progress was certain, and the prospect for immediate relief to the injured bicycle were excellent.

"Possibly some other bicycle rider will be caught in the same predicament with a broken wheel. If a Good Samaritan comes along who is willing to 'tumble up,' it will not be such a difficult matter to get into port for repairs. The bicycle manufacturers do not claim that such an arrangement is the best thing in the world for a machine, but they do say that probably no wheels can be thus attached, and that the only necessary precaution is to exercise great care not to strain the rear wheel and braces of the front machine by riding rapidly over depressions in the road.

Journal's Schedule of Runs.

- Lincoln Wheelmen—To Grant's Tomb.
Amplion Wheelmen—To Staten Island.
Diana Wheelmen—To Fort Hamilton and Bath Beach.
Harlem Wheelmen—To Tarrytown.
Royal Arcanum Wheelmen—To Belleville.
Arch Wheelmen—Century run.
Mount Morris Wheelmen—To Paterson.
Bedford Wheelmen—To Bergen Point.
Lyceum Wheelmen—To Tottenville.
Greenwich Wheelmen—To Yonkers.
Morris Wheelmen—To Bergen Point.
Navier Wheelmen—To Coney Island.
New York Tourist Wheelmen—To Orange.
Yorkville Wheelmen—To Tottenville.
Century Wheelmen—To Coney Island.
St. Luke's Wheelmen—To Coney Island.
Park Club Wheelmen—To New Dorp.
Knickerbocker A. C. Wheelmen—To Bath Beach.
Castle Point A. C. Wheelmen—To Ridgewood.
Manhattan Bicycle Club—To Huguenot.
Long Island Wheelmen—To Bergen Point.
Comet Wheelmen—To Valley Stream.
Williamsburg Wheelmen—To Passaic Falls.
Windsor Terrace Wheelmen—To Rockville Centre.
Central Wheelmen—To Coney Island.
Paramount Wheelmen—To Plainfield.
Greater New York Wheelmen—To Orange.
Alpine Cyclers—To Coney Island.
Daotah Club Wheelmen—To Bensonhurst.
Hackensack Wheelmen—To Boonton.
Castle Point Cyclers—To West Orange.
East Orange Cyclers—To Ridgewood.
Quill Club Wheelmen—To Far Rockaway.

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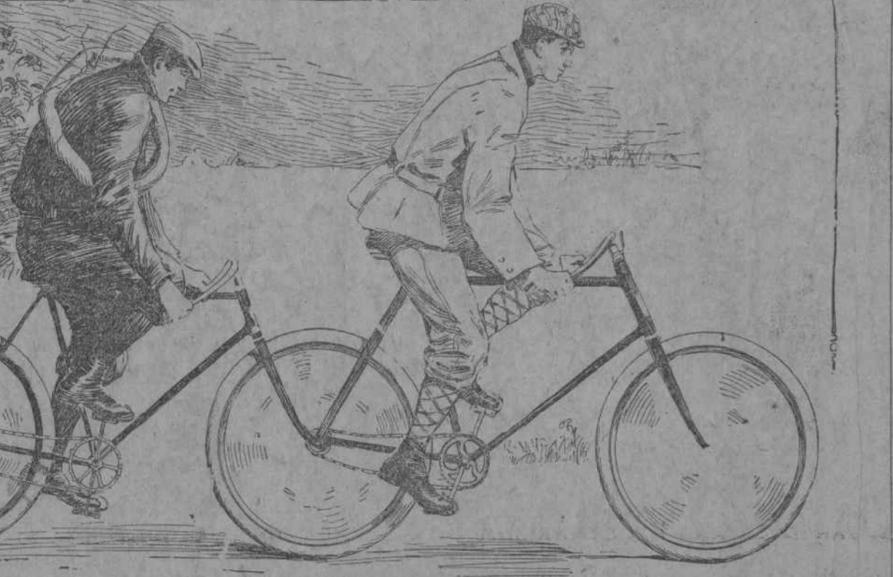
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CAMMEYER

6th Ave., Cor. 20th St.

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of all grades, all colors and all materials.

The following styles are most popular and are sure to be of interest to men who ride the wheel:

Men's Kangaroo Calf Black Bicycle Lace Shoes... \$2.00

Men's Russia Calf Rawhide sole, "NEVER SLIP" hand-sewed welt Bicycle Shoes, in high and low cut... \$3.00

Men's Bicycle Oxford in russet and black... \$2.00

Boys' Kangaroo Calf black Bicycle Lace Shoes... \$1.50

Men's Kangaroo Calf Black Bicycle Lace Shoes... \$2.00

Men's Russia Calf Rawhide sole, "NEVER SLIP" hand-sewed welt Bicycle Shoes, in high and low cut... \$3.00

Men's Bicycle Oxford in russet and black... \$2.00

Boys' Kangaroo Calf black Bicycle Lace Shoes... \$1.50

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Boys' Kangaroo Calf black Bicycle Lace Shoes... \$1.50

Advertisement for Rambler Bicycles. Features the text: "WHAT'S IN A BICYCLE NAME-PLATE?" "Nothing! but the guarantee it implies." "THIS ONE means '15 years' experience in high grade bicycle building,' the net result of which is the 1897 R38." Includes an illustration of a bicycle and contact information for GORMULLY & JEFFERY MFG. CO.

Advertisement for Cut! Cut! Cut! Five Thousand 1897 Eric Specials, \$35. 1897 Eric High Grade, 42.50. Includes text: "Last year we had the honor of springing the FIRST CUT on LEGITIMATE GOODS, and this year we repeat. We deal only in REPUTABLE GOODS, and offer this well-known make of wheel, with NAME PLATE of maker and GUARANTEE, at price of job lot staff." Includes contact information for STEPHEN T. MOEN.

Advertisement for Duquesne Mfg. Co. Features the text: "the new bicycle, the 'Duquesne Special'?" "It is one of the most talked-about machines of the year. New ideas—new methods; the perfection of style. Essentially a gentleman's mount. Catalogue tells all; free by mail. Better yet: See the wheel. Equipped with the new Doolittle automatic brake. Greatest improvement since the pneumatic tire." Includes contact information for Duquesne Mfg. Co.

Advertisement for Liberty Bicycles on Credit. Features the text: "BARGAINS IN NEW AND SECOND-HAND WHEELS. LARGE ASSORTMENT. CASH OR INSTALMENTS." Includes contact information for JAMES R. KEANE & CO.