

WOMEN HEAR OF Wheel

The Chainless Bicycle and New Delights of Paris.

Eva Petty in New York Sun.

They are back in town—the bicycle girls. The favorite runs are thronged with them and they appear to be just as enthusiastic over their steel steeds as ever. A midsummer sun may continue to beam, but the wheelwomen do not complain; they follow suit. During the months of August their ranks thinned out considerably, but those who dropped out came back along with the oysters, and most of them declare that they are glad of it, notwithstanding the heat. Their faces glow, some with satisfaction and others from applied effort, as they skim or purl over the never-old, always new routes through the Park and along the boulevards. It's wheels, wheelers, and wheeling everywhere that one goes nowadays. After all, cyclists and oyster eaters are a good deal alike. A lot of people who are fond of oysters eat them on the first day of September on principle, even if the mercury in the tube is playing tag with the 100 notch. And it's the very same way with people who ride wheels, particularly women. They take to the road on the 1st of September, after giving up the sport on account of the August sun, no matter if they broil in the act.

The bicycle boom continues. It has broken out afresh. The cyclists aren't the only people who are blissfully happy. The manufacturers and dealers are in high glee, too. They say that the good times are already being felt in their business, though this is their dullest season. A lot of feminine enthusiasts met in an academy on the Boulevard a few days ago. After telling all about the perfectly level summer they had spent, and perfectly grand or perfectly awful roads, as the case might be, that they had encountered, they fell to talking about the revival with all the earnestness of a score of Wall Street brokers.

"They tell me," said a tall girl, tanned as brown as a Cuban, "that the fall trade in bicycles is bigger than it has ever been before in the history of wheels. I wonder if it is true."

"Of course it is," answered a business-like young woman, "and for my life I don't see what people are buying wheels for now. The idea of buying a wheel now when we are so soon to have one that is childless on the market?"

"Pshaw, I think it's all bust about there being a boom in the bicycle business now," interrupted a stout woman impatiently. "Here comes Mr. Bridgman. Let's ask him about it and let's do about the chainless wheel."

"And about the cyclists in England and on the Continent," put in a wide-awake young girl. "You know he has just returned from abroad, where he went to look into the matter of a chainless wheel for America."

"Yes," said Mr. Bridgman, in response to a volley of questions, "the revival in trade has made itself very noticeable in the bicycle business, though, of course, this business would perhaps feel it less than any did, in the fall. However, our trade has been larger this fall than ever before at this season, and I'm sure all dealers in high-grade machines have had the same experience."

"Tell us all about the chainless wheel that we are to have next year," urged a woman noted for her fine riding. "When is it to be put on exhibition, and what does it look like, and how does it run, and what does it cost?"

"You had all better wait and examine the chainless wheels for yourselves," laughingly responded Mr. Bridgman. "Just when the model will be on exhibition is hard to say. It is being perfected now. Perhaps it will be out by the first of October, maybe not until November, and possibly even later; but I can assert that it will be the wheel of the coming year. While in England and France I made a close study of chainless wheels. One French machine is decidedly the best that they have over there. It was on this machine that Huret made his wonderful record, riding 564 miles in twenty-four hours. He covered twenty-four miles during the last hour. Robie, who is in this country now, was a competitor in this race, but Huret ran off the track after seventeen hours, and finished the last seven alone. There is practically no other chainless wheel manufactured on the other side of sufficient interest to speak about. All of the others are experimental. Some of them even have no name. They have been brought out by inventors who think they have a great thing, but they all find that their work is far from perfect. If a man can make such a record on a French wheel as Huret did, I almost fear to think of what the record will be on an American chainless."

"The French people have made great advance in the manufacture of bicycles since I was there four years ago. They made only a few then and these were crude; but they turn out some good machines now. On the other

gland has been at a standstill. There has been a little improvement in their wheels from time to time, but they are practically the same that they were four years ago. The English people are a money-making people and the wheel riders have been content with their wheels, so of course the manufacturers were only too glad to keep in the same rut. One sees a great many American wheels both in Paris and London. Our machines received a black eye over there, though, for a great many cheap wheels, which could not be sold here, have been shipped there by the trade and sold to retail men, who gave out the impression that these rattle-go-bang affairs were the best American wheels. All the same, the American wheel is becoming a very important factor in English and Continental trade."

"Tell us about the wheelwomen of Paris," urged a school girl. "And about cycling there. It must be like fairyland."

"Cycling in Paris is great," replied the authority. "The Parisian women ride well, but not so well as Americans. They all wear bloomers and ride diamond frame machines. Some of the women ride in men's hose, exposing their bare legs, but this is the exception and not the rule, as is so often asserted. A great many men ride barelegged. In England the women go to the other extreme. They wear very long skirts and ride the loop frame exclusively. Wheeling is an all the year round business with the women of both countries. They never stop for weather or atmospheric changes."

"The cyclists in France are a great factor. Everything possible is done for their pleasure and comfort. The Palais Sport, the most wonderful bicycle academy in the world, is a most interesting and beautiful place. It is built with what might be called a series of spiral galleries, and as a pupil grows more and more proficient he or she goes higher and higher. It is one mile from the top gallery, where a pupil is supposed to take a diploma, to the ground floor, where beginners take their first lessons. The walls of each gallery are decorated with scenes from every country, and beautiful plants and palms adorn the place. Of course, a fine cafe is connected with the Palais. Everything in Paris has the cafe attachment. That is the most important. This school is owned by a stock company."

"Is it true that they have outdoor schools there?" asked a white woman.

"Yes," answered Mr. Bridgman, "and that's something we ought to have right here in New York. The most famous outdoor school in Paris occupies a large space, about equal to one of our blocks. It is surrounded by a high board fence, and at the main entrance is a magnificent cafe. A circular track is built around the space. This is made of clay and covered sufficiently to keep the surface from being affected by the rains. On this track are held, and when it is not in use for such purposes cyclists are at liberty to ride there. In the very centre of the space is a level circle where beginners are taught to ride, and between this and the race track is the queerest bicycle path I ever saw. It is a series of ups and downs, and riders are supposed to learn how to take hills here. They go from the level circle to this track. The most beautiful beds of flowers and rare plants adorn every inch of space not given up to wheels in this outdoor academy, and it is perfect from an artistic standpoint. All the old racing tracks in France are banked at a tremendous height. When the racing men are taking some of the curves on the famous Seine track they look as if they were riding at right angles, and it is a startling sight to see thirty or forty making that circuit at full speed. The newest track, the Parc de Paris, on which Huret made his wonderful record, is a half-mile in circumference and is not banked nearly so high as the old tracks. The reason for reducing the banking is that it is hard for the motor vehicles, which the French use for pacers, to go over a track banked so high."

"Do you mean to say they have motor carriages pace their racers instead of quads and so on, as we do?" asked a woman who has all the records at her tongue's tip.

"Yes," answered Mr. Bridgman, and we shall do so in America soon. Motor vehicles are much faster, and then we can regulate their speed better than that of man. To return to the Parc de Paris. The entrance is really magnificent and is reached by a winding driveway, beautiful on each side by masses of flowers and shrubbery. The circle within the track is one magnificent flower garden, punctuated with fountains. The French take better care of their racing men than we do. Dressing rooms, well fitted up, extend the whole length of the track, so that each team is separated from the other and individuals can be as private as if they occupied a room at a hotel."

"Everybody in Paris makes concessions to cyclists, because everybody has relatives or friends who ride. There is one place in the Bois set aside exclusively for cyclists. It is located on one of the main thoroughfares, and no one is allowed to drive or ride there. An immense garden surrounds two large summer houses, and the place is dotted with picturesque tents and arbors where the wheelers sit to rest and take refreshments. In the centre of the garden an orchestra is stationed. The moment a cyclist enters this place an attendant takes his wheel and gives him a check for it. Their system of checking seems very crude to us, but they never make an apparent mistake. They do not put a check on the wheel, but place it in a rack numbered to correspond with your check. It's great fun to watch the attendants handle the wheels. Each machine passes through the hands of three men. They are stationed sometimes fifty feet apart, and yet they never think of handling a bicycle from one to the other. They have become so expert at handling them that they shoot them along in a manner that reminds one of a toboggan. Maybe a person who doesn't know anything about a wheel might think this a simple thing to do—

"Let such try to trundle a wheel along or get it up the stoop," sang out a jolly girl and everyone laughed undisturbedly.

"Yes," concluded Mr. Bridgman, "cycling on the other side is great, but, on the whole, American women are the best riders and American wheels are the best wheels, even if our roads aren't so good."

Preserving Foods in Tin.

The process of preserving aliments in tin had its origin at Nancy, France. In 1841 Joseph Colin of that town established an agency in London for the sale of tinned delicacies. Their cost, compared to that of today, reveals what has been accomplished in cheapening these products during the past fifty-six years. In 1841 a quart of turtle soup in tin put up by Colin cost \$3.75; a small box of sardines, \$1.25; an entire truffled salmon, \$15; a beef tongue, \$2; a Toulouse duck, truffled, \$9. Vegetables were proportionately dear. Colin evidently carried his system much further than is attempted at the present day. He sold in tin an entire sucking pig, for which he charged \$12.50. He also preserved butter in tin, for which he asked 75 cents a pound.

Woman's Diseases

Are as peculiar as unavoidable, and cannot be discussed or treated as we do those to which the entire human family are subject. Menstruation sustains such important relations to her health, that when Suppressed, Irregular or Painful, she soon becomes languid, nervous and irritable, the bloom leaves her cheek and very grave complications arise unless Regularity and Vigor are restored to these organs.

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Time table No. 4. In effect Saturday, February 1st, 1896.
(Eastern Time Standard.)

| No. 1 Daily | Miles | STATIONS | No Daily |
|-------------|-------|---|------------|
| 5:40 pm | 0 | Lv. Hendersonville, Ar (Southern R'y Depot) | 4 9:00 am |
| 6:10 pm | 7.3 | S. Horse Shoe | 6 8:30 am |
| 6:35 pm | 1.1 | F. Cannon | 8 8:25 am |
| 6:55 pm | 1.7 | S. Money | 8 8:15 am |
| 7:15 pm | 4.8 | S. Penrose | 4 7:57 am |
| 7:35 pm | 3.2 | F. Davidson River | 2 7:45 am |
| 7:50 pm | 3.5 | Ar. Brevard | 15 7:30 am |
| | 21.6 | "S"—Stop "F"—Flag | 37 |

NOTE.—Maximum speed, fifteen miles per hour.
Trains will start from and stop at Hendersonville, on middle track, Southern Railway, opposite depot. Main street crossing at Hendersonville and Yale are flag stations for passengers.
Rule 3.—All schedule trains will haul passengers daily, and freight daily except Sunday.
Rule 4.—Rules of Southern Railway Company are adopted for government of employees.
W. A. SMITH, General Agent, Hendersonville, N. C.

he proceeds to resign.

SOUTHERN RAILWAY

Central Time Between Columbia and Jacksonville, Eastern Time Between Columbia and Other Points. EFFECTIVE NOV. 15, 1896.

| Northbound | No. 36 Daily | No. 38 Daily | No. 34 Daily |
|-----------------------------|--------------|--------------|--------------|
| Lv. Jville, F.C.&P.Ry. | 6 45 p | 8 20 a | ..... |
| " Savannah | 11 20 p | 12 26 p | ..... |
| Ar. Columbia | 3 55 a | 4 18 p | ..... |
| Lv. Charleston, S.C.&G.R.R. | 5 30 p | 7 10 a | ..... |
| Ar. Columbia | 10 10 p | 10 55 a | ..... |
| Lv. Augusta, So. Ry. | 10 30 p | 2 10 p | ..... |
| " Graniteville | 11 07 p | 2 39 p | ..... |
| " Trenton | 11 42 p | 3 08 p | ..... |
| " Johnston | 11 59 p | 3 20 p | ..... |
| Ar. Columbia Un. dep't | 2 17 a | 4 50 p | ..... |
| Lv. Columbia Blaud'g st. | 6 18 a | 6 25 p | ..... |
| " Winstonsboro | 6 18 a | 6 15 p | ..... |
| " Chester | 7 10 a | 7 01 p | ..... |
| " Book Hill | 7 48 a | 7 35 p | ..... |
| Ar. Charlotte | 8 50 a | 8 20 p | ..... |
| Danville | 1 30 p | 12 00 a | ..... |
| Ar. Richmond | 6 40 p | 6 00 a | ..... |
| Ar. Washington | 9 40 p | 6 42 a | ..... |
| " Baltimore P. R. R. | 11 25 p | 8 00 a | ..... |
| " Philadelphia | 3 00 a | 10 15 a | ..... |
| " New York | 6 20 a | 12 43 p | ..... |
| Southbound | No. 35 Daily | No. 37 Daily | No. 33 Daily |
| Lv. New York, P. R. R. | 12 15 a | 4 30 p | ..... |
| " Philadelphia | 3 50 a | 6 55 p | ..... |
| " Baltimore | 6 22 a | 9 20 p | ..... |
| Lv. Wash'ton, So. Ry. | 11 15 a | 10 45 p | ..... |
| Lv. Richmond | 12 55 p | 2 00 a | ..... |
| Lv. Danville | 6 20 p | 5 50 a | ..... |
| " Charlotte | 10 15 p | 9 35 a | ..... |
| " Book Hill | 11 01 p | 10 20 a | ..... |
| " Chester | 11 37 a | 10 55 a | ..... |
| " Winstonsboro | 12 30 a | 11 41 a | ..... |
| Ar. Columbia Blaud'g st. | 1 37 a | 12 50 p | ..... |
| Lv. Columbia Un. dep't | 4 30 a | 1 15 p | ..... |
| " Johnston | 6 32 a | 2 53 p | ..... |
| " Trenton | 6 48 a | 3 03 p | ..... |
| " Graniteville | 7 10 a | 3 28 p | ..... |
| Ar. Augusta | 8 00 a | 4 15 p | ..... |
| Lv. Columbia, S.C.&G.Ry. | 7 00 a | 4 00 p | ..... |
| Ar. Charleston | 11 00 a | 8 00 p | ..... |
| Lv. Columbia, F.C.&P.Ry. | 12 55 a | 11 55 a | |
| " Savannah | 6 00 a | 4 30 p | |
| Ar. Jacksonville | 9 00 a | 9 12 p | |

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SOUTHERN RAILWAY

CONDENSED SCHEDULE OF PASSENGER TRAINS. In Effect May 2, 1897.

| Northbound | No. 12 Daily | Yes. No. 38 Daily | Ex. No. 18 Sun. | Est. M1 No. 36 Daily |
|--------------------|--------------|-------------------|-----------------|----------------------|
| Lv. Atlanta, C.T. | 7 50 a | 12 00 m | 4 35 p | 11 50 p |
| " Atlanta, E.T. | 8 50 a | 1 00 p | 5 35 p | 12 50 p |
| " Norcross | 9 21 a | ..... | 6 28 p | 1 25 a |
| " Buford | 10 03 a | ..... | 7 08 p | ..... |
| " Gainesville | 10 35 a | 2 20 p | 7 35 p | 6 35 a |
| " Lula | 11 00 a | 2 48 p | 8 08 p | 2 47 a |
| " Cornelia | 11 22 a | ..... | 8 35 p | ..... |
| Ar. Mt. Airy | 11 28 a | ..... | 8 40 p | ..... |
| Lv. Toccoa | 11 54 a | 3 35 p | ..... | 9 43 a |
| " Westminister | 12 30 a | 4 18 p | ..... | 4 12 a |
| " Seneca | 12 48 p | ..... | ..... | 4 27 a |
| " Central | 1 30 p | 4 45 p | ..... | 4 55 a |
| " Greenville | 2 31 p | 5 30 p | ..... | 5 45 a |
| " Spartanburg | 3 47 p | 6 18 p | ..... | 6 37 a |
| " Gaffneys | 4 28 p | ..... | ..... | 7 15 a |
| " Blacksburg | 4 47 p | 7 08 p | ..... | 7 35 a |
| " King's Mt. | 5 13 p | ..... | ..... | 7 58 a |
| " Gastonia | 5 55 p | ..... | ..... | 8 20 a |
| Lv. Charlotte | 6 40 p | ..... | ..... | 8 30 a |
| Ar. Danville | 11 25 p | 12 00 p | ..... | 1 30 p |
| Ar. Richmond | 6 00 a | 6 00 a | ..... | 6 40 p |
| Ar. Washington | ..... | 6 42 a | ..... | 9 40 p |
| " Baltimore P.R.R. | ..... | 8 00 a | ..... | 11 35 p |
| " Philadelphia | ..... | 10 15 a | ..... | 2 06 a |
| " New York | ..... | 12 43 m | ..... | 6 25 a |

| Southbound | Est. M1 No. 35 Daily | Yes. No. 37 Daily | No. 11 Daily |
|---------------------|----------------------|-------------------|--------------|
| Lv. N. Y., P. R. R. | 12 15 a | 4 30 p | ..... |
| " Philadelphia | 12 50 a | 6 55 p | ..... |
| " Baltimore | 6 40 a | 9 20 p | ..... |
| " Washington | 11 15 a | 10 43 p | ..... |
| Lv. Richmond | 12 55 p | 2 00 a | 2 00 a |
| Lv. Danville | 6 20 p | 5 50 a | 6 03 a |
| Ar. Charlotte | 10 00 p | 9 25 a | 11 15 a |
| Lv. Gastonia | 10 50 p | ..... | 1 11 p |
| " King's Mt. | 11 32 p | 10 49 p | 1 35 p |
| " Blacksburg | 11 47 p | ..... | 2 03 p |
| " Gaffneys | 11 47 p | ..... | 2 23 p |
| " Spartanburg | 1 26 a | 11 37 a | 3 15 p |
| " Greenville | 1 30 a | 12 28 p | 4 20 p |
| " Central | 2 05 a | 1 15 p | 5 15 p |
| " Seneca | 2 21 a | 1 35 p | 6 44 p |
| " Westminister | ..... | ..... | 7 58 p |
| " Toccoa | 3 15 a | 2 18 p | 6 38 p |
| " Mt. Airy | ..... | ..... | 7 30 p |
| " Cornelia | ..... | ..... | 7 35 p |
| " Lula | 4 09 a | 3 13 p | 8 08 p |
| " Gainesville | 4 25 a | 3 31 p | 8 35 p |
| " Buford | ..... | ..... | 9 07 p |
| " Norcross | ..... | ..... | 9 43 p |
| Ar. Atlanta, E.T. | 8 10 a | 8 35 p | 9 30 p |
| Ar. Atlanta, C.T. | 5 10 a | 5 35 p | 9 30 p |

"A" a. m. "P" p. m. "M" noon. "N" night. Nos. 35 and 36—Daily. Washington and Southwestern Vestibule Limited. Through Pullman sleeping cars between New York and New Orleans, via Washington, Atlanta and Montgomery, and also between New York and Memphis, via Washington, Atlanta and Birmingham. First class thoroughfare coaches between Washington and Atlanta. Dining cars serve all meals en route. Nos. 35 and 36—United States East Mail trains solid between Washington and New Orleans, via Southern Railway, A. & W. P. R. R., and L. & N. R. R., being composed of baggage car and coaches, through without change for passengers of all classes. Pullman drawing room sleeping cars between New York and New Orleans, via Atlanta and Montgomery. Leaving Washington each Saturday, a tourist sleeping car will run through between Washington and San Francisco without change. Nos. 11, 37 and 12—Pullman sleeping cars between Richmond and Charlotte, via Danville, southbound Nos. 11 and 37, northbound No. 12. The Air Line Belle train, Nos. 17 and 18, between Atlanta and Mount Airy, Ga., daily except Sunday. W. H. GREEN, J. M. CULP, Gen'l Supt., Washington, D. C. Traffic Mgr., Washington, D. C. W. A. TURK, S. H. HARDWICK, Gen'l Pass. Ag't., Supt. Gen'l Pass. Ag't., Washington, D. C. Atlanta, Ga.

writing a few

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