

ER'S
EROOMS.

NED:

ariety of
RUGS, ETC.,
ing over one hundred
ver 100 patterns to

SKINNER.

literally true that some
would be dear even
got them for nothing.
NOT GOOD IS NOT WORTH
There is a right way and
way of making a purchase
there is a right and a
way of doing almost every
se in life. You can only
of what you are buying
you are sure of where you
ring, unless indeed you
to be an expert in jewelry.
n't need to be an expert
you deal with me—my
ll. Orders out of town
W. TREMAINE GARD.

RLY,
St. John, N. B.

re Crackers,

AL; ALSO,
S, ALL READY FOR THE SLATS.

USTERS.

S OF CARTS AND WAGONS.

ST. GEORGE.

ness is for sale in St. George at T. O'Brien's

23.—Mr. Geo. F. Hubbard, M.P.P., re-
come from Fredericton last week.

A. H. Gillmor and granddaughter, Miss
and Dick, left here on Monday for an ex-
ist to Montreal and Ottawa.

im. Cooper (Fredericton) was in town this
a day or two.

aura Wetmore left here last Saturday for
y, where she intends remaining for the
part of the summer.

nd Mrs. Arthur Moran of Bonny River
nday here, the guests of Mr. and Mrs. A. S.

T. Wetmore spent Sunday here with his
Mrs. Douglas Wetmore.

eo. Ludgate leaves here this morning for
is, where he has accepted a lucrative posi-
is many friends wish him bon voyage.

A. S. Baldwin went to St. John Monday
erry Graham of Milltown spent a few days
this week.

E. E. Algar of St. Stephen was here on Mon-
Samuel Dick, who has been absent four
stranded home this week.

George E. Sands of St. Stephen made a short
trip this week.

im. Drayton of Halifax spent Sunday here.
A. H. Gillmor leaves here on Saturday for
to attend to his parliamentary duties.

UNDE.

**Hood's
Sarsaparilla**

concentrated extract of Sarsaparilla,
Howe's Dock, Pipsissewa, Juniper Berries,
Amandrake, Dandelion, and other valuable
gettable remedies, every ingredient being
tictly pure, and the best of its kind it is
ssible to buy.

prepared by thoroughly competent phar-
acists, in the most careful manner, by
peculiar Combination, Proportion and
ccess, giving it its curative power

**Peculiar
To Itself**

ill cure, when in the power of medicine,
rofusula, Salt Rheum, Blood Poisoning,
ucerosus and all other Humors, Malaria,
yspepsia, Biliousness, Sick Headache,
starrh, Rheumatism, and all difficulties
th the Liver and Kidneys.

vercomes That Tired Feeling, creates an
ppetite, and gives mental, nerve, bodily,
nd digestive strength. The value of

**Hood's
Sarsaparilla**

ertified by thousands of voluntary wit-
esses all over the country whom it has
ured of diseases more or less. It
sold by all druggists. \$1; six for \$5.
Prepared only by C. I. HOOD & CO.,
othecaries, Lowell, Mass.

B. If you decide to take Hood's Sarsapa-
illa do not be induced to buy any other.

**100 Doses
One Dollar**

**THE TOILET GEM
Phoboderma**

CHAPPED HANDS,
SORES, SORE LIPS, ETC.
Solely. DRUGGISTS.

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STON BOOK AND NEWS PRESS.

ST. JOHN, N. B., SATURDAY, APRIL 25, 1891.

MAN, WOMAN AND WHEEL

ASTONISHING RECENT GROWTH OF
THE BICYCLE HABIT.

Nearly Half a Million Riders—The Question
of Road Improvement—What Women
Riders Wear—A Family Party on
Wheels.

A few years ago there came a time when
cycling seemed to have reached its limit.
One would have said that it was likely to
remain stationary, or even to decline in
public favor.

Since that time a few things have hap-
pened, however, which have changed the
appearance of things wonderfully. The
perfection of the safety wheel has made it
possible to ride without the constant fear of
a broken nose. The invention of the
ladies' bicycle has relieved the weaker sex
of the burden of a third wheel and set
women all over the country to cycling.
The pneumatic tire has placed the bicycle racer
abreast of the trotting horse for short
distances and away ahead of it for long ones.
The prices of "machines" have dropped as
their quality improved. The improvement
of the common roads has been due largely
to the persistent clamor of cyclists and re-
acts to increase their number. Here in
Union county, N. J., for instance, where
road making has been reduced to a science,
the valuations have increased \$2,000,000 in
a very short time, largely due to wheelmen
and road makers. "The Oranges" are the
Paradise of bicyclists about New York,
though the city itself offers nothing like so
many advantages for them as Boston, Ro-
chester, Buffalo, Washington, Chicago and
even smaller places. The metropolis lags
behind in nearly everything.

There are between 250,000 and 300,000
wheels in the country, not counting the
myriads of children's velocipedes. As some
of the cycles are hired out and some owned
in partnership and some are tandems and
carry double, there may not be so very
many short of half a million regular and
occasional wheelmen in this country.

That isn't all. In the past the athletic
clubs frowned upon bicycling. They do
so no longer. The great New York athletic
club set the example in the new order
of things by combining with the Citizens'
Cycling club, and using the Citizens' club
house as a bicycle annex. The Manhattan

A. C. not to be undone, set aside quarters
for wheels, organized a cycling division
and will give under its auspices handicap
road races throughout the season, and the
wheelmen are looking abroad for more
worlds to conquer. By the time they have
made the roads of the entire country as
good as those in Orange they will be as
numerous as the Russian army.

The safety or "goat" bicycle is the uni-



LAURA JEAN LIBBEY AND HER WHEEL.

versal favorite nowadays with men and
women alike. The reasons are many. The
certainty of avoiding tumbles is not the
only one. Safeties are all practically of
the same size, and if the owner ever gets
tired of one he has no difficulty in selling
it. If he has a big wheel the difficulty of
selling is tenfold. First he has to find a
man who wants a wheel of that sort, and
do so nowadays, and then it's literally ten
chances to one that the purchaser's legs
won't be of the right length. The dealers
like the safeties, too, as they are made in
one size and three styles, and there is no
necessity of carrying unsaleable sizes to
suit an occasional long or short legged
man. Even in racing the safety is only
about five seconds to the mile behind the
big wheel. Such a record as that of C.
E. Kluge—twenty-five miles on the road in
1:26:40—show that the safety is by no
means slow when vigorously propelled.

William Heyney, Jr., has travelled 6,000
miles in Germany on an American
bicycle, and will this summer con-
duct a bicycle party through the

Hartz mountains. All will use safe-
ties. Now that one American wheel—Mr.
Stevens'—has been round the world, their
merits are getting to be pretty well known
abroad.

Perhaps the most interesting feature of
the present cycling outlook is the number
of women who wheel. Here the difference
of motive in the sexes comes out strong.
Men wheel because they want to, women
because others do. Mr. Richards, the
manager of the New York house of the
great Columbia company, says that it
makes an immense difference whether
bicycling starts right or wrong in a town.
If women of character and social promi-
nence happen to take to the wheel first in a
place, the dealers are happy in plenty of
orders. If the sport "starts wrong" it
may languish for years unless the leaders
happen to take hold of it.

The cycle makers in England and
America could afford to present the
Princess of Wales a wheel in solid gold for
her part in popularizing the sport.

Robert Bonner says that the bicycle
rider will never catch up with the trotting
horse for a single mile, but Mr. Bonner is
a prejudiced witness and apt to be mis-
taken. The mile record has been much
more rapidly reduced by bicycle riders



WILLIAM HEYNEY.

than by trotters, and that the makers have
not exhausted the possibility of improve-
ment is altogether probable. The cushion
tire proves to be not much of an improve-

ment upon the old solid kind, but great things
are expected of the pneumatic tire, which
consists of a hollow rubber tube blown full
of air. The great trouble with this tire so
far is that it has to be made soft and flexible
and soon wears out and bursts. It may be
doubted whether it will ever be much used
on cheap road machines, but for track racing
it is certainly a great invention, saving
several seconds on the mile. One inventive
Philadelphian has devised a steam bicycle
which, he says, will go fifteen miles an



THE NEW STEAM TRICYCLE.

hour with no more labor than that of steer-
ing. With such huge profits to be made in
the sale of wheels, the inventors are likely
to keep improving them every year.

When the men began to ride bicycles
they at once, as a rule, adopted practically
the costume they now wear—something
resembling a baseball player's suit, with
the addition of a sack coat. Minutiae such
as rubber soled shoes and club caps came
later. With women the question of dress
comes first of all, and it has been practi-
cally decided that she can wear almost any
variety of dress, it is better to have one
design especially for the wheel. The di-
vided skirt was at first recommended for
this, but here in Orange I doubt if there are
three divided skirts—I refer, of course, to
the dress itself—in use. Women who belong
to the clubs wear the club caps or hats.
When not so attached they wear a Tam
O'Shanter cap, a pretty toque with bird's
feathers, or anything that does not flap or
catch the wind.

The owner of one of the nattiest cycling
costumes in the country described it to me
somewhat as follows: "It is made of dark
blue serge with a Greek tref of light blue
about the bottom of the short skirt another
light blue tref upon the belt, and still an-
other, narrower, on the collar. The soft
felt hat is dark blue, with a light blue
cord about it. Tailor made? Why of
course, you goose."
Dark colors, black, blue gray and brown,

short skirts absolutely devoid of trimming,
close fitting bodices; these have been the
rule in ladies' cycling costumes. This sum-
mer an element of divergence will be intro-
duced by the liberal use of starched shirt
fronts and vests of a very manly aspect by
smart young women. When the very
hottest weather comes, thin loose silk
blouses will be the most worn.

The English *Bicycling News* says that a
ladies' college debated the question whether
wheeling was a proper sport for women.
Afterward the women voted on it, thirty-
two favoring the sport, fourteen denounc-
ing it, and seven "hedging." It is difficult
to see why any one should wish to nega-
tive such a question, provided the woman has
time, money and strength. But no; time
and money alone are necessary. The
strength comes by using it.

The best sport of all is sometimes seen
when husband and wife go leisurely trund-



C. E. KLUGE.

ling along upon a tandem, and three or four
children of assorted sizes come following
after, mounted, singly or doubly, upon their
own wheels. Such a sight is not uncommon
in "the Oranges."

Their Ideas of Education.

The catholic priests who are at work ci-
vilizing the wild man of Borneo have a
hard time convincing the older savages of
the meaning and the value of education.

The Rev. Thomas Jackson, prefect apos-
tolic of North Borneo, who is now in New
York, soliciting aid to carry on the work
on the island, tells this story:—
The priests induced the chief of one of
the wildest tribes to let them take his son
to one of their schools. The boy was in

the school two months. One day the chief
and all his big warriors came sailing down
the river in their canoes. They were
heavily armed and called loudly for the
boy. One of the priests came out of the
school and said to the chief: "The boy is
all right and in fine health."

"We must see him," said the chief.

The boy came out. The father looked
disappointed. "Your skin is not white,"
he said.

"Oh, my," said the priest. "How can
any one get white in this broiling sun?"

"But you said you would make him like
yourself," said the chief.

"We did say that," replied the priest,
"but we meant intelligent, like ourselves,
not white."

The chief looked puzzled, and then
called the boy to him. "When is it going
to rain next time?" asked the chief.

The young man shook his head. The
chief looked displeased.

"What will be the size of the rice crop
next year?" he asked again. Once more
the youngster shook his head.

"We have lost our great sword in the
wood, we have searched everywhere for it
but cannot find it. Where is the sword?"
The boy shook his head the third time.

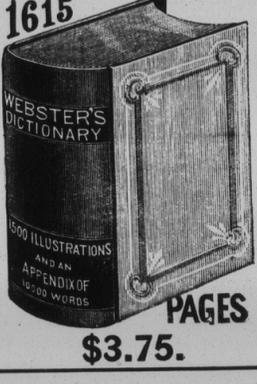
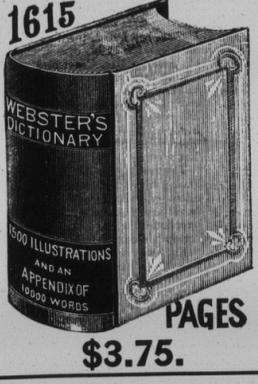
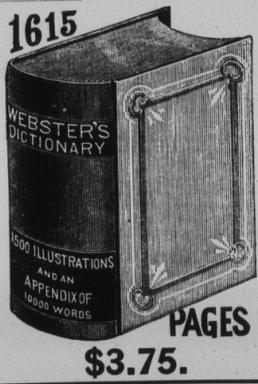
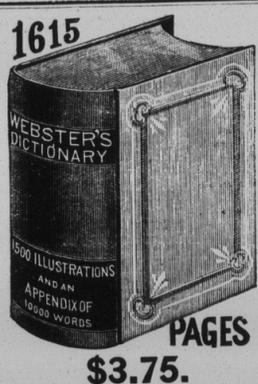
Turning to the priest the chief said an-
grily: "You promised lies. The boy is no
more intelligent than he was when you got
him." And taking the lad by the shoulder,
he walked off with him, followed by his
warriors.—N. Y. Sun.

Fish Hatched in the Sky.

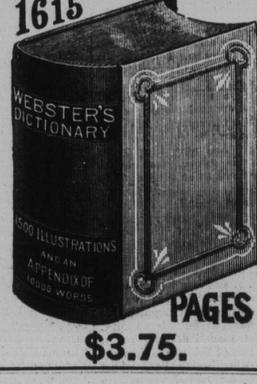
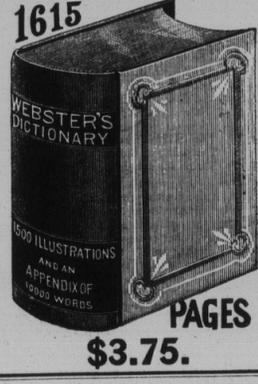
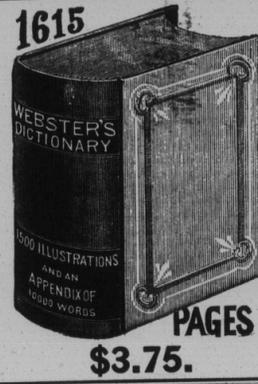
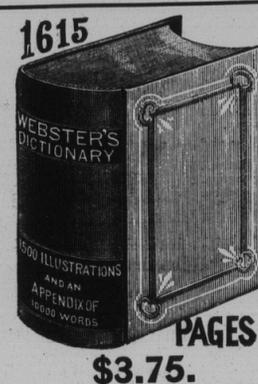
I observe a reference made in the *Ameri-
can Angler* touching upon showers of fish,
in which it states that science has not yet
fully explained the phenomena. This is
perhaps slightly incorrect. Several causes
have been suggested. Might it not very
probably be that fish and frogs which fall
apparently from the skies are really bred
there?

Water fowl, it is known, very frequently
carry eggs of fish to a great distance, hav-
ing swallowed them, and in their flight dis-
gorging the same unharmed where they
can and do fructify and mature in water
over which these birds pass. The eggs of
many old fish are very glutinous, and read-
ily adhere to substance brought in contact
with them during particular times of their
incubation. Is it not very probable that
not only do those birds convey ova upon
their wings as well as in their crops, and
becoming detached from the wings, may re-
main suspended in the moist atmosphere,
which is quite possible under certain con-
ditions of atmospheric pressure, and that
when under development they become too
heavy, and naturally fall to the earth.—
Nature's Realm.

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