

## ADVICE TO NEW RIDERS.

The following suggestions to new riders, and, in fact, old riders, will prove very useful if carefully read:

Always carry a small bundle of stout twine in the tool bag, as it is very useful if your tire should come loose when several miles from home, to wrap around it and hold it in place till you can properly cement it with a spirit lamp. A small piece of fine copper wire can also be used advantageously in case of the breakage of some minor part. Use the best of oil, if it does cost the most, it is the cheapest in the end. I have been in the habit of getting one-half pint at a time from some reliable watchmaker, as they use the best to be had. You can test the wearing qualities of the oil by dipping the point of a needle in it, then touch the point to a piece of tissue paper; if the oil spreads quickly it is good, and the farther it spreads the better it is. An oil that is thick gums easily. Very often a rider takes a fall, and when he examines his machine finds that the backbone interferes with the driving-wheel by being bent down towards it. Unless he has had experience in that particular case he is in a quandry. First see if the trouble has not been caused by the forks being bent forward; and, if not, take the backbone out, put the spindle of the neck in a vise and pull out on the end near the small wheel, which seldom fails to bring matters right. I have seen a wheel where the trouble was in the spindle of the neck bent in that way, that had been taken to a blacksmith, who undertook to straighten out the backbone enough to prevent it from interfering with the driver, by hammering on the perch underneath the saddle. The result was a perch no better than before, and full of small cracks where he had struck it, thus illustrating the folly of having such men tamper with work they do not understand. Handle-bars probably cause more trouble, by being bent and broken, than any other part. A good way to straighten them (if you are stout enough), so that you can finish your ride, is to place one foot on the axle where the crank is fixed, now take the handle-bar in both hands and give it a quick upward jerk with all your strength. I am personally acquainted with a plucky rider who performed the above operation in the middle of a race, then went on and finished it, coming in a winner. When anything serious happens, which is beyond your skill, it is better to take the machine to some shop where they make a business of repairing them. A bent crank is an often occurrence, and a few hints about it may be of some use. It can be done in any place wherever you can find a block of wood of sufficient size, sawn straight and true. Take off the crank, lay it on the block, with the outside of the bend up; place a small piece of board on it, then get another heavy piece of wood and strike with all your might, and if the metal is good, a few heavy blows will suffice to bring it back into its original position. As a proof of this, let me say that I have done it miles away from any shop or town. You can generally find the requisite tools that I have described in the wood-yard of the nearest farmhouse. You should always have on hand sufficient cement with

which to repair cuts in the tire; also some for cementing the tire to the rim. By all means have an "Acme" stand, or some other device as good, in which to place the wheel when not in use. And when you are away from where it is, let the machine rest against something steady by the handle-bar only; leaning it against posts, telegraph poles, fences, trees, etc., is apt to scrape the paint off a machine finished in that manner. Also keep away the irrepressible small boy, with his inevitable stick and dirty fingers, and his utter disregard for the rights of others. And the man who asks you to let him try it because he could ride a velocipede when he was a boy—take my advice and steer clear of all such characters. The practice of lending a wheel to every one who has the inclination to ask for it is a bad habit. If persisted in it will finally end in the owner finding out that, for some unaccountable reason, his mount is rapidly wearing out. Lending to personal acquaintances whom you know are good riders, or to men that you know by reputation to be such, should be done as a matter of courtesy, as "like begets like," and no one except some boor, which I am glad to say are "few and far between" in the ranks of the wheelmen, will take advantage of your kindness.

Riding the wheel: To be a good road-rider, one requires pluck, endurance, and a fair amount of good-nature stored away ready for use when some unforeseen occurrence transpires, which in some would call forth a murmur of discontent. For instance, what is more exasperating, when riding on a narrow road, dodging here and there to avoid ruts and stones, than to come suddenly upon a team standing in the middle of the road, the driver exchanging gossip with some acquaintance on foot; the calliope is blown loudly, or the bell is rung, but all to no purpose; he merely turns his head and gazes at you in open-mouthed surprise, while you approach, dismount, and, as you are leading your machine around him, to have him drawl out, "Say, young feller, can't yer ride where't's rough?" Breathing maledictions on his head, you mount in front and speed away. When riding upon country roads it is best to be as accommodating as possible. If you meet a team that you think would not be safe to pass, dismount at once, and as quietly as possible; for sometimes, if you dismount with a rush and a jump (as I have seen some do), it will make a nervous horse shy, and perhaps cause an accident. Always speak soothingly to a horse as you pass him if he is at all restive. Whenever you meet a loaded team, give them the right of way; it is easier for you to turn out than it would be for them. When riding in company upon poor roads, a good rule is to keep about twenty-five or thirty feet apart at the least; in case the rider ahead of you should fall, or slow up suddenly, you will have plenty of time to avoid him; it will also give you a chance to see the road better, and enable you to pick your way with greater ease and safety. Never coast a hill unless you can see the bottom, or are personally acquainted with the nature of the ground. Just think of the danger you would be in if you should happen to come suddenly upon a bridge with a plank or two up for repairs; or a team where you would not have room to pass. In climbing hills, if they are short and steep, and the ground

at the bottom tolerably smooth, I find that the best plan is to go at them with a rush. The momentum of the machine will generally carry you over the steepest part, without any extra exertion on your part. On the contrary, for a long up-grade, work slowly, so that you will not lose your wind before you reach the top. Do not be discouraged if some of the old riders do get away from you—practice does it. When you feel your limbs begin to ache by rapid pedalling or hill-climbing, ride slower, or get off and walk up the hills until the pain stops. Be moderate, and do not expect too much the first year, and each succeeding season will find in you a marked improvement. Wear flannel, it is the healthiest and easiest to keep clean. Do not shout and yell as you pass any one. Act like a gentleman, and you will be universally treated as such. Eschew all bad habits, and cultivate those which will only bring you credit. You will thereby uphold the high moral standard which the American wheelmen, as a rule, have attained. WILL. YE.

## Literary Notes.

With its usual variety of matter upon topics of timely interest, *Outing* for July is essentially a college number. The leading paper, by J. R. W. Hitchcock, entitled "The Harvard-Yale Races," gives a carefully-written historical review of the famous rowing contests between our two oldest universities, since the first race in 1852. A series of fifteen graphic illustrations adds greatly to the reader's interest. Professor Edward Hitchcock's "Athletics at Amherst College" is a very intelligent presentation of the subject, in which the necessity of athletic sports as an adjunct of student life is fully recognized. This article, and the one which follows it, "Physical Education and Athletic Sport at Yale," by Prof. E. L. Richards, should have a wide reading among college men. The fourth and last instalment of Thos. Stevens' "Across America on a Bicycle" is as full of the genuine spirit of adventure as any of its predecessors, and its admirable illustrations and the pleasant style of narrative in which it is written, will only whet the appetite for good things to come in the next series. J. A. Ritchie contributes a "Catamaran Trip on the St. John," which is also fully illustrated. Fiction is well represented in the present number. Julian Hawthorne's instalment of "Love—or a Name," moralizes pointedly upon the political tendencies of the age. President Bates contrilutes another capital cycling narrative, entitled "How O'Tulliver Bard Coasted the Bridge."

"The Wheelman's Hand Book of Essex Co., Mass.," just to hand, is one of the best guide-books that has ever been published, being well written, and containing a splendid description of the various roads for which Essex County is noted. It is also elegantly printed on heavy paper, adding greatly to its appearance. Geo. Chinn, Marblehead, Mass., one of the editors and publishers, will send copies of the first edition free on receipt of 3 stamps to pay postage.

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Illston and Webber are the latest *debutantes* on the cinder path to astonish the Britishers.