

## Woman's Sports.

By Cyclist.

### HOW TO KEEP A BICYCLE.

BY LILLIAN CAMPBELL DAVIDSON.

**T**HERE is about as much art in taking care of one's machine as in putting it to rights when it needs it. Care is half the battle, and it well repays itself by results. The first point in connection with a cycle is to decide where to keep it, and this is not always a perfectly easy matter.

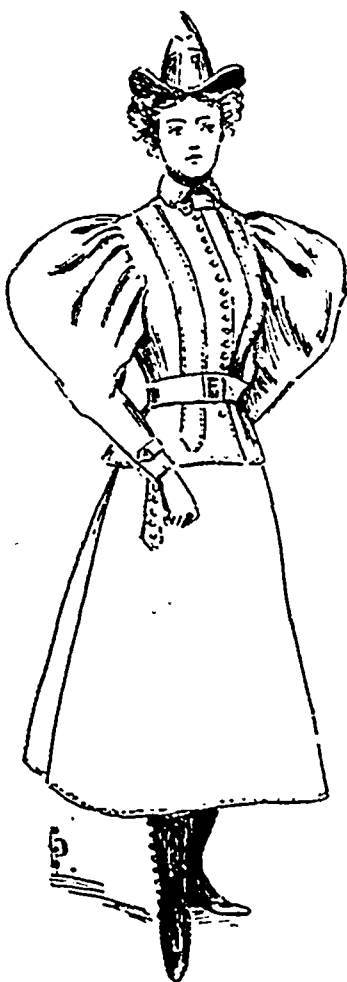
Where a tri-cycle is in question the matter has complications. It is necessary to have a width of gate and doorway not always to be obtained in limited town accommodation. It takes up an amount of room which cannot always be conveniently spared, and its storage becomes an anxious question. The bicycle is far more easily provided for. It can pass through the very narrowest door or passage, it can lean up against a wall without taking up much room, and it does not often require a whole shed or outbuilding for its storage, as the three-wheeler frequently does. But in a small town house, with no room for a shed outside, and only a straight passage from the front door to the back regions, it sometimes becomes a subject for serious consideration: What is to be done with even a bicycle?

An ingenious cyclist has conceived the idea of having stout hooks driven into his passage wall, high up, upon which his bicycle is hung by means of two cords and a pulley. When the cycle has attained its elevated position, above people's heads and out of harm's way, he lets fall two curtains of green art serge, with heavy ball fringes, which entirely hide the cycle from sight, and keep it free from dust and damp, this idea is so simple, and so ingenious, that I commend it to the notice of those of my readers who may have little house room for their bicycles.

But, wherever a cycle is kept, the chief point to observe is that that spot should be dry. Damp is the bitterest foe of the cyclist, and does more harm to his or her machine than any other enemy. Rust creeps in before one dreams of it, and such damage may be done in a few days as can never be set right. Put your

cycle, therefore, where it is dry and snug, and you will save yourself many a pang of regret.

If you are uncertain about the dryness of your storage, and have to leave the cycle without care for a week or two during the winter, you should smear over the bright parts with vaseline, which must be applied in the following manner: Provide yourself with a wide mouthed bottle of vaseline and a bit of old flannel. Smear the flannel well over with the contents of the bottle, and pass it lightly over all the plated parts of your machine. You must not neglect a single nut or screw-head. This will preserve the plat-



ing from rust entirely, and when you want to use the machine again, you have only to rub off the vaseline with a soft clean cloth, polish up the metal with a leather, and your cycle will be in shining condition once more.

When paraffin is used for cleaning clogged bearings, great care must be used that it does not get upon the tires; which it is apt to injure. When a machine is standing idle for a week or two, it is as well to empty the tires of almost all air. The same should be done for the pneumatic saddle, if one is used. There is a curious necessity for rest among inanimate as well as animate objects, and relief from constant tension and strain does even air-tubes good.

There is as much care needed when riding a bicycle as in storing it. Riders who treat their machines with rough indifference soon take off the fine edge of their perfection. Never ride over freshly-metalled roads, which will both puncture your tires and shake your machine. Never jar the cycle up against a curb or a gate in dismounting; avoid sudden sharp twists and violent jerks.

When a bicycle is at its best its running is smooth, easy, and regular. But to attain that perfection it has to be adjusted with care and nicety. It is extraordinary how slight a twist or jar may injure its smooth running, and leave it damaged to the end of its days. This is one great reason why one should never learn to ride on a perfectly new machine, and why one should steel one's heart against ever lending a good bicycle to a beginner.

One of the best ways of taking care of a machine is to keep it cleaned regularly; when mud is allowed to cake upon it, it cannot be removed without a quantity of dry dust being set in motion. This sifts invisibly into the bearings of the cycle, and the fine grit thus deposited in time rubs down the bearings, and removes their perfect roundness of surface. As soon as this happens, the running of the machine is spoiled, and the result will at once be felt by the rider. Therefore, mud should always be removed while still wet. Dry mud is also apt to scratch the fine enamel, and to leave either mud or dust on the polished surface is perilously likely to dull and deface it. A well cleaned machine will last good nearly to the end of its days, and will look well, and be a credit to its owner, even after its frame has grown shaky and its bearings worn.

There is a fad in some people's mind about reducing weight on a machine to the extent of doing away with a gear-case and making laced cords serve to keep the frock off the chain. It is a great mistake in my opinion. Those of us who remember pre-gear-case days, and recall our conscientious blackleading of our chains, can only marvel that anyone should be so rash as to court the same miseries that once were ours. An uncased gear in muddy weather is a thing to inspire one with despair. If the case be of leather or papier mache it is so light that it would be absurd to quarrel with its weight, and give it up on that account.

So important has woman become in the hunting field that the manufacturers have had to pay special attention to weapons for her use. The guns must not be so heavy as those for men. The coming of smokeless powders and long slender bullets fired from six or seven pound rifles has put women on a footing beside men, for the new rifles will kill anything.

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