

OUR OTTAWA LETTER

EXPLOSION OF THE MUCH-HERALDED GUNPOWDER PLOT.

The Contract System—Affairs in the North—The Committee's Report—A Big Industry—Seasonal Gospe.

[From Our Own Correspondent.]

Ottawa, Sept. 28.—The Tory newspaper correspondents have had a great time inventing what the Anglo-Saxon literary class calls "editions, privy conspiracy and rebellion" within the Government ranks. Sir John Macdonald had not been dead a month when the Tory party was torn by intrigues that culminated in the Holt, an affair without parallel in the history of parliamentary institutions; and the correspondents will have it that the Liberal party must be in the same ripped-up condition. Their best story was that the Quebec Liberals were "kicking" against Mr. Tarte's presence in the Cabinet. Mr. Beauregard of "La Patrie" was at the head of the mutiny and Mr. Laurier was nearly crazy over the situation. This news found place every day for a month in the Ottawa correspondence of The Mail and Empire. At last the explosion took place. It was in the form of a violent and libellous article against Mr. Tarte in an obscure Montreal paper, the Libre Parole. The writer of the article, or rather the person who assumed responsibility for it, was Mr. Grenier, who had been advertising agent for Le Soir, a paper which the Montreal Liberals started for campaign purposes and allowed to die when it had done its work. Mr. Grenier says Le Soir owed him some money for salary and commissions. However that may be, he began denouncing Mr. Tarte, who had nothing to do with Le Soir, till Tarte got tired and resented it. Then he took revenge by getting somebody to write the libel in the Libre Parole for which he was promptly arrested at Tarte's instance.

This is the much-heralded Gunpowder Plot. As a Tory Minister used to say "the aim is to do nothing." The first man to vindicate Tarte against his defamer was Mr. Beauregard of La Patrie, the head and front of the Old Liberals who, it was said, were ready to tear him to pieces. La Presse (Independent Tory) also defends Mr. Tarte and applauds the arrest of Grenier; even La Minerve, the Tory organ has to allow that Grenier went too far.

The Contract System. At the end of his article Grenier printed a letter from a defeated Liberal candidate which reflects much discredit upon that defeated candidate. Mr. Tarte made it a rule to award contracts in his department to the lowest bidder. There is no higgler-miggler, no figuring up and fluffing down, no hoodling by wholesalers and retail, such as formerly disgraced the department. When two or more persons send in tenders for supplies that are lower than the rest and practically as low as each other, he has been in the habit of allowing the Liberal member for the county whose money is to be spent, or the defeated Liberal member, as the case may be, to say which of the bidders should get the contract. It appears that a defeated candidate wrote to a firm asking for "something for the boy" in consideration of his recommending that it should be given a coal contract. "Business is business," he said. It was a bad business for him. As soon as the contract was awarded, Mr. Tarte denounced the writer and requested the firm who had received smaller letters from the same source, to forward them to the department. A change has already been made in the mode of deciding between tenders that are the lowest, so that there will be no further temptation for defeated candidates or any one else to do wrong.

It came on the other day that Col. Tisdale, when Minister of Militia, entered into an agreement, on the eve of general elections with several firms, every one of them Tory, for the supply of clothing and equipment for the space of three years. It is alleged that tenders were called for in the usual way and that it was a mere coincidence that the contracts were all got by Tory houses like that of Major Sanford, of Hamilton. Perhaps it was. But what might have been Mr. Tisdale's without the author of the paragraph, no money having been voted for the purpose, to make contracts extending over three years, especially on the eve of the elections when a new Parliament was about to be chosen? It is strongly suspected that some of the fortunate contractors came down handily for the money. I mention these things because they serve along with the huge scandals of former times to make out a case for a radical change in the contract system. The United States Government, which has had a long and varied experience, has adopted the plan of opening tenders publicly and awarding contracts publicly in order that there may be a check on all concerned. We employ the secret method. No one knows anything of the facts of an award till months after the work of supplying of material has begun, and then only when returns are moved for in Parliament. It is not disloyal surely to profit by American experience. Under their plan hoodling is unknown, for the work is altogether in the control of officials who have no need of campaign funds; there is no favoritism, for the officials are not politicians; no extras, and the taxpayer can see for himself that his interests are being properly protected. Moreover in the States none but experts are employed in dealing with the contracts. What does a Canadian Minister or his deputy, for that matter, who may be lawyers, journalists, or brewers, know about the quality of military clothing or the merits of a certain coal?

Affairs in the Northwest. It is a painful subject, yet one cannot help noting how completely Liberal proclivities regarding the outcome of a Tory policy in the Northwest have been fulfilled. Liberals pretend to agree, but in fact they are not. They are not to be trusted in the work of the protection of the settlers. It was not the way, they said, to make him prosperous during a period of agricultural depression with farm prices abnormally low. They protested, too, against the exemption of Canadian Pacific lands from local taxation. The company selects the best lands it could find. By the scheme they were to be exempt for twenty years from any kind of the patent by the Crown. But the Tory Government stood in with Mr. Van Horne and did not issue patents till the land had been sold to settlers and then not till the settler had paid up all he owed to the company. The people imagined that the exemptions would cease twenty years after the company took possession, say in 1909, six years hence, whereas the company has not yet patented an acre of its millions of acres of unsold land, and patents have not been issued on a portion of that actually under cultivation. The expiry of the exemptions is thus practically as far off as it was in 1882.

Liberals also urged that the road should not be built through the wilderness north of Lake Superior. Mr. Blake's protest was backed by so good a Tory as Sir David Macpherson. They said: "Use the American railways up to Pembina and start your Canadian Pacific from Winnipeg westward, building branches north and south as colonization calls for them. By this means the settler in the prairie region will not have to pay in exorbitant rates for the loss operating the long stretch of desert between the Ottawa and Port Arthur." The Tories declared this to be disloyal; an all-Canadian route was necessary at any cost to "build up the Empire." To Sir John's repeated assertion that the road would not cost the taxpayers of the older provinces a dollar, as its construction would be defrayed from the sale of Crown lands, Liberals replied in substance that he was talking nonsense. Every one who doubted was along with an estimate, and the subordinate who was a wild "stretch-er" as himself, that the lands would net \$60,000,000 in ten or fifteen years and the wheat crop amounts to 640,000,000 bushels. Liberals answered that he was humbugging the country or else had allowed his riotous imagination to get the better of his common sense. This was disloyal too. Every one who doubted was a traitor and champion of Dakota. You can't be loyal and patriotic to your own country," was the cry of the high-minded Tory statesmen, "get out of it."

The Committee's Report. Unfortunately, it was the settler who got out of it. After twenty years of notorious booming and lavish expending that has loaded the Dominion with an appalling debt, the Northwest members and Independents like Mr. Dalton McCarthy confess that the whole business amounts to a fiasco. The report of the special committee of which Rev. Dr. Douglas, member for East Assiniboia, is chairman, is a practical acknowledgment that the Liberals were wrong and that, if their advice had been taken, the Northwest would not now be seething with discontent, a burden and a menace to the rest of Canada. It is gall and wormwood to Sir Charles to see himself shown up by events as a mere visionary and blatherer. The sad part of it is that even if Grenier should ever have followed such a cautious course, he can retire with a fortune. The taxpayers have grub along with a debt of \$300,000,000 on his back and precious little to show for it.

The special committee says the Government must undertake the regulation of C. P. R. rates or the settlers cannot have their prices as they are. How is it possible to regulate rates when the cause of the good sections have to pay for the loss on operating between the Ottawa or Sudbury and Port Arthur. Shall we have to assume that worthless division and run it as a Government road? Then the Railway Act provides that there shall be no Government interference with rates till the earnings of the whole line are sufficient to pay 15 per cent. per annum on the amount normally spent on construction. How is it to be done? Surely, it would be cruel and unjust to give over to the farmers of Ontario to incur fresh burdens in order to appease Mr. Van Horne. Yet here we are, after voting \$100,000,000 in money or money's worth to this great enterprise, face to face with the fact that as an agent for "colonizing" the Northwest it is a flat failure.

A Big Industry. Two or three days ago there was a meeting between Ministers and an influential man from Toronto interested in distilling to devise ways and means of fighting the gigantic smuggling traffic that has been going on in the Lower St. Lawrence. Bail de Chalouers and all along the New Brunswick and Nova Scotia coasts for the last fifteen years. The reader has doubtless read in the papers about the smuggling traffic in Newfoundland in which Ministers of the Crown and members of the legislature are said to have been "interested." Well, the Newfoundland smuggling is not a patch on the smuggling done in Canada. Corn is sold 50 over proof, from American distilleries in Canada, and then sold as Quebec by the ship load, then reduced to drinkable strength by the addition of water and sold as "white whisky." This is one branch of the trade and a most profitable one. Then brandy, Scotch whisky, gin and other spirits, imported free of duty into the French islands of Miqelon off the south coast of Newfoundland, are smuggled into our coast waters, beginning at Quebec, also in ship loads. This is the other branch. Between the two the estimate of smugglers makes an enormous lot of money every year, and of course the Canadian revenue is defrauded and the distillers "beat" out of just so much business. We have cruisers watching the Gulf and an army of preventive officers. Now and then a seizure is made but in reality the smugglers have it pretty much their own way.

It is more than suspected that members of the Dominion Parliament, and Ministers, too, have been paid regular "divvy's" for protecting the traffic. It is too late in the season to begin a campaign against it, but Mr. Paterson is determined to stop it if he can and to root out the whole conspiracy. Every part of the public service seems to be corrupt to the core.

Seasonal Gospe. The Tories are amusing themselves by letting fly canards about the Manitoba School question. Mr. Slifton, Mr. Martin, Mr. Abbe Proulx, Mr. Drolet and the Pope. It is not worth while contradicting them. The School question will soon be settled in a way so satisfactory to the men, and that without Federal intervention. Mr. Paterson has handed his seasonal allowance to the widow of Mr. Clarke, who was returned for North Grey in June.

There is a demand among the farmers of Ontario for meetings to be addressed by Sir Richard Cartwright. He is by odds the strongest man with the farmers in Ontario. They know that the farmer is honest, fearless and capable, qualities that count for something in times like these. Nicholas Flood Davin has been much in evidence lately, indeed he considers himself one of the regular Tory leaders. When his party was in power he had a

habit of talking Grit and voting Tory, which did not please it. He felt it hard that he should be passed over in the allotment of portfolios for such poor sticks as Dewdney and Daly, and rapped them at every opportunity, which still further impaired his standing in the party. No one knows what he is driving at now, unless it be that he wants to succeed Tupper. He for one believes that he is just the man for the post. Nicholas is a good fellow and would have made his fortune as a comedian on the stage, but politics is not his "bolt." Tupper the Younger is apparently laying pipes to succeed his father, but the Tupper star fell below the horizon a dull thud on June 23. GATINEAU.

Delicious Green Corn. There seems to be a difference of opinion in the medical world regarding the virtues of corn. Many medical authorities approve of corn, while one of high reputation holds that the few vegetables unfit for human consumption is corn. Fresh, sweet green corn is a luxury one does not like to be deprived of. Sweet corn like peas loses its sweetness very soon and should be cooked as quickly as possible. Do not remove the husks until just before it is required for cooking; then take off the outside husks, except the leaves close to the corn, turn these back and, removing all the silk, recover the corn and boil or steam. Do not salt the water in which the corn is boiled, as it tends to harden the hulls. Corn is one of the best things to take to a picnic. It may be boiled, leaving part of the husks on, and rolled in a blanket, and then covered with paper. The corn will then remain hot for several hours. What can be nicer than ear of sweet corn roasted in hot ashes? Pull the charred husks back and eat with plenty of sweet butter and salt. To make a corn chowder, cut half pound of salt pork into inch pieces, slice four onions together thin, and boil the pork and onions together thirty minutes in two quarts of water. Peel and cut four medium sized potatoes into slices thick enough to keep their shape after they have been cooked. Add these to the soup and boil ten minutes; mean while scald one quart of milk. After the potatoes have been boiled add one quart of grated sweet corn and then the hot milk and let the soup come to a boil. Cover the bottom of the soup tureen with butter that has been browned and buttered, pour the soup over them. Sprinkle pepper over the top and serve. For cream of corn soup: Put one pint of grated green corn into a pint of hot water and let it cook half an hour. Place a generous quart of milk over the fire in a saucepan with one onion cut in quarters, and let them come to a boil. Mix two eggs with a pint of milk and butter with the same amount of butter with a little salt. The mixture should be poured into the hot milk to moisten it, and make a smooth paste before adding the boiling milk and cook ten minutes. Remove the onion, and add the prepared corn, season with salt and pepper and serve. Philadelphia Times.

Why She Gets Hurt. Five out of six bicyclists who sustain more or less serious injuries in accidents of one kind or another, are said to be women. At first sight this would seem to indicate that women are not so expert as men in the management of the wheel or that they are imposed upon because of their weakness and their inability to defend themselves from "scorchers." Neither theory is correct. It is true that the woman beginner is the target of the road. She plunges and wobbles from curb to curb, with a charming indifference to the safety of wheelmen and pedestrians alike, and cautious riders invariably turn down side streets or dismount at her approach. But once she has mastered the wheel, she is fully able to take care of herself as well as to sterner sex. The trouble arises not so that she won't do it. Whether or not it is owing to the fact that she has been accustomed to deference and consideration all her life, the fact remains that the average woman on a bicycle will calmly perpetrate "eyelling, misdemeanors" from which the male cyclist would recoil in terror. She will ride upon the wrong side of the road, she will "cut" between two wheels, she will ride in the wrong direction and she will dismount at the right of way with anything from a baby carriage to a locomotive. Of course not all women riders are guilty of these high crimes against cycling etiquette, but the wheel men of any town, with the recollection of many a cold sweat caused by narrowly averted collisions, will testify that lovely woman is usually an object to be dreaded when she takes to the bicycle. It is not her weakness that gets her into trouble. It is the rashness and confidence inspired by a hereditary proclivity to do as she pleases, that causes the fair cyclist to try conclusions with ice wagons and sprinkling carts whose drivers can't or won't turn out at her approach. And nothing will save her from further disaster except the recognition of the fact that the rules of the road, cannot, unfortunately, be changed to suit her wayward fancies; and that, for example, between a trolley car and a bicycle is likely to prove disastrous to the bicycle, even if it be ridden by a woman.

Shoes Heated by Water. Warm feet during wet weather are the best protection against so-called "colds" and their often dangerous consequences. Rubber shoes and cowhide shoes have been pretty generally used to avoid getting cold and wet feet, but a new and very curious means to warm the feet has recently been patented by Paul Wonneberger, of Grinn, near Dresden. He calls his invention "Heatable Shoes." With the heel of the shoe, which is hollowed out, there is a receptacle for a glowing substance similar to that used in the Japanese hand-warmer. Between the sole, imbedded in asbestos, and the rubber bag, which is filled with water, the water is heated above the heel, and as it circulates while the wearer of the shoe is walking, it keeps the entire surface of the foot warm. A small safety valve is provided, that the bag may not burst. The warmth given by this sole never rises above 70 degrees Fahrenheit, and will last for about eight hours. The shoes are little heavier than ordinary ones, and the sole is but slightly thicker than that of the so-called wet weather boot. St. Louis Globe Democrat.

Mysteries of Navigation. Sweet Grit (In a rowboat)—What is this place in the back of the boat for? Nico Young-Man (That is) to put an ear in when you want to smell the boat. Rowing requires both ears on one side; but in sculling only one is used. That is placed at the back and worked with one hand. Sweet Girl (after meditation)—I wish you would try sculling for a while.

HOUSEHOLD

Rules for Parents.

As far as you can, choose your son's associates. See to it that you know all his friends, and let him feel perfectly free to invite them to the house. Take pains to make him and them comfortable and happy. He will not be slow in appreciating your thoughtful care. Tell your little ones fairly tales. They will lead them to believe in friendly though invisible forces which assist the will; they will lead to a hope for a happiness unknown to real life but which nevertheless exists because they themselves experience it under the spell of the fairy tale. Be reverent in approaching children. Hold yourself in remembrance that far more important than emotional outbursts that cry and sob and tears is the steady resolve to do the thing that is right, the thing that Christ bids to be truthful and obedient, unselfish, pure and noble. Note that when a child once realizes that you cannot remit a punishment because it would be wrong, the galling sense of unkindness vanishes.

Making the Bed. In making up the bed one point that is especially insisted upon is that the under sheet shall be laid smoothly and drawn over the mattress so tightly that no wrinkles can annoy the patient. For the invalid's bed this is secured by pinning it to the mattress underneath. While this may not be necessary for the ordinary bed, it carries a suggestion of value, especially for the nervous sleeper, to whom the loose wrinkles of a carelessly made bed may be a great disturber, though in many cases perhaps unconsciously so. This is particularly important where the sheet are coming to be pretty generally recognized as more conducive to comfort and health. In making the bed, tuck the under sheet well under the mattress on one side of the bed, and then from the other side draw the sheet as evenly and as tightly as possible across the bed until it is perfectly smooth, and then tuck in the sheet also firmly under the mattress. The upper sheet should be long enough to fold under well at the bottom, and at the top to leave a good margin to turn over the blankets or other covering to protect them. This is not only comfortable, but tidy.

A Utility Screen. People who occupy flats resort to all manner of makeshifts in order of them turning out to be bits of real ingenuity. The utility screen is one of these contrivances, and while being an ornament to the room, is essentially useful. The outside of the screen may be decorated in any way desired. The most durable and easily managed framework is made of bamboo set together in slots, while a durable covering that will not readily soil is the dull colored denims, either figured or plain. The inside of the screen may be covered with white oil cloth, the sort used commonly upon the kitchen tables, so that when soiled it may be readily wiped off. On one side fasten hooks upon which will be hung stockings or any small article of wearing apparel, to dry or to air after ironing. Another section of the screen will be arranged in bags, receptacle for dust cloths, cleaning cloths, etc., or any of the unsightly, but necessary implements of household warfare.

Several Sauces. A good sauce for baked fish made without butter, eggs or milk is as follows: Remove the fish from the baking tin, pour off any fat, and shake in a teaspoonful of brown flour; add half a pint of fish stock, a tablespoonful of ketchup and a pinch of salt. Stir all well together. A teaspoonful of made mustard and chutney or a teaspoon of chovy may be used instead of vinegar. For boiled fish, add a teaspoonful of grated horse-radish in a gill of fish stock, add a gill of light wine, a tablespoonful of vinegar and lemon juice, a teaspoonful of soy and anchovy essence and sufficient flour to make the sauce the consistency of cream; pepper and salt to taste. Of course a little butter would be an improvement.

For the cutlets fry a sliced onion in an ounce of butter, when brown remove them and add a dessert-spoonful of brown flour and half a pint of good stock, boil up the sauce, add two tablespoonfuls of tomato sauce, a teaspoonful of anchovy essence, a tiny lump of sugar, a squeeze of lemon, pepper, salt, cayenne and a tablespoonful of sherry. Peel, wash and parboil French beans in a maitre d'hotel or any dressed vegetables form a center for the cutlets.

About Pins. Thorns were originally used in fastening garments together. Pins did not immediately succeed thorns as fasteners, as hooks, buckles and laces. It was the latter half of the fifteenth century before pins were used in Great Britain. When first manufactured in England, the iron wire, of the proper length, was filed to a point, and the other extremity twisted into a head. This was a slow process, and four or five hundred pins was a good day's work for an expert hand.

Potatoes Crumbed. Take some large new potatoes. Wash, scrape and boil gently till tender in boiling salted water with a sprig of fresh mint. Lift out, dry lightly in a cloth. Split in halves lengthways; season with a dust of salt and pepper. Lay on a hot dish or platter, pour all over them a little warmed butter, mix with a skewer, and cover with brown crumbs. Lay on a buttered tin, and bake about ten minutes in a hot oven.

DONGOLA.

THE BRITISH CONQUEST ON THE UPPER NILE.

The Town Not Defended When the British Bombaraded It—Something About the Expedition—The Derivishes. Our readers were informed, early in the past week, that the British had captured Dongola. The accompanying map shows how far up the Nile valley this little-known town is. The actual taking made no resistance except that the natives British boats. Dongola itself was not defended, and the British promptly landed a force, captured a quantity of treasure, all the Derivish books which were kept there, and seven grain-laden boats. It was in March last that Egypt became the scene of a British campaign.



ENGLAND ON THE NILE. Map showing Dongola, recently taken by the British forces.

For six months the Queen's troops have been pushing their way up the Nile. What is it all about? Italy, hoping to compete in the race for territorial aggression in Africa, pushed her outposts too far into the territory of Menelek, her nominal liege, and the penalty was the massacre of the Italian army of nearly 5,000 at Adowa, in the Kingdom of Tigre (Teogray), northern Abyssinia, early in the present year. With European sentiment raised against the tribes of the upper Nile region by this most serious of military disasters of recent years, England seized the moment to propose a punitive expedition against her old enemies, the Mahdists of the Soudan. She proposed to pay for this with the civil funds that would otherwise apply on Egypt's big debt.

France saw in the move not only a loss of French holders of Egyptian bonds but the logical probability that England will, by the conquest of the Soudan, establish another most important link in her African possessions, which will leave only one gap in her great chain of territory from the Cape of Good Hope to the mouths of the Nile. Such a chain once established would put an end to French aspirations in that beautiful northern territory, that divides the upper Nile from the upper Nile valley. France protested, ostensibly on the ground that Egyptian funds should not be squandered on an expedition for which she urges there is no pressing demand. Italy has every reason to encourage a great military move up the Nile that will occupy the natives of the region and threaten Abyssinia from that side. Germany and Austria's interests are neutral holders of the Nile valley, but naturally go to the ally, England. England thus found herself in full accord with the triple alliance, which thus becomes virtually a quadruple alliance. France aligns on the opposite side and Russia stands with her on several grounds. First, King Menelek of Abyssinia is a Christian, who, by a special mission to St. Petersburg last year expressed a desire of allegiance to the Russian Orthodox Church. Russia is thus the religious sponsor of this little Christian oasis in the desert of pagan Africa, and cannot but resent Italy's designs on Abyssinia.

So much for the political aspect of the move. Look at the material aspect. Prime Minister Salisbury perhaps designs to conquer the whole of the Soudan and give England a new lease on Egyptian affairs. He received notice from Italy that the derivishes were likely to attack Kassala, a point Italy decided to abandon. The derivishes have for years been making disastrous raids on the peaceable Nile farmers. The situation is more than sufficient, the Salisbury Government has said, to justify this expedition to repress them.

Dongola, on the Nile, between the third and fourth cataracts, has been the objective point, and now becomes the base of operations whence the expedition is called the Dongola expedition. Ass-swan, with the "a" accent on last syllable, is the limit of the Egyptian civil authority on the Nile, and as far as the most enthusiastic Nile tourist ever goes. It is over 500 miles from Cairo. But Dongola is nearly 600 miles further, and Khartoum, the old capital, and 600 miles beyond by the windings of the river.

In 1888 the derivishes attacked, and made an attempt to push into Lower Egypt, but they were suppressed the next year, the campaign ending in a most fearful slaughter of the derivishes. Grenfell, the English commander of the Egyptian forces, feigned retreat; the derivishes fell into the trap and they were sacrificed to a man. Long after the issue of battle was decided, the fanatical natives continued to hunt themselves into the breach, only to meet a certain death, refusing all quarter and giving none. They fought as only men can that are imbued with the highest sense of the justice of their cause. They are brave to the furthest limit, and indifferent to death, and thus they are a very hard enemy to fight.

Don't who are they, these derivishes? They are the fanatical followers of Mohammed-Ahmed who, in the year 1881, proclaimed himself to be "Mahdi," or "Prophet," who, as prophesied by Mo-

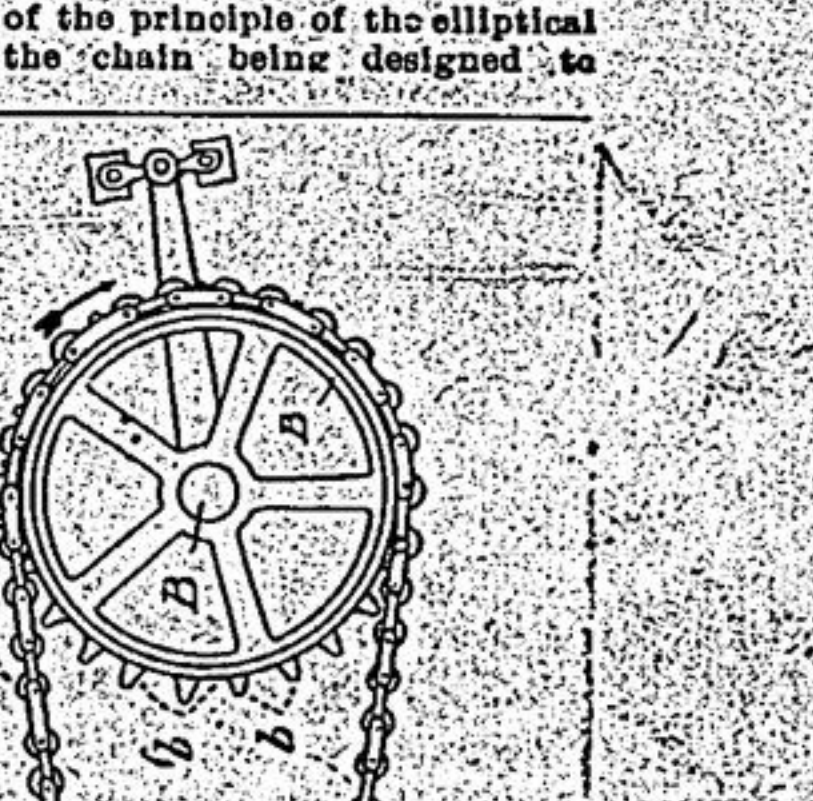
ammed was to appear on the earth about this time to exterminate all unbelievers and turn the world over to Islam. He and his enthusiastic disciples grew obstreperous and in August, 1881, Gordon by reason of her sponsorship of Egyptian affairs, was forced to send an expedition against them. Hicks Pasha's army, the first sent, was massacred, and England decided to withdraw. But meantime the Mahdists surrendered at Suakim on the Red Sea, Kassala, Barber, Khartoum and elsewhere, and it was then decided to send Gen. "Chinese" Gordon to the relief of the desert from Suakim. Gordon reached Khartoum in the spring of 1884; and there, without reinforcements, he and his brave troops were butchered by the Mahdists. Thus ended the fatal Soudan campaign, and the people of England have never forgiven the Government for thus leaving the intrepid Gordon and his men to their awful fate. The battle was left drawn, the Mahdists retreating into the Soudan, and the remnants of English troops being withdrawn. Thus England has an old score to settle.

NEXT YEAR'S BICYCLE. Manufacturers Are Undecided About Fixing Their Prices. A vexatious question just now among cyclists and prospective cyclists is the price that a first-class wheel will bring next year. Whether one may have had then for the same price or less than it fetches now, or whether the price will be advanced, no one seems able to tell absolutely. The oldest makers of \$100 wheels say that it would be disastrous to their business to sell machines at the low figure which several younger manufacturers have named, and at the same time furnish each customer with a guarantee. On the other hand, it is said in some quarters that enough money is made by many of the concerns which have cut their prices to warrant their continuing the experiment next year. It is understood also that certain of them have promised to offer even better wheels at a cheaper price next year than now.

Experienced wheelmen seem to believe that the difference in quality between the component parts of high grade bicycles is so marked as some of the stock of those machines would have the purchase of it. These riders say that the construction of all durable wheels, and it is true that some of the high-grade wheel-makers employ more skillful workmen than others, the fact is often discernible both in their wheel's appearance and use.

Whether the wooden bicycles which are promised for next year will materially affect the wheel trade remains to be seen. Their advocates say that the wheels will have many advantages over those with metal frames. Nobody was surprised when wheels of disputed quality were sold at a low price, but now that those of a standard make can be bought for half price, everybody is set to thinking. When the stock of wheels now selling so cheaply is exhausted, cyclists wonder what the dealers will make then. Persons who will want wheels next year are probably safe if they wait till then before buying. N. Y. Sun.

New Bicycle Chain. A bicycle roller chain has recently been patented. The idea embodied is a variation of the principle of the elliptical sprocket, the chain being designed to



NEW BICYCLE CHAIN.

give an increase in power on the sprockets both front and rear, at the time when the crank leverage is least. To accomplish this each link is fitted with a roller at its connection, the rollers being of unequal size. At the point where the crank exerts the greatest leverage they are small, barely exceeding in diameter the width of the chain, but as the rollers gradually increase in size till at the crank dead center they are of the greatest diameter. The inventor expects in this way to give the rider an advantage at the points where it is most needed.

The problem of utilizing power at dead centers is so old that mahonists as bicycle riders regard this invention with interest as a possible solution.

Hints From the Saddle. When you mount be sure to go to the curbing on the right-hand side, and mount from the right-hand side of the bicycle. Never look behind you on any account—vehicles coming up behind you will be guided by your movements. Never pass in front of a car at right angles; you don't know what is on the other side. In approaching a side street intersecting the one you are on, at right angles, go slowly and keep to the right. One must be careful about children and dogs. Shout at the dogs so as to frighten them away, but children must be told which way to run. If the road is slippery with mud or water, go slowly and take large turns when turning from one direction to another. Don't keep behind a cab; turn to the left and pass and get ahead of it. This is more agreeable and safer. A wheel in this way, getting jammed in by vehicles. Don't try to pass at right angles in front of cars or trucks. Go behind them. Blowing accidents owing to machines slipping seem to be increasing in number.