THE OMAHA DAILY BEE: SUNDAY, APRIL 12, 1896.



prominent feature of the deliberations of cipation are fine old words and stand for state assemblies. The legislature of New Biate assemblies. The legislature of New glorious principles of human economy, but Jersoy, having made a good start in behalf when they are employed to justify the parade of improved roads, has passed a bill imposing of a hideous infirmity of judgment or a miracle of bad taste, suffering aestheticism sovere penalties on persons convicted of placing glass, nails and other terrors of the pneumatic tire on public highways. The question of taxing bicycles has had some lar measure is pending in Maryland. In that state it is proposed to assess bleycle owners \$2 per annum, the money to be devoted to the 32 per annum, the intervent of state roads. The legislative were two young ladies one morning, perhaps measure which attracts almost national inmetersree which attracts almost national in-terest is the bill classing bicycles as baggage pending in the New York legislature. The bill requires railreads to carry a passenger's bicycle on the same terms as his trunk. It has received the approval of one branch of has received the approval of one branch of the legislature, and a lively battle between the wheelers and the railroads is certain before the measure is enforced as law.

While the solons of New York appear favorably disposed toward the bicycle-baggage idea, western railroads take the opposite view, and have put forth a bicycle tariff through the western association. The sched-ule is a sliding one. The basis of the charges for the wheel is "the same as for fifty pounds of excess baggage." The wheel doesn't weigh fifty pounds, and let it be understood that it is not baggage, in the view of the railroads; neither is it excess baggage, although some may claim that the charges are excess charges. To begin with, the passcr ger must pay 25 cents to start his wheel, and he must have a ticket for it just the same as if it were a passenger. This is the minimum charge, and goes whether the wheel

goes more than a mile or not. The further charges are figured on the sum paid by the owner of the wheel for his ticket, advancing owner of the wheel for his ticket, advancing in progression of a nickel a jump. For ex-ample, if the fare is between \$4.21 and \$5 the charge for the wheel is 20 cents. If the wheel owner has paid between \$10.01 and \$10.35 for himself it will cost him 65 cents for his wheel. Having paid \$20.01 fare, his wheel for a will be \$1.25 cm a \$68.35 toket wheel fare will be \$1.25; on a \$68.35 ticket the wheel charge will be \$4.10.

The ticket issued after the wheel is delivered to the baggage agent is a coupon affair especially designed for the use. The first or lower coupon is the stub, and is kept by the baggage agent. The second or middle coupon supplies h's identification when he calls to reclaim his property. The other coupon is attached to the wheel itself and is an exact duplicate of the one held by the owner.

BICYCLING IN LONDON.

Throngs of Wheelers on the Thor-oughfares of the Metropolis. Any morning that is favorable it is worth one's while to turn off Piccadilly into Hyde park, writes the London correspondent of park, writes the London correspondent of the Times-Herald. There is always crowd enough to guide the unaccustomed visitor to the scene of interest. The southern stretch of the Ring road, a considerable part of which skirts the so-called Serpentine, is the exercising course of the lady riders of bicyiter the haunts of fashionable idlers, and therefore admirably suited to sensitive ladies who do not care to have members of their own world look on, amused or derisive, when wheels wabbled under the novice and falls were not infrequent. But as "all sorts" gathered there, the necessity of reasserting their exclusiveness was impressed more the haunts of fashionable idlers, and skirt.

Legislation in the interest of wheelers is a male pedalers will appreciate without mishas a right to demand the suppression of gawks in bloomers and cyprises in tights. the immense superiority of the better class English woman bicyclists to the French consideration in the Iowa legislature. A simi- dames of the bols in the mere matter of appearance is so great that you can-not fail to recognize the fact that refinement refinement gives charm and distinc-tion even to a bicycle riders. There white quill each. These girls were tall and classically siender, with just enough tint in heir clear complexions to mark Cupid's kisses on their checks. As they wheeled up and down the course laughing and chatting

ogether they offered a most convincing argument against those persons who de-nonnce the woran-bestridden bleycle as a machine popularized through the machina-tions of Pluto's successor. At the same ime a physician here who has a special practico declares that there has been a great in gease in the percentage of certain disorders since women took to riding the bicycle. "But," he said, "that is because so many overdo it-exerting themselves too much and riding when they shouldn't. As you see it by the Serpetine, bloycling is undoubtedly an excellent exercise. It is 'roading' that plays

NOTES AND NEWS.

the deuce.

Verious Matters of Interest to the Wheeling Multitude.

Benzine cleans well and evaporates quickly. It may seem paradoxical, but it is none the less true, that the bloycle makes the fat man thin and the thin man fat.

Always keep the tires well inflated, and when oiling the machine be very careful not to drop any oil on the rubber.

Samples of folding bicycles are being tested by the Russian and Prussian army authorities, and it is reported that If they prove satisfactory the latter country will order several thousand of them. Ladles who are just beginning to ride should dismount and walk up the hills; the

walk for a short distance after having been on the wheel for a mile or two will be found refreshing, and they will feel more like coninuing the trip at the top. Bicycles for messenger service in London

are much more widely employed than in this country. The telegraph companies there use 3,450 bicycles for telegraph messenger service in London and 13,350 in England.

two towns. They have agreed to collect the ashes of the two towns and put them on the road.

The most extraordinary costume ever seen on a lady cyclist appeared in Hyde cles. Formerly Battersea park was the chosen resort of the female Ixions, the selec-tion being made because that park is remote with black satin knickerbocker and no over-

earances it is an ordinary skirt, cut so ternity of the company are urged to turn devery as to hang wrinkless. In realty, it is divided at the back, giving a skirt that The button craze has struck Omaha with

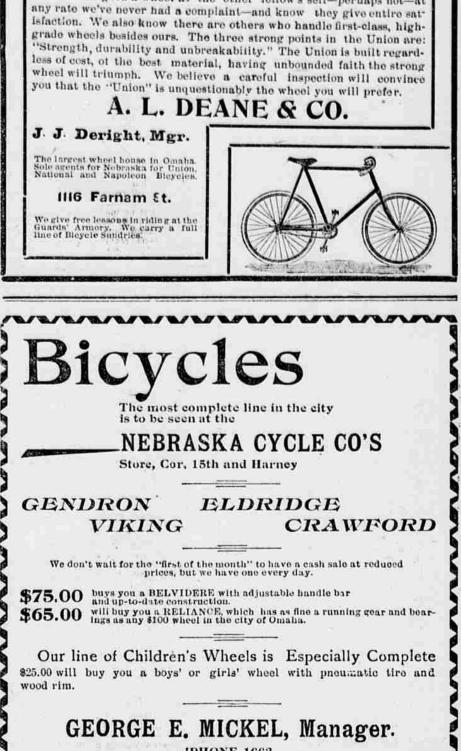
s carr to mount and dismount in, and one hat looks better than the common skirt. full force, and it has a fascination for youths

THE BAD BOY'S TRICK.

Story of Miscarried Laundry that Pro-voked a Domestic Row. "Say. you ain't got no padded porous is you'" asked Clinton of the drug-he rushed inco the store last Thurs-

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think it's as good a wheel as the other fellow's sell-perhaps not-at

leader-perhaps you've heard of it. We

gathered there, the necessity of reassering their exclusiveness was impressed upon the more select divinities of the wheel. Finally a concession was secured by which the sacred precincts of Hyde park could be invaded, and the road along the Serpantine was designated as the course for biking in the forenoon hours. At first the spectators were only chance passers, or those attracted from the usual assortment of park strollers and loungers. By degrees the interest ex-tended until now it is quite a fashionable employment to ride, drive or promenade to the Serpentine to see the lady bicyclists taking their morning airing.

This morning (March 14), the spectacle was uncommonly animated and interesting, it being the first since the advent of spring that uncommonly animated and interesting that coupled serene skies and warm south breazes, the number of light spring costumes and the absence, in general, of overceats and wrape lending a gayety to the ridero and spectators that was quite in the spirit of a fate occasion. Along the walks that border the road and leaning over the iron ralitogs were throngs of well dressed people, while standing about were parties of persons on horseback, a particularly interesting group of young women occupying a position where the road enters the main drive. There were many carriages, carts, etc., and riding or driving up and down the course of the bi-cyclists were those who pretended to be occupied with their own concerns rather than curious to see what engaged the attention of the could. Ye have but to stroll along the curious to see what engaged the attention of the world. You have but to stroll along the walk from the east to the west limits of the course to perceive that there is something functional in this matutinal concourse. The functional in this matutinal concourse. The smart walking gowns of young and middle-aged, pretty and not pretty women; the per-fectly proper get-up of young and would-be young men; the presence of dowagers and gentlemen who look like retired army offi-cers; the surga of conversational waves and the break of jest applauding laughter informs you conclusively that these easy people of good form are out quite as much to be seen as to see, and you make up your be teen as to see, and you make up your mind that this is a charming, ungarnished informal al fresco reception, in which the biinformal al fresco reception, in which the bi-cyclists take the place of musicians. Vying with the ladies in their new dress, over yonder is a slope of tulips breathing sweet-ness into the balmy air, their brilliant va-rieties rising from the green turf betraying one late a sort of intexication through the sense of sight. Then looking back to the orderly moving bleyclers you have a liveller consciousness of the real grace and modest dignity of the riders. These, if you please, are the "swell" bleyclers of London. There is nothing dowdy or gretesque or startling about them. Your antagonisms are not proved and your aesthetic sensibilities are not set upon the rack. These ladies do not

not set upon the rack. These ladies do not belong to the class that wear "knickers." Their, contumes, without exception, com-prise the short skirt, reaching just to the ankle, with jacket or closk or close fitting bodice, some of them rather expensively made, but all of them "smart" and attract-ively feminine. The headdrees is character-listically in keeping with the rest of the costume, and as the riders glide by (many a young and pretty face and trim figure) the eye communicates a solise of pleasure to the mind and there is a delightful freedom from eye communicates a police of picessize to the mind, and there is a delightful freedom from vulgarity at one extreme or indelicacy at the other in the habits of these genteel London lady "blkers." I could but mentally contrast this interesting and refined exhibition in Hyde park with one I witnessed in the Bois de Boulogne an afterneon in last September. The women rode by, singly or in groups, wearing tight-fitting trousers, of thin ma-terial, that stopped at the knee or just below, the stockings being almost invariably tightly drawn silk, so light in some instances as to be transparent, and the loose blouses were often on which one of the theorem. often so much open at the throat as to sug-gest a slage costume. Now and then, to be sure, came a woman in haggy trousers, and more infrequently a woman wearing a skirt and jacket, but the main impression one gets in Paria la that the majority of the female riders of bleycles are esecutes who have lost riders of dispetes are escottles who have lest the art of being seductive and are now trying to keep up their revenues by entrapping bokels. The English women-I have seen hardly an exception-sit firmly, yet easily erect, and, though they appendix grapidly enough, they pedal without violence, and payer lead one to generate the are artisted never lead one to suppose they are agitated never lead one to suppose they are agitated by a fear that they will not arrive in time to hear the lunch bell. Nor do you get the idea that there riders along the Hing road of Hyde park are especially in need of being subjected to a process of civilization. One who has loitered for an hear in Lin-cola park watching the infinite variety of fe-

A. A. Zimmerman says sit up straight when you ride. If you are out for a mild little jaunt you will enjoy it ever so much more if you eit up straight. There's nothing so attractive about the read that you should keep your eyes on it constantly. Sit up straight, and enjoy the scenery as well as the fresh air.

Not only is it desirable, on account of regard for the bronchial tubes, to breathe through the nose, but for the sake of betthrough the noise, but for the safe of better mouth should be closed while riding. The difficulty of "getting breath" common to beginners needs to be overcome by deep, abdominal respiration, not by gasping. Then there is the further advantage of beaching consoling on that their the hand breathing correctly, so that thirst, the bane of warm weather riding to all save seasoned riders, is not experienced nearly so soon. The New York bloycle corps of police are having fun chasing scorchers. Patrolman Brown recently eaw two men on a tandem coming down the pike like a locomotivewhen they saw Brown, the first man on the tandem merely moved his right hand from the handle bar, and placing his thumb to his ncce, wagged the fingers. This is a custom derived from the ancient Greeks, and is commonly supposed to imply derision. For the next half hour there was a lively race which ended in the police court, the scorchers delivering up \$3 each to the public

offers Edward S. Marcus of Chicago estimates that every pound of his bicycle supports 14 12-25 pounds. Mr. Marcus tips the beam at 322 pounds and his bicycle weaghs twenty-five pounds. Contrary to the usual effect of wheel riding Mr. Marcus thrives during the cycle season. When he first learned to ride he was stout, but not of his present ponderous proportions.

It often affords a bicycle rider much relief to relax his grip on the handle bars, if only for a few moments, during a long ride. While many would find rest by so doing, they are not sufficiently expert to guide the bi-cycle by means of their bodies alone. The The latest device to aid new riders in so doing is a steering strap. By using the strap it becomes possible for movices to ride "hands becomes possible for devices to ride "hands off" at the showeet gatt. Obstacles in the road can be ridden over with ease and the sharpest turns can be effected in the same manner as if the bands of the rider were gripping the bars. The strap is fitted to the form in much the same fashion as a shoulder brace, a cross-plece resting on the shoulder brace. The length of the strap is a shoulder blades. The length of the strap is adjusted by means of buckles. The strap can be carried under the coat when not in use.

ANSWERED IN THE AFFIRMATIVE.

The Question⁴⁴Is Bicycling Good or Bad for Women?"

A writer in the Jenness Miller Monthly discusses the question, "Is bicycling good or bad for women?" After quoting liberally from the experience of doctors, the writer answers the question in the affirmative and concludes with these sensible observations: How shall one learn to ride? Of, ten

woman who ride well one may not infrequently gather ten different experiences in learning to ride. One was taught in a riding avademy; one by an instructor on the read; one taught herself, and so on. Circumstances alter cases. The city girl will probably find it best to go to a riding academy, and not to venture upon the road till she can ride well alone, and knows "all about her wheel." even enough to make minor repairs in case of accident. The young woman of a Pacfic village very likely will learn to ride by taking a few lessons out of sight under the guidance of an accommodating brother. The only plint needful to relate is that any woman who withes to learn to ride and can get a wheel can do so.

What shall she wear? Dr. Dickinson has the view of the matter Dr. Dickinson has the view of the matter that ninety-nine riders out of every 100, both man and women, hold either openly or in secret, but many do not practice what they would preach if they told the truth, being fearful of criticisms. A woman cannot ride a diamond-frame wheel (a man's wheel), the stiongest and all round best wheel, if she wears a dress skirt. But if she cannot bring harself to wear the demast "knicker" ces-tume, there are skirts, which are the next hors, they are skirts, which are the next

all, knowing that without his vote Omaha would lose, and thinking thereby to square timself with both citles when, as a matter of fact, he only sank deeper in the estimation tion of those present. Commissioner Utt of the Commercial club offered them about everyhing that could be desired in the way o ntertainment and prize list, but his offers fell upon deaf ears, and we were turned down. By next year we should increase our membership in this city so that when the

annual election of officers takes place we can put men in the positions of chief consul, consul and secretary-treasurer who have ome principle about them." The investment company which is furnishng the finances for the Capital City Cycling club to conduct the state meet actually had the audacity to question the validity of a bond, signed by the Commercial club of

Omaha, when as a matter of fact this or-ganization could almost buy Lincoln outright if it wished, and have money left to throw at the birds

That the blcycle is a powerful factor in the tion of cycle departments in all of the big stores. The department store without its cycle department is the exception this year. The machines shown vary from the acknowladged high-grade machine, listing at \$100. and selling at that figure, to the brazed-tubing, cast-iron affair which sells for \$37.98. There is about the same relative merit in the machines as in the cost, but in the inverse ratio. The machine selling at some figure below \$40 is as undesirable as a white elephant, and lo dear at any price. Certain machines can be jobbed at this figure and be worthy of a purchaser, but to obtain the value of your money you must give up more

their "strictly high-grade, full ball-bearing" cracks. The bloycle rider who thinks he is a fast man simply because he has the handle-bar of his machine dropped away down, has toeclips attached to his rat-trap pedalo, and riles along doubled up like a jack-knife, and wearing a perpetually careworn expression on his face, travels in the same class with the ostrich, which, scenting danger, buries its head in the sand.

At their regular monthly business meeting held in the club rooms Tuesday evening last, the Omaha Wheel club elected the fol-Louis Napoleon Duberry Malone was not out lawing officers for the coming year: J. L. Livesy, president; F. H. Siefken, vice presi-dent; C. L. Light, secretary; G. W. John-ston, treasurer, and F. E. McCormack, cap-tain tain.

The Tourist Wheelmen made their first run of the season last Sunday. Bennington was their destination, and about twenty of the boys turned out, everybody seemed to enjoy the trip, the roads being in ex-cellent shape, and the weather all that could be desired.

The Omaba Guards Wheel club, under command of Lieutenant A. P. Cone, enjoyed their first run of the season, in fact about their first experience in country touring under this name. Many of the members belong to different cycling clubs in the city and have, therefore, had considerable experience in this line, being old-timers at the game, but a number of this organization are this season's riders, and were pretty much the worse for wear the next day, and had it not been for the advice professed by had it not been for the advice proffered by Private Pixley in recommending a linimen and a good rub down, probably their first run would have been their last. About 3 p. m. in the neighborhood of thirty men donned their uniforms and leggins, mounted their two-wheeled steeds, and wended their out Sixteenth street to Locust, crossed

to Twentieth to enjoy the good road h through Miller's park to Florence

point, but unlike the weather, which last Sunday turned out to be that of a cool day with only an slight breeze, it was the re-verse so far as the wind was concerned, the wind blowing at such a velocity as to make walking much preferable to riding any of the upgrades, and being the first run of the season the boys had not become hardened to riding so but what the end of the trip found the majority of them as much fatigued as if they had just finished up a century ride

nstead of a spin of same thirty-two miles Today-weather permitting-the club will visit Fort Calhoun, a distance of thirty-six miles, roundtrip, and should there chance to be any ambitious centurian along who de-

sires to take a trip over the Tekamah course the trip thus far covers the majority of the hills and the balance of the journey is comparatively easy. Ed Black expresses his regrets that it will

be impossible for him to join in the many pleasant country jaunts this summer, but expects ere this issue of the paper is off the press to have started for Chicago and his trip on east, and while the Tourists are enjoying their accustomed outings here he

ousiness world is evidenced by the introduc- will be taking in the sights of England, Scotand and other places of interest. Many words of praise were heard from the

boys regarding the excellent manner in which Captain Spencer conducted the fun last Sunday, and it is the bellef that all the runs in the future will be such as to warrant only favorable comment on the part of all who may participate in the club runs. Those who started out on the first club run were: Captain Thomas Spencer, Herman-Gunther, John Parish, Ben Hosford, Jack Culley, B. G. Langtry, H. C. Hariry, W. H. Potts, bugier, Charles Wille, Harry Jones, Ed Schrader, S. R. Langtry, Fred Guldner, H. H. Neale, J. M. Lowe, H. S. Thomas (guezt). Numbered among those who went out to meet the boyo on the roturn home of it than is asked by the department stores were: Peter Peterson, J. Bell, E. DeRight and William McCall.

The regular meeting of the club occurred last Thursday night, at which time the regular routine of business was transacted and the following applications for membership were received: Harry P. Potter, Ed Shrader, E. D. Hammond, Charles E. McMillan, Free M. Hall, W. D. Townsend, A. J. Mills, George J. Fox, J. M. Lowe, Orando Cowles, T. Seymour Kelley, W. A. Messick, Some one said the vecretary was not feel-

ing well last Sunday. How about that

Louis Napoleon Duberry Malone was not out on the first club run. You must be with us hercafter or it will surely rain.

The absence of Leonard Hartson, Swobody, Fred Hanzon and a score of the old timers which might be enumerated, was the subject of considerable surmising on the part of the balance of the members last Sunday. No doubt the threatening rain was the reason they staid at home.

The most complete and handsome line high and medium grade wheels carried in the city is that of F. M. Russells, 313 South Fifteenth street. His show rooms are models

of neatness and in connection with his im-mense stock of gas and electric fixtures presents an appearance that a visit must be made to his store in order to appreciate his fine line of wheels. He has the largest and best equipped free riding school in the state, with competent and courteous instructors in attendance.

Washington Star: A lady of this city, wh is far more particular about her husband's appearance than he is, was surveying hir with evident disapproval.

"What is the matter?" he inquired. "That suit of clothes. You've had it only three weeks, and it looks as if you had elept in it." "I have," he replied, candidly; "I wore if

north through Miller's park to Florence, where the beginners insisted on resting until they were in such chaps to return without further fatiguing themselves. After a rest of thirty minutes they started back toward town, and as each man was testing his heighber's durability, they concluded to his themselves to the western part of the city and visit Mr. Ruser before bringing their initial run to as end. They returned to the atmory about 7 o'clock, having covered a distance of twenty-five miles. Lieutenant foone, after giving the members who were invalued to "scorch" a good roasting, dio missed the club. The run for today will be Calhoun, start to be made from armory at \$:39 a. m., and all of the wheeling fra-Marvelous Results. NEBRASKA CYCLE CO

You can-There goes pa now, so I'm off for New Jersey. So long!" CHEYENNE BOB. SALVATION ARMY NEEDS. Why the Commander-in-Chief is Very Anxious About America.

"England is a sucked orange," said Gen-eral Booth once, in speaking of the work and support of the Salvation army, "Henceforth I must look to America, the land of gold, for army recruits and army

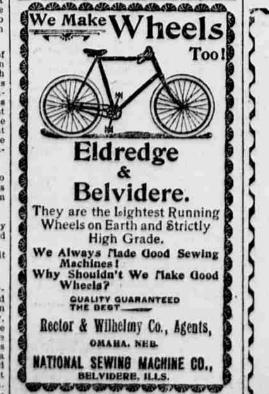
and support of the Salvation army. "Henceforth I must look to America, the land of gold, for army recruits and army support." When General Booth made that remark. says the New York Sun, he had no idea that the American branch of his organi-zation was destined to be disrupted; that his son, who was in command of the American forces when the remark was made, would leave the old organization and start a new one of his own for the particular purpose of evangelizing that "land of gold." The general knows it now, however, and he knows what the disrupting of the Ameri-can branch of the army has cost. That is why he is so eager to prevent the secession from spreading. It is estimated that the split in this country has cost the Salvation army so far something expenses of the numerous envoys sent to this country from London by Gen-eral Booth, the cost of voluminous cable messages, together with the traveling ex-penses of the English envoys through dif-ferent sections of this envers the salvation after the American treasury of the army is now empty, and has been for some time. In order to meet the drain upon it the national treasury has borrowed of the Central chief division, which includes New York City and vicinity, \$L000. The treasury of the Central chief division has always been well filled owing to the fact that Ballington Booth had a number of wealthy friends in this city whom he could always call upon in time of need. Now that he has been dismissed from the army the majority of these persons have cut off their contributions. Those who still contribute to the army are now contribut-ing not to the spread of the gospel, but to the army the majority of these persons have cut off their contributions. Those who still contribute to the army are now contribut-ing not to the spread of the gospel, but to the paying off the expenses of General Booth's English envoys in traveling about the country in the attempt to stem the tide of secession that is spreading through-ou

Harper's Round Table: General Grant used to tell a story of a soldler in a certain regiment during the war who was con-

tinually bothering him by asking favors. Grant one day said to him, "Look here; I believe you are the most troublesome man n the union army.

The man quickly replied, "Why, that's unny, sir!

"Funny; how do you make it out funny?" "Because it is just what the enemy cays bout you."



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