

by securing the passage of the bill requiring | blocks. railroads in that state to carry bleyeles as

Apart from the interest manifested by the wheelmen in the success of the bill, their arguments had the effect of frightening the politicians into supporting the measure, much By simply turning the grip on the handle bar very slightly any desired brake power can ments of the railroad agents could not, in be applied, from a slight checking friction this instance, overcome the fear that 10,000 to an absolute locking of the wheel, so that this instance, overcome the fear that 10,000 bicyclists in the state would go hunting for ditical scalps if the bill failed to pass. The final passage of the bill by a nearly unanious vote illustrates the magnitude of the wheelman's pull in the Empire state. The bill read as follows: "Bleycles are hereby declared to be and be deemed baggage for the purpose of this article, and shall be transported as baggage for passengers by railroad corporations and subject to the same liabilities, and no such passenger shall be required to crate, cover on otherwise protect any such bicycle."

Leading New York papers commend the action of the legislature as wise and proper one which they believe will prove more profit able to the railroads in the long run than if the bicycle tariff was continued. Outside of New York opinions differ as to the justice and expediency of the measure. The Springfield (Mass.) Republican says:

"The bicycle uncrated is a delicate and clumsy thing to handle. It takes up much more room in a baggage car than a trunk. Trunks can be piled on 'op of each other, but bicycles cannot. One bicycle on the floor of the car takes in the space clear to the roof. By using roof hangers possibly two bleyels: might be carried within a given space of car floor, but not more. They cannot readily be thrown in on top of piles of trunks, and trucks certainly cannot be thrown in on the bicycles. And it costs more labor, to take in and place a bicycle in the baggage car and take it out sgain than to handle the average trunk. And the trouble is that during the summer time the bicycles on the main lines of road are offered in numbers sufficient often to more than double the work of the baggage men." The Philadelphia Bulletin sees the matter

in a very different light. It says:
"Under the baggage clause governing pas senger belongings no company is legally entitled to discriminate in the matter of Wisely conducted companies hav the first encouraged the wheelmen by providing accommodations for wheels in the baggage cars. They are really much more easy to handle than big trunks, take up less and can be shifted from car to plat form in half the time required for, say the luggage of a drummer, which frequently re quires the arms and strength of two men In Europe the baggage vans are provided with racks and hooks to hang the wheel on, and thus equipped, the blcycle is really the caslest impedimenta handled on the line centering in large cities.'

WHEEL NOVELTIES.

Things Useful and Ornamental Devel oped by the Cycling Craze.

The patent office at Washington has bee

flooded during the last year with inventions relative to the bicycle.

It is estimated that the ambitions of 500 persons are displayed in the invention of bicycle sundries submitted to the patent office

A certain young man is known to have tried to bless wheeldom by inventing a noiseless slide for a lantern. He worked fifteen hours a day for five weeks on the thing. Another young man is known to have sent to the office a lamp which, he said, had one feature that ought to redeem all of its defeets, and that was that it was an ounce lighter in weight than any other lamp in

the market. is estimated that 80 per cent of the It is estimated that 80 per cent of the inventions sent to the patent office are of no use to the rider. Something over 100 "too clips" have been invented. A dealer said the other day that very few of the clips were of any consequence, but that ail had ready salos. He was asked why. One of the handlest thiugs of the whole outfit of sundries is a lamplighter. It is worked on the same principle as an indelible

worked on the same principle as an indelible pencil. You lead it with matches, and when you want to light the lamp all you've got to do is to poke it in the hole in the lamp, push end of the lighter and there you are. is a very convenient thing on a windy day.

Philadelphia has a young woman whose mount is a glittering piece of mechanism. The most attractive portion of the outfit is a small dog that occupies a prominent posi-tion in front of the fair rider. The affair on which the dog sits is made of wickerwork, with silver trimmings, and the little animal seems to enjoy the bicycle fad as much as his fair mistress.

A motor safety that is in use in European countries would seem to very nearly ap-proach the ideal in bicycle locomotion. It is the invention of a German, who had the military use of the wheel in mind. It is constructed on the lines of the safety bicycle, front wheel resembling the ordinary front wheel, with the difference that the right part of the steering rod carries, besides right part of the steering rod carries, besides the brake rod, an arrangement by which the pace of the motor safety may be regulated. The rear or driving wheel is a disk-wheel, with two and one-half-inch pneumatic tires. The diameter is twenty-two inches. The frame is built of seamless steel tubes and has the form of a lady's wheel. Supported on the fore part of the frame is a gallon tank for benzoin. An "explosion" lamp is kept filled from this reservoir. When lighted it furnishes the mixture of gas and air necfurnishes the mixture of gas and air necessary to keep the wheel in motion. The gases formed are forced into the cylinders and the combustion furnishes the motive power. A double cylinder puts in motion by its piston rods the cranks of the driving wheel. In order to develop an equal power and to avoid a dead center a back-puller, which may be regulated for the purpose of traveling up hill, has been added.

One of the latest and most novel ideas in ne bicycle world is now being tried in Chicago. It is patterned somewhat after the scheme by which offices are supplied with towels and soap and is applied to biwith towein and soap and is applied to hi-cycles. By its operation one of the greatest drawbacks now attached to the ownership of a wheel—the cleaning of it—is removed for the small sum of 10 cents. The projectors have a number of expert bleycle me-chanics who make regular trips each day to the houses of the wheel owners in their district. Each bicycle visited is thoroughly cleaned, the bearings adjusted, graphite put on the chain, the lamp filled and cleaned, and simple punctures repaired. All things needful for the wheel which can be done out-side of a repair shop are attended to by these peripatetic mechanics. A small sum is charged for each visit and the amounts col-

The 10-year-old Julia Bates, daughter of Cyrus H. Bates of Cohassett, Mass., has proved herself a veteran fireman. To her is due the credit for saving her mother's jewels and many other valuables from the flames that destroyed the elegant family residence. The nearest fire department is in the vil-lage, several miles away from the house. Her father discovered the fire while the family were in the dinng room. Julia was at the breakfast table, and at the sound of her father's voice ran into the yard. She took in the situation at a glance, ran for her bicycle and sped down the road to the vil-lage to give the alarm. The apparatus arrived in time to subdue the fiames sufficiently so that the jewels and furniture were rescued, although the house was ruined.

After a spirited contest, lasting over two | one of whom had run down a boy, and each months, the champions of the bleycle scored contributed \$3 to the public fund. Gilles a signal victory in the New York legislature factories a finished the day's work by overhauling a recklessly driven cab after a chase of fifteen

> A new bicycle brake was shown at the Brooklyn bicycle show, and though patented, It is not yet on the market. It has a merely nominal weight of a few ounces, and an setion so perfect as to be almost incredible. a Sandow cannot turn it. The principle is that of a spring coil made to clutch on the crank axle by pulling on one end of the coil. The tension is applied by means of a light steel chain running through the lower tube, the herd and the handle bar to the grip, a worm being fitted inside the cork handle. It cannot be broken by any exertion and as there are only a steel coil and a steel chain there is nothing to get out of order about it. The contrivance made to fail in its work by any amount of "fooling.

ADVICE FROM AN EXPERT.

What an Experienced Rider Knows About Wheeling. A. A. Zimmerman, the riding expert, writng in the New York World, offers these

ensonable suggestions: "Women, more than men, must sit up straight in order to get the full benefit from bleyele riding. If the bicycle, as it is rigged at present, does not permit, change the seat and handle bars. If that don't do it change the wheel, for it is manifestly which is injuring you slowly. The handle bars and saddle can be so arranged that you can assume a natural position.

"The best way to begin is by getting a wheel of the proper size and weight and with a suitable saddle adjusted in the proper osition. Those are matters which you can etc:mine for yourself more quickly and asily than I could tell you. The easiest and surest way of getting a saddle that will be just right is to two one made from

"See to it that the saddle is kept in its original form. If it should change form through use have it restored to its original shape, else you will suffer discomfort and fatigue. Pedal evenly. If you don't pedal evenly now, learn how at once. Do not put all the force in pedaling in the downward ush. Point the toe downward when the oot is going forward in the circle. Keep he knees in and straight.

"As between the seat and the pedals, do of have the saddle so high that when the pelal is at the lowest part of the circle the leg is perfectly straight. The correct position at that point is to have the leg bent slightly at the knee with the toe inclined toward the ground. But be careful not to have the saddle so low that the upper and lower portions of the limbs are at more than slight angles. At the same time the arms oust be curved slightly, the hands resting easily on the bars.
"Remember what I have said before to all

bicycle riders—don't rock. It is particularly bad for women to get into the habit. Many whicelmen and wheelwomen seem to think the rocking motion adds to their speed or helps them along. It does nothing of the kind. On the contrary it does a woman positive and distinct injury, as any medical

man will tell you.
"What I have said about woolen underclothing and keeping out of draughts when the ride is over and the avoidance of drink-ing cold fluids applies with more force to women than men. Remember you are not so strong as men and can't endure the same Don't ride too long or too far best rule is for you to get home before you get tired. If you do return tired lie down at once. Remember that too much bicycle riding is quite as bad on the nervous system as on the muscles. Use the bicycle and you will be benefited. Abuse it and you will

"There is no form of exercise which is better suited to those who are beyond the prime of life than bleycle riding, with certain restrictions, of course. The elderly person must remember that he or she cannot 'sprint' off with the younger folks with im-punity. Therein lurks one of the dangers that come with the enthusiasm that attends

"I would say to the elders: Don't let the ease with which you ride lure you into going too far or riding too long a time. Re-member that you will be obliged to return. Don't wait until you become tired before you think of turning back. If you do, it will be to find the return trip one of constantly in-creasing labor all the way. You will get home tired in both mind and body, for exessive b'cycle riding tells on the nerves quite as much as on the muscular system. "Don't mount your wheek for at least an hour after eating. If you allow a longer interval than that, an hour and a half or two hours, it will be so much the better.

"Ride a light wheel, geared not higher than to sixty-eight inches. For women I would suggest a sixty-six or a sixty-fourinch gear. Don't allow a dealer to argue you into employing a higher gear.

"In riding, sit up straight. It is not neces-sary for you to stoop over. Have the saddle raised to a point that will permit you to sit of the leg, with the arms not straight and igid, but with an easy curve in them.
"All riders should make it a rule never t

rush up a hill. The very fact that you pant after having gained the top indicates that the exertion has been too much for you. Many attempts of the kind may result in an affe tion of the heart.

"If the bill is steep, dismount and walk up. In riding up bill, you will, of course, have to stoop; also in a gust of wind. Wear woolen underclothing if you can, and according to the season. Don't rest where every wind can strike you. Don't drink ice-cold fluids after a ride. Cold tea, with a little lemon juice in it, will be found re-freshing. Sip it slowly. "When riding, pedal evenly. Don't try to

sway the body from side to side."

ETIQUETTE OF THE WHEEL. Wheeling etiquette is not yet in an ad-vanced stage, although a few rules have been laid down. A gentleman should never mount until the lady with whom he is riding is settled in her saddle. Then he may mount and follow her. When practicable they should ride abreast, the lady always on the right side. When a narrow road makes this impossible, the lady should go ahead, so that her escort may know at once should any danger menace her. At the conclusion of a ride the gentleman should first dismount wheel as soon as she has jumped from it But a gentleman should never assist a lady to mount. Such a thing would be very distasteful to the independent spirit of a wheel-

While chaperones are not considered necessary by high-spirited American girls, it is certainly good form for a young lady to be accompanied by a more elderly member of her sex. Into cycling, as into everything else, leap year entertainments have else. leap year entertainments have crept. In tandem riding a lady always sits in front, but now faddists would have us reverse this order of things. That usage, of course, will be discontinued after leap year, when normal conditions will once more be in vogue.

THE ART OF WALKING.

Fear Expressed that it Will Join the Lost Arts. "To buy a wheel or not to buy a wheel,

that's the question," soliloquise the Hamlets and everybody else nowadays. But the soliloquies do not last long, and they have but one termination, says Loslie's Weekly. The wheel is bought, of course. The infant bardly out of arms is riding now, and the grandmother leaves her knitting to spin ho e. value \$2; third one Standar J c. c'ometer

your faithful wheel, for 1896, Anno Domini, going to be the greatest bleyels year the orld has yet seen. For five years the bleyele craze has been a rising tide; now it to

United States. This, it need hardly be said, is an astonishingly large number when the price of bicycles is considered; when they are reduced to a half or a quarter of their present cost, as they inevitably will be, there s danger that in pedaling humanity will forget the art of walking. But the rise of the bicycle is not to be regretted or decried. It is a step, or rather a spin, forward on the part of reciety. Gladstone says: "Physi-cally, morally and socially the benefits that cycling confers upon its devotees are almost unbounded." And everybody who knows anything about the subject agrees with him. women feel these benefits even more than do men. The bicycle has been a more potent influence than any other toward dress reform, because a woman cannot ride who is tight-laced or cramped by her cloth-Wheeling along a pleasant road is wonderfully broadening and elevating to womer who are compelled to keep their minds trav-eling a good deal in the narrow grooves of things domestic. Mentally, as well as physically, they are benefited. Occasionally a voice is heard protesting against the use of bicycles by women. The writer obtained the opinions of a dozen eminent physicians on the question of whether cycling is in-jurious to women, and emphatically and unanimously they answered no. On the con-trary, they were decidedly in favor of the use of the bicycle.

IN RELATION TO HEALTH.

The Danger of Too Active Exertion on the Wheel.

The greatest danger of bicycling, in common with other sports, says Harper's Weekly, results from the strain which active exertion necessarily brings upon the heart. That allimportant organ tends, like other muscles, to lose tonicity under the sedentary conditions of the average life, and readily becomes embarrassed if asked to perform an unusual work, as any one who is not in training can assure himself by climbing a flight of stairs rapidly, or attempting to run a few hundred yards. Under such conditions the heart often doubles the frequency of its beat in attempting to dispose of the increased flood of blood that is driven into it by muscular contrac-tion. With a diseased heart the strain thus imposed may be hazardous. Several cases heart has fallen dead while riding a b'cycle. But then thousands of other cases are corded where persons have similarly failen dead while riding in carriages or while sitting in easy-chairs at home. It does not follow, I presume, that we must all eschew easy-chairs, carriages and bicycles, but it does follow that anyone who has reason to doubt the normality of his heart may wisely consult a physician before deciding to undertake any active exertion, bleyeling in-Even the perfectly normal heart may suffer

ermanent injury if subjected to prolonged and excessive strain. This fact should be borne in mind by every novice in bleyeling, for it is peculiarly easy to overdo under the exhilarating influence of this pastime. Pres-ently the heart gains tone and strength, and is able to adapt itself to the new conditions out until time has been given for this it is the part of wisdom to proceed carefully, "training on" gradually. Furthermore, the person who is wise will use reasonable disretion as to the amount of exertion he will undertake even when thoroughly trained. As we have inherent differences of strength, each one of us should be in some measure a law unto himself as to how fast and how fat he shall ride, keeping well within the limits of his own strength and endurance, and remembering that healthful fatigue is one thing, complete exhaustion quite another. The person who rides for pleasure and health and uses reasonable judgment will not feel obliged to cover ten miles in a half hour or to pedal up every hill that some one else hap managed to climb. Above all, he will eschow such inane and harmful performances as century runs" and similar attempts to cover listance for the mere sake of covering it

Miss Jennie Barlow of Colorado Springs has been appointed consul of the League of American Wheelmen at that place. This is A bicycle race from Marathon to Athens!

Socrates and Zantippe on a tandem! Sappho n bloomers and Plato with a bicycle the make of 396 B. C.! What pictures it conjures

In Milwaukee at the city election the bicyclers took a band in their own interest and we're successful. The opposing candidates were defeated and the partisans of the wheel were elected.

There seems to be no end to the daring feats attempted by bicyclers. An Englishnan named Jefferson has started to make a ,000-mile ride to Irkutsk, Siberia, on nachine which, with his baggage, weighs nly sixty pounds.

A Paris bicyclist recently came upon a soliceman driving a cart at breakneck speed and found he was trying to catch up with a nad dog ahead. He borrowed the police man's saber, put on a spurt, came up with the dog, and, charging it without dismount-ing, ran it through with the sword, killing it on the spot.

This is what President Cleveland has to say regarding the bicycle: "The influence of the bicycle is broader than would be imagined until the matter is looked into. It permeates our whole government and is making itself felt in no uncertain manner in ur social world. Its benefits are many, and o long as the riders themselves find enjoyment and benefits in its use I am certain my opinion, no matter whether it should be favorable or otherwise, would have no effect upon its general use. I only regret I am not built upon the accepted plan of a suc-

Buy bicycles where you know your guarantee will be worth something. We sell Stearns, Cleveland and Fenton bicycles, all top notchers. Eexamine them at our store and convince yourself. Wm. Lyle Dickey & Co., 1403 Douglas street.

Whisperings of the Wheel.

The pleasant evenings of the past week brought wheelmen and wheelwomen out in almost countless numbers and upon Shernan avenue any evening between the hours of 7 and 9 a continuous string of them was passing up and down, some out for merely pleasure ride, while the younger bloods were there to test their speed, and let us mention right here that there should by all means be a mounted patrolman upon this avenue whose duty it should be to arrest every violator of the city ordinance, which limits the speed of bicycles to twelve miles per hour. If this is not done and these young scorchers are not shown that the streets are not race tracks we may reasonably expect to frequently hear of bad accidents occurring upon this, now the most popular street for cyclists in Omaha.

Ail club runs were declared off last Sunday, owing to the wet weather and bad condition of the roads, which were muddy and badly cut up. The travel on those in the vicinity of Omaha during the past week has left them hard and smooth and they are therefore in excellent condition for cycling today. Nearly every club in the city has a called run and if Old Sol will only smile we may expect to see them all well attended. The Omaha Wheel club journey to Papillion, which is one of the most pleas-ant short runs in this vicinity. The Tourists go to Bellevue and stop at Fort Crook on the return trip, while the Omaha Guards Wheel club will ride to Calhoun, which is a distance of about eighteen miles.

Manager Mardis of the Charles Street Bicycle park announces that the association will hold a racing meeting on Saturday. May 2. Many of Omaha's fastest riders are in daily training at the track and some fine racing may be expected. Below will be found the afternoon's program:

1. Two mile novice: First prize, one pair bail hearing bicycle shoes, value \$1.00; second, one sweater and one pair bicycle

prize, one hat and one pair bleye; It is estimated that there are at least 2,000,000 wheelmen and wheelwomen in the

W. quick repair t're, \$5.
5. Ten mile professional: First prize, \$10; broke even on the game.

The out-of-door American woman is be oming less a cherished dream and more of a happy reality. The ellinging baby-girl sort of a woman, so weak she can hardly raise her voice, is going out of style, so they say. The woman who used to wither before 10 o'clock, unless she way carefully guarded and kept on the shady side of the house has passed or is passing away. With her is vanishing a whole lot of attributes once thought to belong to every really cultured lady, such as nervous headaches, weak stemach, faint heart and torpid liver. The new out-of-door woman does not have to be kept on ice during the summer, nor in a hot room during the winter. And she doesn't mind confessing to the world that her health is all right. The blish on her cheek comes from the inside. Her appetite is good, and her heart is in the right place. She rides the wheel and can accompany her husband or friends on a pleasure nuting, or she can lend a hand in transacting any sort of bus-tness. She is handsomer than she used to be, and lots more useful. Instead of patent medicines she takes gentle exercise in the open fields and sunshine. She is no longer open fields and sunshine. She is no longer a wan lily. She is an American beauty rose. She can eat, sleep, work or play just like a perfectly normal adult. She possesses the one great charm of all charms—health. Home is no longer a hospital. It is a haven wherein is gathered mementoes and the memories of a thousand joyous outings. It is a castle of content, whose owners capture and confine therein the gleam and glory of summer's sights and sounds. The out-of-door woman is one of the happiest productions of the age. Omaha has many of them and the numbers are greatly increasing each

The most unique track ever yet built is about to be constructed at Cincinnati. The track will be built on the deck of one of the largest steamers on the Ohio river. This | made. is quite a good idea and should bring forth grand results. Just think of the fun a party of racing men could have traveling u and down the river giving race meets at all the small towns en route, and there should be money in it, too. Now, why don't some enthusiast, who is anxious to sink some money or make some, build a track of this kind on a large barge in the There is almost as many towns along its banks as on the Ohio's.

Omaha has a "curfew" ordinance copelling children to be in the house by 9 p. m. That might be a sensible act if it ordered that "road hogs" be confined from 6 a. m. to 12 p. m. Then wheelmen might get some good out of it.

The Kansas division has adopted a ver pretty design for a local consul pin. It is made of gold with blue and white enamel and is given to every consul who secures five new members for the division. It has as a kind of an obstacle, that it was the also adopted a very pretty design for a league badge made of gold which is given to every member who sends in five new names. Why would it not be a capital idea for the officers of the Nebraska division to try somscheme like this to enlarge its membership. There were only about a half dozen applications from Nebraska last week. At this rate we will not reach the 1,000 mark very soon, at least not this year.

In asking wheelmen to join the League of American Wheelmen we often meet with the remark that the good things which the League of American Wheelmen has done and League of American Wheelmen has done and is doing are enjoyed equally by wheelmen who are not members of that organization and hence there is no good reason why the party addressed should join. This argument hardly needs an answer. A man who advances the above argument (?) is not likely to be appealed to on other than selfish grounds. When he has got so far, however, as to admit that the league is doing good work in behalf of wheelmen, he has adwork in behalf of wheelmen, he has ad-mitted enough. Then it is only necessary for him to allow his selfishness and reasonregardless of consequences.

Odds and Ends.

A bicycle manufacturing company in Thompsonville. Conn., recently received an order for 2,000 wheels from a house in Russia.

Russia. work done by the organization, but that he is doing his full share toward the expense, and there is no man who does not feel better know that he is paying at least some thing toward the privileges he enjoys.

A New York contractor who arrived home recently from Paris, after having spent a couple of months wheeling on the continent. says that a tourist in Europe is subject to more expense when riding through the country than most people imagine. He was taxed for everything, made to buy tags and taxed for everything, made to buy tags and licenses in almost every town, and bothered so much by government officials that he cut his tour short and returned to America disgusted. He declared that there was too much red tape in Europe, and that one was compelled to give exhibitions before the tax collector to show that he could ride a wheel, for it would be terrible to fall under the feet of same unbleman's horse and compel feet of some nobleman's horse and compel

That Frank G. Lenz, the young American wheelman who started on a trip around the world awheel some few years ago, was mur-dered in Armenia by Kurds, May 10, 1894, has finally been accepted as a fact by the Mutual Life Insurance company of New York, and the manager of the Pittsburg office has paid to Mrs. Martha Lenz the insurance on Frank's life. A check for \$3,000 was given Frank's life. A check for \$3,000 was given to her, being made out jointly to her and Arnold Snyder, the Belgian consul, who is executor for Lenz. The company also refunded to Mrs: Lenz all the premiums she had paid on the policy from the time of his

The action of the company was decided by voluminous proofs received from Armenia by T. P. Langhans, a florist in Allegheny, who was a friend of Lenz, and interested himself in the investigation of his murder. These proofs consist of depositions and sworn state-ments taken in Armenia. Many of them were procured by Mr. Sachtleben, the American, who went to that country to run down the murderers. The papers are curious in appearance. Some of them are written in Armenian characters, and are accompanied by translations, attested by British consuls and other officials.

The writer is often asked by wheelmer ow to join the League of American Wheelmen, what the cost is, and where application blanks may be procured, and as there are multitudes of wheelmen in this city who do not know anything about how to join this most excellent organization, I will say that the total cost the first year is \$2, and the dues are \$1 for each year following. I have left a number of application blanks at the advertising window in the office of this paper, and every bloycle rider not now a member of the League of American Wheelmen should call at this office and get one to use in applying for membership.

The wheelmen of St .Paul and Minneapolis are organizing for effective work and expect to exert a force in bringing about various reforms. It is their purpose to connect the two cities with a bleycle path built of a species of gravel found near Minnehaha. The proposed road will be six feet wide, planked at strest crossings, and a deep ditch will be dug on each side of the road to keep teams off. By the way, how about the Omaha-Council Bluffs cycle path, which we

SOUTH AUBURN, Neb., April 12 .- To the Sporting Editor of The Bee: In the series of interesting articles from your pen anent of interesting articles from your pen anent your trip to the south to witness the Maher-Fitzsimmons fight, no mention is made of Dan Stuart or the result of his investment in that unsatisfactory contest. Will you kindly mention in next Sunday's Bee whether the genfal Daniel surceeded in getting his money back, or if his time, trouble and means were all thrown away. I do not doubt that there are many others besides myself who would like some information on the subject.—A. U. W.

Ans.—While there has been no way of a c-rtaining just how the Dall a s-ort stick d up after the opera with over, it was generally

up after the opera was over, it was generally thought by the sporting writers who assembled at El Paso to do the carnival that Stuart could be no possible concaternation John J. Gilles of New York's bicycle squad along the read in bloomers. If you don't value \$1.

Is the terror of searchers on his beat. One bike," you are like the unfortunate man 2. Five mile handicap, class A: First prize, tion to the \$6,000 donated him by the cition to the \$6,000 don

\$6; second, one pair ball bearing ticycle had a substantial understanding with the shoes, \$3; third, order for reparing, \$1.

3. Two mile messenger boys race: First all the many side issues which were kept First all the many side issues which were kept hose, running night and day for the edification and value \$3; second, tourist bag, \$2; third, one benefit (7) of visiting sports. All the bis bicycle lock and toe clips, \$1. All the big bicycle lock and toe clips, \$1.

4. Ten mile open, class A: First prize, one milt of clothes, value \$10; second, one M. & lation ten days, and the very reasonable mile repair tire, \$5.

DEFLANCE, Ia., April 14 .- To the Sporting Editor of The Bee: Would you be so kind as to inform me how many rounds was it that Corbett knocked out Sullivan in their An early answer is desired. you for the same, I am.—E. E. Reams.
Ans.—Twenty-one. No questions answered

by mail unless urgently important.
GRAND ISLAND, Neb., April 11.—To the
Sporting Editor of The Bee: In a game of poker, there is a jack pot. A opens it, B out. Must A show his whole hand, or may be merely show openers?—A. B. C. Ann.-Must show five cards, but need not

Ans.—Must show five cards, but need not exhibit, face up, more than the openers. SEWARD, Neb., April 16.—To the Sporting Editor of The Bee: Please answer following question: Two parties playing pitch and are nine cach; one bids two and makes high game and the other low; which wins the game? Suppose both are eight; one makes high game and the other low jack; which wins, playing ten points?—L. B. Anderson, Ans.—(1) High, game. (2) Low, jack.

Ans.—(1) High, game. (2) Low, jack. COUNCIL BLUFFS, Ia., April 17.—To the Sporting Editor of The Bee: Do straights sount in a game of whisky poker? Please nower and oblige.-Bert S. Ans.-No.

OMAHA, April 11.-To the Sporting Ed-tor of The Bee: Dear Sir-Will you kindly et me know through The Sunday Bee about the law governing hunting in have been told that after the 15th of April it was unlawful to shoot ducks, and that quail could not be shot for five years. How s it?-A Hunter. Ans,-(1) Wild fowl law is up May 1.

Have no knowledge of any new legislation on quail. Will ascertain and answer again. The best bleycles for sale at Wm. Lyle Dickey's store,prices, \$50.00 to\$100.00. The finest medium priced ladies' wheels ever

The Associated Cycling Clubs. OMAHA, April 14 .- To All Omaha Cycling lubs: At the last meeting of the Associated Cycling clubs, held in the parlors of the Young Men's Christian association, last Monday evening, April 13, 1896, a notice was read, which had been presented by one of the delegates, to the effect that at the next regular meeting (which occurs Monday even-ing, May 11, 1896), that an effort would be nade to repeal section one (1) and two (2), of arteicle ten (10), of the constitution and bylaws, changing the dues from five (\$5) dollars, to one (\$1) dollar for each delegate. A resolution was afterward offered which

provided that inasmuch as several wheel clubs in the city were desirous of sending in a full delegation to the Associated Cycling club, and only refrained from doing so at sense of the meeting that the hange in the by-laws would be made at the next meeting, and that all new clubs would be admitted to full membership in this club upon the payment of five (\$5) dollars initiation fee, per club, and one (\$1) dollar dues per delegate for the ensuing eyar.

Any club with a membership of fifteen or upward may become a part of this organization by remitting the required amount and in accordance with the constitution and by-laws, is entitled to a delegate for each twenty-five members or fraction part thereof. Every club in the city of Omaha should be represented in the Associated Cycling club and lend their aid and co-operation in all matters pertaining to a wheelman's welfare and afford their members the protection which this organization seeks to give them. The benefits which have been derived by the various clubs which have been represented in it in the past has been great, and every wheelman in the city has been saved an outlay of several dollars during the past year indirectly through this organization. your club has not received a personal letter or invitation to become a part of this club, will you kindly notify me, that I may correspond with you to that end. A letter has been sent to the various secretaries wherever known. Any information desired regarding the objects, etc., of the Asso-ciated Cycling club, will be freely given. Very respectfully yours, W. C. BOUK,

Secretary Associated Cycling Clubs.

The Tourist Wheelmen will give a theater party tomorrow evening, the play being "A Bicycle Girl," with Nellie McHenry in the leading role. Mr. Frank Newcomb party in charge and tickets may be pro-cured of him. The house will be decorated in the club's colors, which are cherry, white and dark blue, and all members who attend are requested to wear their colors. expected that the party will number about

The number of cities and towns that are passing "bicycle" ordinances, prohibiting the throwing of anything injurious to tires in the streets, is becoming almost uncountable. but if they are like Omaha the number that enforce these ordinances after they are passed could be counted on the fingers of one hand. It is one thing to pass an ordinance and another to enforce it.

Union Pacific Club Notes. Owing to the inclement weather, the run scheduled for Saturday, the 4th, was aban-dened, much to the sorrow of many of the club's enthusiastic riders, who were almost inclined to try it in spite of the threatened shower, but who no doubt thanked their stars that they had not when the downpour of a few hours later occurred. No lack of enthusiasm, however, is noticeable, the members reserving their energies for the many pleasant and exhibitanting runs which they hope to make together when April showers shall have blown away in the coming May.

At the present rate of increase the century mark will soon be reached in the member ship, fourteen new members having been admitted into the club at the last business meeting, held at the Millard hotel on Tuesday, the 14th. The club now ranks third as regards numbers with the wheel clubs of

Too much praise cannot be given to the genial president, Mr. Richmond Anderson, for his untiring efforts in the furtherance of the club's interests, and it is only fair to say that the club owes much of its present popularity and strength to him. In Captain Reid he has an able assistant, and in fact all the officers are eminently fitted for their

And the new pennant which floated on the



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Machines I Why Shouldn't We Make Good Wheels? QUALITY GUARANTEED Rector & Wilhelmy Co., Agents,

OMAHA, NEB. NATIONAL SEWING MACHINE CO., BELVIDERE, ILLS.

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breeze in the last run-it is a beauty and the envy of all fellow clubs, and the delight of the Union Pacific color bearer, Moran

The Union Pacific Wheel club evidently in tends to be right abreast of the times, as evidenced by a resolution adopted at the last meeting, to send a full delegation of four members to the Associated Cycling club of Omaha. In Messrs, Huntley, Reid, Gor-don and Haynes (the delegates appointed), the club will find worthy representatives, who will not only stand up ably for home inter-ests, but will also be a power in matters affecting the Omaha wheelmen at large.

And still the honors come. Captain Reld has been appointed on the racing board of the Associated Cycling club, having in charge the road race to be run on the 30th of May, at which time look out for the winner carrying the Union Pacific's colors.

It may not be generally known that nearly one-sixth of the total employes in the head-quarters are devotees of the winged steel steed, the majority of whom are members steed, the majority of whom are members of the Union Pacific Wheel club. Among the chiefs of departments Auditor Young. Assistant Auditor Hills and Auditor of Disbursements Anderson may be seen riding the "flying pegasus" when not engaged in accounting. Chief Surgeon Galbraith occasionally takes a spin between amputations of arms, cutting off vermiform appendixes, etc., and jolly Charley Lane, on his little 26-inch wheel, may now and then be seen reducing surplus fat. General Purchasing Agent Griffith finds in the "bike" the best tonic known and a host of Union Pacific men recuperate daily by its aid.

No Sunday scheduled runs are made by the

Sweet Moments eigarettes are the best.

Try a package. Sold by all dealers. In the Field and Stream

The Omaha Gun club passed a resolution at its last meeting endorsing the bill introduced In congress by M. R. Bortree of the N. G. B. and F. P. A. It provides that it shall be unlawful for any railroad or express company to receive for shipment, to or from any state in the United States, for sale, for the market or fer storage, any game what-soever unless the shipment of the same is expressly authorized by the laws of the states from which and to which the game is shipped. Even then the package must be conspicuously labeled "wild game," and must also show a list of all the game and kind of game shipped, together with the name of the sender and of him to whom it is sent, a record of which statement shall be kept by the common carrier handling the consign ment. If this bill becomes a law it will do more toward protecting the game of this

The Nebraska Fish commission has dis tributed nearly 50,000 trout along the line of the Union Pacific between North Platte and Kimball during the past week.

country than could be accomplished in any

The Nebraska Fish and Game Protective association will hold a special meeting next Wednesday evening at Paxton hotel cafe. The annual meeting of the State Sportsmen's association will be held at the same time

Tom Brennan and Will Nason tramped around in the sloughs up this side of Calhoun one day last week until they actually wore a hole through the earth in their frenzied efforts to get at the galinogoes. I think I saw by yesterday's cable that they bagged three yellowlegs.

Young men or old should not fail to read Thes. Slater's advertisement on page 11.

Bicycles-

Nebraska Cycle Co. Cor. 15th and Harney Sts.

They carry the most complete line in the VIKING, ELDREDGE, BELVIDERE, RELIANCE

and CRAWFORD Get your boy or girl a wheel-\$25.00 will

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buy it. We have the best riding school in the city. Ladies taught free.

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HAVE IT SAID THAT YOU BOUGHT YOUR BICYCLE Will Barnum & Bro

Which in itself is the best guarantee that you will have careful attention-free riding academy-dirt track-expert instructor-athletic and racing quarters, including trainers and groom, free to purchasers only.

Pixley "Dad" Holton, Mr. - , Schrader, the druggist and Cyclone Pete will ride wheels purchased from us. SALESROOM.

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MATHEMATICAL and SURVEYING instruments, ENGINEERS' and ARCHITECTS' Supplies, BICYCLES and Lubricating Graphite.

MEASURING TAPES below bed rock prices.

A GOOD IRRIGATION architects' or engineers' Level, 25 and upward.

A COMPETENT CIVIL ENGINEER on short notice to make surveys and estimates of district irrigation enterprises. MAP MAKING AND BLUE PRINTING a
specialty, Largest glass and only pnuematic frame in the state.

THREE CLEAR RESIDENCE lots for sale, one fronting Hanscom Park, two
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URBANA, Ohio.-(Special.)-This town D

SHERIFF WILKINS FREED.

Years of Slavery, and How He

URHANA, Ohio.—(Special.)—This town is greatly exercised over the remarkable rescue of Sheriff R. P. Wilkins from one of the worst forms of slavery known to man. He has folly recovered from the results of his experience and talks freely and gradefully of his deliverer. Today he said: "I have been a perfect slave to tobaceo for over twenty-flve years; smoked if een cigars a day; November 4th last I bought my first box of No-To-Bac from Anderson & Cramer, I had little faith, but, to my great surprise, after using part of my third box I was completely cured and sid not have the least desire for tobacco. Today I feel better, sleep better, think better, have gained fifteen pounds, and not a day passes that I do not recommend No-To-Bac to tobacco users who are destroying their lives and vitality." Investigation reveals that there are 600 perple in this town and surrounding country who have been cured by No-To-Bac. Anderson & Cramer were the first here to start the good work, as Mr. Anderson termed it. "Yes, we introduced No-To-Bac into this town about three years age. The demand at the start was very light, for folks had no faith, but we sold to a few, and to our great astonishment every one reported a cure. Since then we have sold hundreds of hoxes under a guarantees to cure or refund the money, and strange as II may seem, we have never had a call to refund money.

"No-To-Bac relieves the nervous irritation, makes the use of tobacco entirely unnecessary and builds up and fortifies the seneral physical condition. As a nerve in vigorator and stimulant there is no preparation in America to equal it."

Get the famous booklet, "Don't Tobacco Spit and Smoke Your Life Away," written guarantee, free samples mailed for the asking. Address, The Slering Remedy Co., Chicago or New York.

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