18



Rhode Island followed the example of New 1 Mich., and H. E. Frederickson, champion of York and Ohio in classing bicycles as bag- Nebraska. gage and requiring railroads to receive and

transport them as such, free of charge. When the various state legislatures meet next winter it is probable the wheelers will make a concerted effort to secure the enactment of similar laws and make general a legal right, now limited to three states. It may not be necessary for wheelers to go to world that the bicyc's is one of the most the legislative extreme to secure what they practical means of conveyance. The race consider a reasonable privilege. Some of will also illustrate the wonderful speed qualithe railroads manifest a disposition to break ties of America's best riders. It will be a

away from agreements and concede the de-mands of the wheelers. The Pennsylvania at the moment the first glimpse of the orb system has already abolished the charge on of day is caught over the eastern horizon, and wheels on its lines west of Pittsburg, and idea to note how often the sun passes the several Chicago roade have made like con-cessions on suburban trains. Wedges having The best and speedlest wheelmen in the been inserted in railroad rules here and country will be secured to make the great several Chicago roade have made like conbeen inserted in railroad rules here and there, the constant pounding of the wheeling multitude will presently send them home and split the combinations beyond the possi-

law is a great promoter of business for repair shops. The festive baggage smasher is doing some lively pitching, and the machine which escapes his clutch without fractures deserves to be framed for exhibition. The smashing of wheels in transit has become an outrageous that the consol of the League of American Wheelmen propose taking the matter into court. In an interview with a reporter of the New York Sun, Consol Pot-"The Lond Island road has been ter said: rubbing it into the wheelmen ever since the law was passed. The league paid no attention to the complaints that came pouring in at first, but when they coming we investigated the matter. We found the most flagrant violations of the law. We have been engaged for several weeks in c. Jecting evidence, and when we have finished we shall not begin one suit, but a hundred suits for damages at once. There will be no doubt of the result. We shall not make a move until we have all the evidence. Then we shall see whether or not a railroad company may violate the laws of the state and outrage its citizens and not suffer for it. I have just had a conversation with the general baggage agent of one of the prominent lines, and have assured him, as I am glad to as-sure all others, that the wheelmen will do everything in their power to make the work of the railroad companies easy and profita-ble. If the companies insist, though, upon a hostile attitude and attempt to kill the effect of the Armstrong bill by absurd and unreasonable regulations, we shall be compelled to respond in like spirit."

When a blcycle carries a man weighing at least 185 pounds, a large bundle of wall paper, a collapsible table, such as is used by paper hangers, a filled dinner pail and a kit of tools, it might properly be called a "beast of burden." This is what a twenty-two-pound bicycle transported over the granite blocks of the streets of the business centhe blocks of the streets of the blashess cen-ter of Chicago a few days ago. Those who saw the load did not know whether to ad-mire most the stanch little wheel or the in-genuity displayed by the wheelman in arranging and balancing his mixed burden. The paper hanger, who pedaled through the streets with his paper and tools, had his rolls of wall paper banging in a sling from his shoulder. His table was strapped to the horizontal tube of the bicycle frame with one end scticking two feet beyond the handle bar. His dinner pail was tied securely to the handle bar, and his kit of tools was hung in front, directly over the forward tly he was in no wise it wheel. Apparently ne was in no wise in-convenienced by the load, nor did the table seem to interfere with his pedaling. Rev. Charles Z. Goodrich of Plainfield, N. Rev. Charles Z. Goodrich of Plainfield, N. I has recognized the value of the bicycle as a means of grace and an important ad-junct to furthering the social and religious work of the church in a town that is bicycle mad. On a recent Sunday he announced from the pulpit of the Congregational church that on the following Saturday afternoon at 4 o'clock the church would hold an outdoor affair, the pastor said, for only those who rode wheels were invited, but the rest might follow on foot if they chose. Promptly at the hour named Pastor Goodrich, tail and muscular, and dressed in a blue serge busi-ness suit and a straw hat, and wearing trouser guards, gave the word, and the cav-alcade of bicycle Christians started. Some of the Seventh Day Baptists scowled at the riders from a distance, but they were not heeded. The party numbered about fifty. with the girls and women in the majority. There were no bloomers in the party, and only one divided skirt. Plainfield frowns on

A RACE AGAINST THE SUN. The Great Newspaper Relay from

'Frisco to Gotham. The biggest thing on the tapis in the cy-

cling world just now in the coming Examiner-Journal relay from San Francisco to New York. The idea is to demonstrate to the and split the combinations beyond the possi-bility of mending. The enforcement of the bicycle baggage law in New York is not as gratifying to wheelers as they expected. At present the law is a great promoter of business for re-1. Wou will be notified by the first division

minager west of you when the relay ar-rives and leaves, and you will, in turn, tele graph first division manager east of you 2. Have each relay, which of course con-

sists of two men, go over their course once or twice beforehand, to perfectly familiarize themselves with it, for gains or delays may necessitate the day riders having to ride at night, and there should be no misunder standings. 3. Give the men written instructions as

to the exact points of change and have them understand that should there be no one to relieve them at the end of their relay, they are to keep going until they do reach a relay to take the message from them. 4. Do not forget that the credit of a good

showing will be given you by the whole country, and instill into the riders, if necessary, that the eyes of the civilized world are upon them and that they are serving Uncle Sam just as patriotically as if they shouldered a musket.

5. Each courier and substitute receives a badge to wear during his ride.

6. And each rider receives a medal suitably inscribed as a souvenir of his services and the successful performance of his duty. They are of solid sterling silver, and an American eagle with outstretched wings forms the top bar, on which are the words, "Journal" and "Examiner" on either side of a bicycle. Suspended from this by a yellow silk ribbon is a large circular medal bearing on one face an embossed representation of the sun, with which the race is to be run, peeping over the tops of the Rockies; upon a mountain trail two wheelmen are struggling along with heads bent and muscles strained to the greatest possible exertion in carrying the precious packet over the heights. Two palm hot weather. branches are crossed at the bottom of the medal. On the reverse side is a space left for the name of the rider to whom the medal is presentel. These medals are enclosed in

handsome cases lined with blue satin and they will form a souvenir well worth having. The actual cost of the silver in each medal 7. Let us remind you that we are attempting to construct a chain 3,500 miles long of tried men and true, so that in choosing your men you will select such men as you would stake your life upon for integrity and Ameri canism

8. In the early part of the relay the daily press will give you news of the progress and as the packet approaches your division you notified in time to

nave your men a fatigue, headache and faintness the rider

THE OMAHA DAILY BEE: SUNDAY, MAY 31, 1896.

Bleycle Hospital, 721 North 16th street

McCormick and F. W. Fitch.

Tourist Wheelmen Notes.

tent because of the "wheel." It so happen that the introduction of the improved safety bicycle was coincident with the introduction

of power traction on surface roads all over country. New York and Chicago this entirely closed a demand for nearly 30,000 horses an-nually, and in every other large city in pro-portion. Thousands of horses, averaging in value about \$125, were thereby rendered unsalable for surface traction. But for this phase of the horse business the public would not now be impressed with the idea that the bicycle is to biame. Speak-ing of Omaha, however, he said: "There certainly is in our section one class of horse whose sale is injured by the growing use of different names? the bloycle, and that is what you may call the second class 'ranabout' horse; and in this respect what is true of Omaha is true

of Chicago and every other place where horses are bought and sold and used." HOT WEATHER CYCLING.

Timely Words of Caution Given by s

About the first thing noticed after riding The Australian bicycle riders, Parsons and

tably

for some time is an intense thirst. The habit of stopping by the wayside and indulging in a drink of leed water, loe-cold beer, lemonade or any one of the numerous other beverages kept in such places, is one of the bad habits common with wheelmen. The cyclist should sit down and get thoroughly account of the invasion. coled off before drinking anything that is

Many cyclists avoid an intense thirst by chewing gum. This habit may be indulge perfect safety, provided the pure n with

and old-fashioned spruce gum is used. an open question as to which will prove the more injurious to the stomach-the cold drinks or the saliva impregnated with all sorts of powerful flavoring substances con-tained in some of the modern "chewing

gums." The process of manufacture of most of the so-called "gums" is secret, so that one cannot tell what he is chewing. It is quite evident that the fair, fat and florid people one sees on the boulevard and in the parks are not aware of the danger of

heart failure, embolism, apoplexy and vari-ous other troubles, or they would not go pedaling along the roads and up the hills at Such are out with one object in view, and to reduce weight. Some of them do that is 'lose flesh," but they usually take it on again

when they discontinue wheeling. Riding uphill is always a dangerous thing. but particularly so in warm weather. It causes the heart to overact at a furlous rate, and this overaction, when continued for any

length of time, must eventually cause an en largement or dilation of the organ, with such symptoms as shortness of breath, rapid and * feeble heart action and loss of flezh and strength. The wise blcyclist never rides uphill. 邃

dismounts at the foot of the hill and wheels his machine to the summit, thus avoiding * the risks involved were he to ride to the top. Another danger to the health of the cyclist lies in riding immediately after a meal. The wheel should never be mounted until after the process of digestion is well under way-say from an hour and a half to two hours. 密 The eye is also apt to be affected as the result of indiscreet riding. There are cases

密 recorded in which the vision was very materially interfered with through the rupture of a minute blood yeasel. The trouble in 密 each case was attributed to "scorching" in 鋖 Long-distance runs should never be indulged in unless the cyclist has had a pre-** vious training for them, as they are highly productive of the different troubles men

tioned above. When one compares the number of people who start on a "century run" with the "sur-邃 vivors" it becomes quite apparent that a very

important percentage cannot stand the pro longed strain. Another danger to cyclists particularly * those who go for long rides in the country-is sunstroke. It is always best to ride before 密

noon and after 4 o'clock in the afternoon. The danger of sunstroke is always much less 邀 during these hours. When seized with a feeling of exhaustion,

water will afford almost instant relief.

askei interestedly, "Where is it? I don't the past, but since the boys made the round trip to the Valley last Sunday it is believed The eilesman retired behind a pile of shelthat perhaps it is the turning point, and hereafter all runs will be attended with fair weather. It is to be hoped so, at least. tering machines and had it cut with himself. When he emerged he led two wheels and takked himself black in the free, explaining

taked himself black in the face, explaining their excellencies and differences. She had sat looking politely at him all this time, and when he stopped to recover breath she smiled courteously. "How interesting!" whe murmured. "But there's no use of your telling me any more, because it might just as well be Sanscrit. I can't see a bit of dif-ference in wheele-they all look alike to me as do boats. Why do they have so many different names?" Some of the riders who went over the Dodge street course complained the next day of not feeling well. Strange, after such a of not feeling well. Strange, after such a short spin, but as the writer chanced to be numbered among them he does not wonder so much that they felt like saying, "Oh, what a difference in the morning!" It is what a difference in the morning!" It is not always the distance that a wheelman rides that gives them that "tired feeling." wheelman that are indulged in during the day has a The salesman looked into her deep, blue tendency to deprive him of his energy. To et each of the riders took eyes and calmed his turbulent mind. "I really don't know," he said. "It seems to be a fad of the manufacturers." some start with glass "And I suppose it gives some one employof buttermilk and on reaching the other end of the course partook of a glass of well nt thinking up names," she put in chariwater, supplemented with several glasses of The salesman grew desperate and fingered sweet milk. On the return trip via Elmwood his pencil. "Which one aball I send up?" he asked, as a gentle reminder. She was plunged in thought. "I had no idea they painted them in so many different colors," she and shalf to herself. "Til have park none could resist the temptation t With the advent of extremely hot weather It behooves the cyclist to have a care and avoid the numerous indiscretions to which so About the force. m.les' ride over the dusty roads, and on reaching the city a glass of soda water, phosphate or similar drink was indulged in Megeon, are on their way to England to try by all, and yet they complained of being sick Monday morning. However, each of conclusions with the fast men of Europe. If they meet with success the Antipodeans will come to America. Judging by "Omaha" Mar-and M rs Kreuse received many thanks for a tin's races in Australia, the speedy men of this country should not lose any sleep on generous upply of roses which was bestowed upon the riders on reaching Kreuse's mill at the other end of the course, which place has become a favorite rendezvous for wheelmen in general.

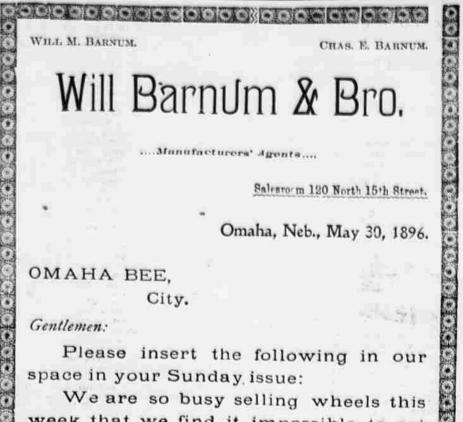
Miss Annie Shelda, who is generally con have always been found loyal to the club and sidered quite a weather prophet, failed to foretell the weather indications one evening its interests, fell in line and pedaled up to last week, and her friends who were invited to partake of some choice bon bons must not feel disappointed, for it rained. Missouri Valley, Ia., and back, reporting a

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Nothing occurred to mar the pleasure of the D. J. O'Brien, who was appointed at the last regular meeting of the Omaha League trip with the exception that one or two of the new riders found out that they had Wheelmen as the chairman of the "1896 Meet club," to be composed of League of attempted a longer ride than they were capable of finishing. The club register shows the following parties registering out: Tom American Wheelmen members to attend the national meet to be held at Louisville, Ky., Spencer, Fred Guldner, Fred M. Hall, Louis Malone, L. D. Erion, Herbert H. Neale, John W. Parish, H. Gunther, C. Wille, F. in August, reports that a deep interest being taken by league members and that rousing good time is anticipated. Any one who is thinking of going should see Mr. O'Brien and obtain full particulars. Make There was a party of wheelmen who feared arrangements for the trip by engaging rooms and other things necessary to insure the usual rain which invariable accompanies the Touriets (Rainmakers), on their country jaunts, and chose a trip over the Dodge street omfort and pleasure during your stay. You ourse to that of a ride to Missouri Valley can't afford to miss it. If you're not a

and the probability of coming home on the (Continued on Page Nineteen.) train, which has always been the case in

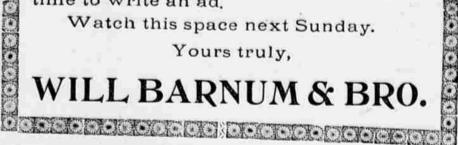
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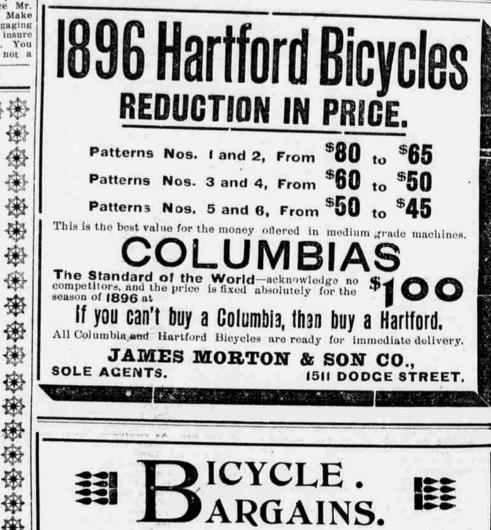


week that we find it impossible to get time to write an ad.

Watch this space next Sunday.

Yours truly.





There were no bloomers in the party, and only one divided skirt. Plainfield frowns on bloomers, and only tolerates divided skirts. Pastor Goodrich announced that the run would be to Pumptown and return, a dis-tance of twelve miles. The round trip occu-pied two hours. Paator Goodrich is about 35 years old, and the Congregational church is his first charge. He has been its pastor about twelve years, and is a graduate of Amherst college and Yale Divinity school. FLESH AGAINST STEAM. The Coming Race Between the Sex-tette and the Empire State Express.

tette and the Empire State Express.

tette and the Empire State Express. If present plans do not miscarry the raco between the sextette and the Empire State express will come off next Friday over a stretch of track along the Hudson river near Poughkeepsie. The Empire express is the fastest train in the world, and it is be-liaved by the promoters of the great con-ing-be rode with his left foot on the coasilieved by the promoters of the great contest of human power against steam power that the former will win.

Six strong-lunged and muscular-legged bithat." said one of two younger men bi-cyclists who were coming behind the elderly cycle riders will propel the sextet, headed man. "See him dodge that wagon. Wonder if the left side of his wheel is disabled?" by Cabann of St. Louis. The race will be over a mile stretch, where the huge loco-motive may safely crowd on its greatest speed. In order to test the claims of the makers of the sextette that, with their ma-They watched 'Oom Paul," as they called him, get into some more difficulties as he went northward. He soon dodged in bewent northward. He soon dodged in be-tween the tongue of an ice wagon and the wheel of a brewory wagon with the skill of a small boy. The space through which he passed could not have been more than a yard and a half wide. Still he kept his left leg on the coasting guard. Few of the most skilled riders would have dared to take the chances that he did. Finally one of the two younger men could stand to po chine, the muscles and sinews of man can carry him faster than the most perfected application of steam, a five-mile track is to be laid parallel with the New York Central railroad, near Poughkeepsie, and here the test will be made.

necessary to have the track at least five miles long, to allow for the statt and of the two younger men could stand it no longer. He rode nearer to the old man and noticed that his left leg was useless, and that the only way "Oom Paul" could ride was by pedalling solely with his right foot. finish. The start will be so timed that 'he train and cyclists will begin the racing mile together, which will be the center mile. Two miles will be allowed for the start and two for the stop. The sextette is thirteen feet long and its His skill was of such a high order that the younger man drew up alongside of him and said:

wheel base is something under a foot less. Its weight is 137½ pounds, giving each rider about twenty-hree pounds in addition to his own weight to propel. The diameter of the wheels is thirty inches and the tires are two and said: "You ride extremely well, sir." A wagon that passed between them, and caused the old man to make a skillful swoop to one side, cut off the reply. The younger man drew up alongside again and epeated: "You" ride extremely well at?" where is in the probability in the the two are two wherein lies the secret of its phenomenal velocity, is 196. There are four sprockets used in the gearing, so that every revolution of the pedals throws the machine ahead "You ride extremely well, sir." "You ride extremely well, sir." The old man turned his head a bit, looked searchingly through his gold-rimmed specta-cles with thick lenses, and said frigidly: "I am attending to my own affairs, sir."

forty-two feet. If the men turn their pedals once a second they travel a mile in ninety-cight seconds; if they turn twice a second they go a mile in forty-four seconds; two and one-half revolutions a second means a mile in thirty-nine and one-fifth seconds, and three revolutions a second develops a speed of a mile in thirty-two and two-fifth seconds. The record of the Empire Express is thirty-aeven and one-

second develops a speed of a mile in thirty-two and two-fifth seconds. The record of the Empire Express is thirty-seven and one-fifth seconds. When it is considered that in riding a mile in 2:00 4:5 the racor turns his pedals better than three times each second, it is seen how the sexticite is likely to go at the rate of a mile in thirty-two and two-fifth seconds, nearly 120 miles an hour. The six men to man the machine will be Cahamme of St. Louis, as steersman; Fred Rau, winner of the Chicago road race in 1531; Fred Loughead, the young Canadian champion; John Weage, or W. S. Kenyon, of Chicago; F. W. Beakey of Mount Clemena,

stitute.

10. Instruct the courier to be sure he de livers the packet to properly authorized courier, who will be designated by a badge.

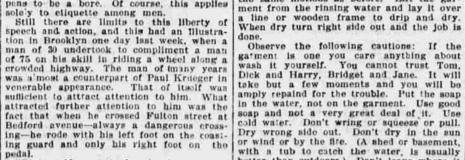
Bicycle Hospital, 721 North 16th street. BICYCLE ETIQUETTE.

May a Wheelman Speak to Another When Riding at Any Time? Fine points about bicycle etiquette have

Passing of the Horse.

at once. HOW TO WASH A SWEATER. The Garment Can Be Cleansed With out Danger of Shrinkage. A writer in the League of American Wheel men Bulletin gives the following directions not been settled yet. It seems to be the for washing a sweater: Fill a pail two-thirds general opinion, says the New York Sun, or three-quarters full of cold water. In ex-tremely cold weather the water may be tempered a little, but let it be cold, and not that when you are riding a wheel you have a right to address a stranger who may come

up beside you, provided you have really warm. Take a cake of good laundry soap-something worth talking about. It isn't nec- any good soap that hasn't an excess of alkal will answer the purpose—and rub between the hands in the water for a moment. Put in a teaspoonful of ammonia and stir well. Soak the garment in this liquid for fifteen minutes or half and hour and then souse and essary, if custom makes a law, to say "Beg your pardon, sir," and then make a specific statement about some topic, and then say kread with the hands, so as to squeeze out the dirt, but not vigorously enough to impair the garment's shape. Turn inside out and repeat the process. Pour off the water, which now contains all the dirt that was in the garment, and rinse very thoroughly in several waters-cold water, of course-using the same motions as before. Lift the gar-



with a tub to catch the water, is usually better than outdoors.) Don't leave where it "Pretty old man to be showing off like is cold enough to freeze. Don't iron. In case the garment is extremely dirty, use more ammonia and soak longer. If there are grease spots after soaking remove the spots with ammonia, benzine or some cleans-ing compound, and then proceed as before lesctibed. I have an all-wool, close-fitting Jersey shirt that has been washed in this manner by myrelf just forty times, by actual count. I cannot see that it has shrunk a particle, and; with the exception of some wear, it is still in first class con dition

SHE WANTED A WHEEL.

But the Salesman Was Too Slow and Lost a Customer. She was a pretty girl and when she entered the bicycle store she wore a pleased, innocent expression as she gazed round at the machines with the gentle air of one who had

ties, runs a story in the New York Herald. The salesman was unsuspecting and smilled his best.

"I want to buy a bicycle, please," she said casually, in the same tone she would have used to buy a spool of thread. This unbusi-nessilike method of hers left him gasping-if he had been wise he would have dragged out his pencil and order book and said: "Yes'm. What number, please? It will be up tomor-row," and finished the sale on the spot. But he was not wise. He scrambled to get back

Dismissing the horselers carriage from the inquiry, the question arises, "To what ex-tent, if at all, does the increasing use of the bicycle affect the sale and use of horses?" "Ob. uo," she answered. "I just thought today it would be so nice, so I came after the

Levels,

Тарез.

Tracing Cloth. India Ink.

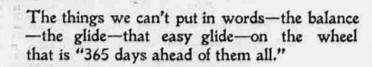
Telephone 1379,

ICYCLES TO RENT:

It is a notorious fact that horses have been for two or three years past selling for less and over-dwindling values. This query has been put to practical horse-men, men who sell horses in this and other othes or who are otherwise interested.







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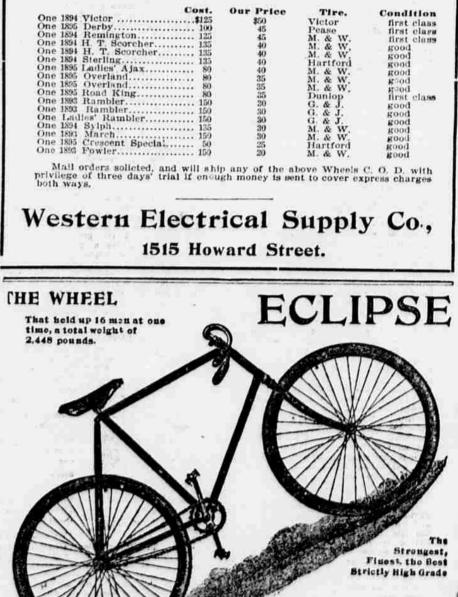
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