THE OMAHA DAILY BEE: SUNDAY, AUGUST 9, 1896.



was given by Easton G. Wilbur near Oakland, Cal., recently. He rode on a single rail of a railroad track on a trestle from Tiburon to Santa Rosa without accident.

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In Oakland Wilbur is known as the "bicycle freak." The other day he astonished Ohio. When he was first elected governor the natives by riding down Broadway standing on his head and pedaling his wheel with portant problems to be solved by the state his hands. Then he came up the street rid- and on January 11, 1892, in his first annual ing his wheel backwards. He was mounted message to the legislature, he made the in his seat with his face toward the rear wheel and the handle bars clutched from wheel and the handle bars clutched from behind. Mr. Wilbur found that he created subject of importance, not only to agriso much excitement that he tried a new trick-that of riding on his ear. Getting a terest in the state, and is receiving very good start down Broadway Wilbur clutched general attention throughout other states his handle bars and raising himself into the air went spinning down the street with the side of his head resting on the saddle. In order to perform this feat one has to be a of our highways, so that they may be perfect balancer and Wilbur possesses this quality. Wilbur's sensational ride on a single rail after a train over the narrow-gauge trestle was the climax of his recklessness. It is the talk of the bikers and Wilbur is proud of the feat.

"Of course a man takes chances in making these rail trips," said Wilbur, in discussing his rides. "In order to ride a wheel as I do one must have perfect control of the machine. For years I have been studying the bicycle and I can ride on it in more ways than any other man in the country. I ride a bike standing on my head or on my ear, pedal it backward, hold myself in front of the handle bars and pedal backward, and, in fact, I ride in every nceivable position; but this way of riding became rather stale to me. It was not exciting enough, so I conceived the idea of riding a rail. At first I tried to ride the rail straight without using a companion This method stumped me, but I wheel. hope to achieve success at it some day. My method of riding a rail is a simple one. I grasp the handle bars firmly in the center with my right hand. This enables me to keep a perfect balance with my left hand. I take hold of the single bar on my riding wheal This has calarie disadly toward my wheel. This bar points directly toward my When once I get on the rail I am the because I can keep my balance body. perfectly. Of course I learned to ride a rail on the ground before I took that trestle I wanted some exciting sport so I contrip. cluded to follow the train over the trestle. My light companion wheel ran along one of the beams which is laid alongside the track. Over the water I sped, looking at nothing but the rail ahead of me. You know you

can't go sight-seeing when you are riding on a rail. During that long trip over the narrow gauge trestle 1 never made a slip, and I kept up a pretty good pace, too. It seems easy enough when you know how and have the courage to take chances. Yes, sir, I can do almost anything when mounted

"Few riders," says one who has been through the mill, "realize the importance the biavels of a well lubricated and flexbestowed on the bearings of the bicycle passengers, far below that which can ever were devoted to the chain there would be be attained by the continued use of horses fewer tired muscles after bicycling exer- and other animals; therefore, One will find owners of wheels taking them apart, cleaning the cones and pol- of the state of Ohio, that the governor be

A remarkable exhibition of wheel riding | at the door of the War office, and making off at great speed. The military secretary General Grave, is also a proficient bicyclist. Good Roads Movement Reviewed. No man has contributed more to the cause of good roads than Governor McKinley of he took the matter up as one of the im

following recommendation: "The great need in many sections of culturists, but affects every material in in the union. I invite the attention of the legislature to it with the object that some plan be devised which, with the concurrence serviceable in winter as well as summer. Many of our country roads are almost impassable during several months in the year They should be good the year round for the safety and convenience of travel and transportation.

"The consideration of this subject by the legislature would lead to discussion among the farmers of the state, which would furnish valuable suggestions to the legislature

The legislature was not as prompt in considering this question of good roads as Governor McKinley had been in recommend Accordingly, in his second annual message transmitted to the general assembly definite and specific recommendation:

"Without reproducing what I said a year ago upon the subject of good roads, I beg most earnestly to ask the consideration of the general assembly to that subject. It is attracting attention in all parts of the country and in no state is there greater necessity for good roads than in our town. I suggest that the general assembly authorize the appointment of a commission to in-vestigate and carefully consider all plans proposed and experiments being made, and to submit a report, with recommendations, in time for the meeting of the first session of the next general assembly, the commis-Sion to serve without pay." Following the recommendation of the gov

ernor, Hon. Martin Dodge, member of the house of representatives from Cuyahoga county, introduced the following:

HOUSE JOINT RESOLUTION. "Authorizing the governor to appoint a

commission for the purposes therein named, "Whereas. The governor of Ohio, in his last annual message, most earnestly asked the consideration of the general assembly to the subject of good roads, and suggested the appointment of a commission to investi-gate and carefully consider all plans proposed and experiments made, and to submit a report with recommendations in time for the meeting of the first session of the

next general assembly; and, "Whereas. It is the opinion of many passengers, far below that which can ever "Be it Resolved. By the general assembly

ing them apart, creating the cones and port ishing the ball bearings, even going so far as to dissect the pedals for a little dust, and yet pay little or no attention to the chain, while the chain is more important gether, should the outer cover and the outside skin of the cell be punctured, the emission air is only from one, or at most, from two ties which received the largest number of cells. At a trial eight consecutive cells were punctured, with four in other parts of votes in this state at the last general election, whose duty it shall be to thoroughly the tire, and on the inner tube being ininvestigate the whole subject of road conflated, there was little appreciable difference in the resiliency of the tire. The air cells an be readily applied to all present tires having an inner tube and outer cover, and a complete set of the air cells for a 28-inch wheel two-inch tire weighs less than two to the governor what the average cost per ounces. ton per mile now is by horse power, and An eastern hardware concern is marketing in garnered what the approximate cost would be if ain should be artificial power should be substituted for an instantaneously interchangeable pedal The device is constructed entirely without horse power, and especially whether it is possible and advisable to construct country novable plates or screws, the change from rubber to rat-trap being effected by a simple roads so that both cars and wagons can upward pressure of the thumb and fore-finger of the hand to the plates which are pass over the same road, propelled by either horse power of artificial power; also the estimated cost of such combination roads as hinged on the axle. The center of gravity does not only automatically maintain the compared with the cost of roads established for horse power only, together with whatever recommendation they have to festred surface on top and against the shoe but also without foot pressure remains in the position wanted unless intentionally almake as to the road laws of Ohio, or as to the enactment of any new laws by the legtered. The pedals weigh fifteen and one-half islature of the state. The report containing the findings, conclusions and recom-The newest bicycle bell on the market is mendations of such commission shall be transmitted by the governor to the general assembly, together with such comments as

cyclists, and they do not feel disposed to let go their lead pipe cinch even for the dates of the matinees. The Council Bluffs Field club has an enclosed third-mile track which can be remodeled and put in shape for an outlay of several hundred dollars. The Field club has made overtures to the promoters and if the mile oval cannot be secured the races will very probably be pulled off on the Field club track. The mile oval is without doubt one of the finest bicycle tracks in the west, as the wide turns and long stretches, together with the fine surface, make it safe for the speedlest The races will occur just at the racing. windup of the Nebraska state circuit, and many of the best amateurs and professional racing men will be found with plenty of open dates. An outline of the program proposed for the first matinee, which will occur on the 15th or 22d of August, is given below, program to consist of eight regu-

lar events: One-mile novice. Half-mile open, amateur, paced.

 One-mile open, professional.
Two-mile open, amateur, paced. 5. Roadster race, open to amateurs, one

6. Club team race, one mile, four men to ich team, open to amateur club men oly. 7. Three-mile tandem, amateur, four tan-

dems to start. 8. Five-mile open, amateurs, paced The above races to be interspersed with exhibition and record riding by ambitious racers. Several match races are on the tapls now which will be run off at the matinees. If no bad luck is encountered blanks will be out within a few days and will be mailed to all clubs and wheelmen within the radius of 100 miles. Full information may be obtained by addressing Smith, care Deere, Wells & Co., Council Bluffs, Ia.

WHEEL NOVELTIES.

What Inventors Are Doing to Im-prove the Bicygle. A bleycle lamp that will throw a direct and enetrating glow of light a distance of two

hundred feet has just been perfected by a resident of Buffalo. The manufacturers have taken it up with avidity, but it is doubtful hether the lamp can be put on the market before next season, as it requires special machinery for its manufacture. This new light is accomplished by the aid of electricity. It is simple and sure, and ex-

periments recently made have demonstrated its usefulness. The light is maintained by a small storage battery, which is also the invention of the same man. When riding, a wheelman's duty is to look ahead, but there are circumstances that oblige him to turn his head to see what is going on behind him. No inexperienced rider can do this without losing his balance.

and it is even dangerous for an expert rider to turn his head, as he is apt to come into collision while so doing. To obviate this difficulty a simple mirror has been placed on sale, which can be attached to the handle bar or fork of any wheel. By means of this mirror the rider can see everything that is going on behind him without turning his ead. The newest bicycle alarm consists of a

whistle, automatically operated. It com-prises a pump barrel, or cylinder, with inlet

and outlet valves to regulate the inward and outward flow of air. A shaft containing an eccentric, runs half way through the cylinder. The device is preferably applied frame, near the sprocket o the When it is desired to sound the alarm the foot is pressed on a pivoted lever, which action exhausts the air in the cylinder, and sounds the whistle attached to it. The whis tle is a powerful one, and, when sounded, i

can be heard a long distance. In order to overcome the immediate ef ects of a puncture in bicycle tires an Engish inventor has devised an arrangement o ells in the tube, the arrangement is an adaptation of the well known principle of ubdividing a ship by water-tight bulkheads For this purpose a series of small segments of flexible tubes are introduced betwee ordinary pneumatic tube and the outside When the inner tube is inflated in over. usual manner the air cells are force against the outer jacket, and the ends of the segments of tubes being pressed close to gether, constitute airtight walls, so that

of protecting owners against loss or damage arising from movident. At the rate of \$12 a year, payable monthly, owners of whechs are given a list of repair shops in a flat tire. their locality or some other, any one of which they are privileged to enter and have work promptly done, the bill being sent to the insurance company. In all countries the conquering advance of cycling has been the same. It has marched around the world. Gzar Nicholas of all the

Russias has been photographed with his wheel, and grouped with him were Prince George of Greece and Prince Charles of Denmark. This latter Prince Charles not so very long ago taught his fiancee, Princers 'Harry" of Wales, to ride. Wilhelm of Germany alone is fearful of risking his imperial dignity by learning to

ride. His sister's father-in-law, the king of Greece, and also the king of Belgium are cyclists. Another is Milan, the de-throned ruler of Servia. Both lines of

French pretenders have enthusiastic riders. The duchess of Aosta, a kinswoman of Prince Napoleon, has mildly scandalized her sedate brother-in-law, King Humbert, by "scorching" through the streets of Turin in an alarmingly emancipated cos-

The history of the wheel as a social fac or shows indeed a reversal of the usual order of things-the "smart set" in every metropolis has taken to bicycling only after the masses had adopted the sport. In our own country it has been only two or three seasons since society at Newport dared risk frowns of conventional society in town by adopting the wheel as a favorite form athletics.

In France and Germany and in Spain friendly greetings everywhere follow the appearance of the "League of American Wheelmen" badge. Even in Turkey, where the sultan pleas

antly alluded to the bicycle as "the devil's own charlot" a few years ago, there are now a thousand wheelmen. In Egypt and Africa, Denmark, Chili and where-not, the wheel is a victor. Japan has become so ambitious that she is now manufacturing her

own wheels-clumsy and cumbrous affairs they are said to be. Of clubs there is no end. The League of American Wheelmen has on its rolls 40,-000 members, including 1,500 women. Its headquarters are in Boston, and it has branches in every state and territory in It practically makes and ad the union. ministers the laws for the racing element of the entire world. The aristocratic social club of New York is the Vichaux, with 250 members, among whom are the Jays, Rockefellers, Goulds, Drexels and Roosevelts. Distinctive features of their indoor club life are musical rides on regular even ings, when the most intricate figures of the dance are performed on their wheels. There are no better riders outside the

professional ranks than are found in the Vichaux club. In Baltimore is the exclusive Park Bi cycle association, with its tidy club house in the most beautiful park of that city.

Philadelphia has the Century club; Chi cago, the Chicago and Lincoln; Indianapo club: Chilis, a delightful social organization; Bos ton, the Boston Bicycle club. In all there are no fewer than 500 clubs in existence in

the United States, with new ones forming constantly.

POETRY OF THE WHEEL.

On a Tandem.

New York Sun. "Twas the time of meadow lilles, And of bobolinks in tune. When I went to ride with Phyllis On a breezy afternoon. How her faunty gown became her, With her maden checks aglow! Had I then been asked to name her I'd have called her "apple-blow."

As she spoke with blush and dimple. As she spoke with blush and dimple Of her girlish hopes and fears, As I watched the sunny rimple Of the curls about her ears, A great wave I could not master. Through my veins began to steal, And my heart went whirring faster Than the whirring of the whee

All too soon the moments fleeted, All too swiftly sank the sun: Fate the love-web had completed When at last the goal was won. Tender were the words between us As we stood there side by side, For the will you of Venus Had been with us on our ride.

of the trip, had only twenty-three miles of favorable wind and rode fifteen miles on back, ch?

Tourist Wheelmen Notes Frank S. Newcomb left for Chicago one day last week. Ask "Cheyenne Bob" what he took a fish-

ing pole with him to Florence for last Monday night?

The August run cards are out and we not there is to be a century ride for the boys in a week or two. If you want to make your initial century, you will be welcome on this

Dame Rumor says Ed. Black has started on his homeward journey. We will all be glad to see him back again, and he will no doubt have much to tell of interest that he has seen and heard while abroad.

W. G. Clark the club's genial vice presi dent, is sojourning in Chicago. He will meet the '26 Meet Club there today (Sunday) and accompany them to Louisville, Ky., to attend the national meet of the League of American Wheelmen.

We heartily agree with John D. Howe's article last Sunday that H. K. Smith is an all-around good feilow, and it is a well known fact that "H. K." is all right in any position he is asked to fill, from a member some committee on up to the president of We only regret that he the club. situated that he can be with us a little more of the time.

The president has been doing some personal work among the boys trying to get them to renew their road riding once more, and Captain Spencer has arranged a nice series of tours as shown by the following schedule of runs:

Sunday, August 2, Calhoun 36 miles, start 7 a. m.; Wednesday, August 2, Cathoun 36 miles, start 7 a. m.; Wednesday, August 5, Elimwood Park 10 miles, start 7:30 p. m.; Sunday, August 9, Sarpy Mills 20 miles, start 7:30 a. m.; Wednesday, August 12, East Omaha

10 miles, start 7:30 p. m.; Sunday, August 16, Tekamah 100 miles, fifth annual club century; first section leaves at 6 a. m., dir rer at Tekamah; Wednesday, August 23, Plattsmouth 44 miles, start 7 a. m.; Wednesday, August 26, Center Station 24 miles, start 7:30 p. m.; Sunday, August 30, Waterloo 46 miles, start 7 a. m. Saturday, August 8, races at old fair grounds. The best men of the middle west

will be here, turn out and help to push a good thing along.

have their cycling papers addressed to them at the club rooms. Outside of these there are only one or two other publications that are only one or two other publications ever reach the reading room. If you have some good paper you are taking we think it would be appreciated very much by the members if you would change your address the change of the second the and have it sent to room 11, Creighton block

"It's too bad to let a nice day like this go by and not have any club run. I wonder what's the matter with the boys they don't turn out any more. There's Gunther, Hart-son and a whole lot more that used to go out, rain or shine, every time, but this year it seems different." "Yes," chimes in a companion, "Sig Kalisky and Dave Harding are two more that seem to have lost all desire for road riding. Dave is now quite trainer with the racing men, and 'Sig,' well, he might go and see her during the week and go out with the boys on Sunday.'

"Yes, the members should have some at traction at the club rooms if they are going to give up riding. The club might subscribe for some cycling papers, and-oh, yes, Willie has his Pacemaker, and Captain Spencer the Western Cyclist, and 1 believe the Cycling West send a copy of their paper to free gratis, but there's the Bearings, Referce, the World, and a dozen more leading journals of the day that we should have on the table in the reading

"The gymnasium room. Oh, why the The gymnasium room, on, why duey never think of using that any more. They used the punching bag until they woke the folks that room overhead, and knocked down several pictures, but even that is a thing of the past. We would like to see the boys revive up, have another little cir-ous again get some one to chase 'Duberry' reuld make some reference to our attraction

ing to their lingo about what they saw and began to make shirts years ago in a small room in London, where he cut the garments out himself, and now he employs 1,800 perbalance of us missed when they git sons in that business.

"John Hynes?" Why, he's in Rock Island in business for himself, now. Didn't you know that before? Where you been keeping yourself, anyhow. Think you had better ome around once in a while.

Well, I'll be hanged if-Did you see that? Well, goodbye. I have got to run home to supper, but say you'll be around Wednes-day night for the run to Elmwood park, won't you?

The Tourist wheelmen of Omaha held their regular monthly meeting last Thurs In the absence of day evening. Dave B President Parish and Vice President Clark. Mr. F. W. Fitch presided. The re-routine of business was transacted, The regular while no action was taken by the club the members discussed pretty thoroughly the cycle path matters, which resulted in favoring the Fort Crook course in prefere Florence, unless the citizens of the latter place were willing to make some amend for the action of their town marshal in the recent "hold-up" of some of the wheelmen who composed the party that were enter-

taining the law league. It is a well known fact that Florence patronized more by the wheelmen who visit the place daily for a short evening ride than any other class of people, and as a rul spend their money quite freely, but the manner in which the officer of the town greeted them was taken as a gross insult. and they do not feel like encouraging any one to visit the place under the existing circumstances, but if proper action is tak in by the business men of the place, showing that they sincercly regret that such an un called for action should have been pursues by the marshal and extending their apologies to the visitors on that occasion th matter will receive due consideration and the construction of such a path to Florence will mean that the place will be visited by hundreds of wheelmen daily.

Questions and Answers.

CUMBERLAND, Md., July 28.-To the Sporting Editor of The Bee: Kindly inform me if Mr. G. S. Collins, formerly of Phila-delphia, lately of Cumberland, Md., is in His friends here are anxious to Omaha. know of his whereabouts. heard from was in Arlington, Neb .- Thomas J. Blocher.

Ans .- Don't know him. This, however may catch his eye, and if he has any style

about him he'll write you. MISSOURI VALLEY, July 26.-To the Sporting Editor of The Bee: My way of playing razzle-dazzle or five handed high five is this: Deal six cards, bid, call for cards wanted; then the bidder asks for the card he wishes for his partner, and the card called for must appear in the first hand played around. In counting, the two partners share alike in the full amount of points made in each hand, and the three opponents likewise in what is made by any one of them. I consider that the most cus-tomary way of playing the game; also the best way, although I gave in today and al lowed a party to convince the players that it was never played thus, but was played like the following: Deal nine cards, call for card wanted, take all the discard, put on bottom of deck, which makes seven live cards for the first two dealt to, and all th

rest dead cards which are of no use; then play, and the card called for need not appear until deemed advisable. In counting the two partners each share alike, as in my game, the full number of points made, but the others only get what they individually make. Please give us your choice of the two games; also which is most commonly played. My opponent in this dispute is about 100 pounds the handlest with his "dukes," so I had to take the worst of it and play his way, regardless.—Spookendyke. Ans.—Card called can be played whenever

You and the holder sees proper to play it. your partner share allke in what you make, and your opponents the same in what any one of them makes.

An old age pension bill has been intro-

of \$3,000 to \$4,000.

The

SHENANDOAH, Ia., July 24.—To the Sporting Editor of The Bee: Could you recommend us to a fancy or trick bicycle

After Sea Bathing Use Cuticura Soap. For Summer Rashes Irritations Chafings and Inflammations Nothing So Cooling So Soothing

and So Refreshing.

After the sea bath, cycling, golf, tennis, fiding, or athletics, a bath with CUTICURA SOAT is indispensable. It prevents chains, redness, and 'oughness of the skin, southes innammation, allays irritations, and when followed by a gentle anointing with CUTI-CURA (claiment), the great skin cure, prore most beneficial in relieving tired, lamed, in-fiamed, or strained muscles. Sold throughout the world. British depot: F Newbery & Sons, 1, King Edward-st. Lon-don. Potter Drug and Chem. Corp., Sole Props. Boston, U. S. A. EST "All About the Skin," 64 pages, post ire



Charles Wille and Tom Spencer both

than all the other bearings combined. Every one of the numerous links in this chain has a bearing, and every one of these bearings is likely to get stiff with dust and As soon as metal gets to wearing at metal or a little grit is introduced over the various kinds of roads, including against metal or a little grit is introduced into the joints, the chain will begin to run those operated by steam power and electric stiff and hard. It will snap and jerk and the wheel will be tiresome to propel. This can be avoided only by careful cleaning to the governor what the average cost per and lubrication. The excition used in clean-ing is returned sevenfold in garnered strength to the rider. The chain should be taken from the wheel and coal oil poured over the joints and on the sprockets. Then wiping with a cloth will remove nearly all the dust. The joints should be worked by whipping on the floor until they are perfectly flexible. It is a good plan to keep an open can of lubricating oil into which the chain may be plunged and allowed to remain for some time-say over night, if convenient. When it is taken out the oil should be removed with a cloth wiping as clean as possible to prevent the adherence of dust. After the sprockets are of stiff lubricant and you will be surprised the difference in the running of the

It looks very much as though the race for first honors as America's leading bicyclist has narrowed down to a duel between Eddie Bald, the class B king of 1895, and Tommy er. Tom Butler's riding has been omenal this season, and his friends are banking heavily on him proving the best man. Walter Sanger, Arthur Gardiner and Ziegler are the most prominent of the other riders who have a claim on first place. Eddie Bald was unquestionably the "crack" last season, but this year it appears as though Cooper is the speedier of the two. Cooper's great work since the racing season opened has placed him high among favorites. He has won a majority of the races he has competed for and has triumphed over Bald least a dozen times. Bald has crossed the tape ahead of Cooper on several occa-sions, but the majority of the races between that speedy pair has found Cooper the winner. The true champion of America will not be crowned until the championship event at Hamden park, in Springfield, Mass., is settled. Here are the races of the year, and here all eyes in America are centered when of the country meet. Cooper eracks halls from Detroit. This is only the second season that he has been on the track. It was at the big meet at Chicago last summer that he showed the stuff he was made He gave Bald some hard races and for the remainder of the season it was nip and tuck between the pair for first honors. Bald is now riding for his seventh season. His friends claim that he will be able to stand the long campaign much better than Cooper. and when the races at Hamden park come will carry away first laurels. Sanger is riding in good shape and promises to make it decidedly interesting for both Baid and Cooper. Butler, Gardiner and Zeigler are also riding in grand form and they may cut an important figure before this season is

A student of the wheel has collated the following facts: In far-away New Zealand all h the awful word "cyclodonna" has been cause coined as a substitute for wheelwoman. In many western towns the fair rider is called a "bloomer," without regard to her costume. The word "scorcher," as indica-ling a speedy cyclist, is fairly engrafted upon the language. In Chicago, however, the "scorcher" is called a "scoot." The technicalities of the machine have led to attempts upon the part of young men to coin expressions. "Your tire is punctured" nothing to do with the management of the indicates that the story you are telling lacks the probable element of truth. Reckaffair, as the two meets held under the auspices of the club in former years have less statements are called "coasting." A very ancient yarn 's not a "chestnut," bu been anything but financial successes. Through the efforts of Harry K. Smith, the a "century." A young couple showing a mutual fondness are "riding tandem." A project has assumed form, and if nothing unforeseen occurs to prevent the races will be run off. The idea is to hold three matiman leading a fast life is "geared too high. An old fogy is referred to as a "high wheel." A chaperon is known as a "pacemaker." A cheap bicycle is called a "gaspipe" machine. nees, two in August and one in September, at each of which the program is to be made

A professional racer is a "pro.

The English papers say that many well known military men have taken to wheel-ing. Lord Roberts is a devoted wheelman, unlike Lord Wolseley, who will not learn, saying that so long as he can mount a horse

front wheel. Between the shoulders a shaft or roller is supported that is suitably conhe may by message see fit to make thereon, and such additional recommendations as he may desire to make. Said commission nected with the hammer of the bell. means of a chain running over pulleys to the handle bar this shaft or roller can be lowshall conclude its investigation and file its report with the governor, as aforesaid, on or before the 21st day of December, 1893." Under authority of this resolution, which ered and brought into contact with the tire The friction causes the shaft to revolve was adopted February 28, 1893, Governor McKinley appointed the following persons to act as commissioners: Martin Dodge of whereby the bell hammer is operated and the gong sounded, which it continues to do the chain. This device leaves the hands of Cleveland, David S. Oliver of Cincinnati, J. R. Duniap of Harding county and D. W. Sprague of Auburn, Geauga county. It will be observed that the terms of the resolution gave the commissioners on

the rider less employed; he is not obliged to keep them constantly on the bell lever, and a simple pull on the chain will sound the gong more readily than the constant pressing of the lever required by the bells now in use. the resolution gave the commissioners authority to make a wider investigation than had heretofore been made by this or any A device so simple that every woman who sees it wonders why she did not think of in-venting the same thing, has just been proother state, and especially pertaining to the matter of the cost of transportation by different means, such as horse power, steam power and electric power. Hon. Martin duced, to be worn by lady cyclers for the purpose of holding their skirts in proper power and electric power. Hon, Martin Dodge was made chairman of the commis-sion, and, encouraged by the liberal views position while on the wheel. It is a garter, made of elastic, somewhat wider than ordi-narily worn, and fitted in the front with two of Governor McKinley, and operating under the wide authority of the resolution, brought out a report on behalf of the state of Ohio. wires of small size that extend two inches To these wires, which are beyond the limb. which is a leading authority on the question of roads and transportation. A new point fitted with a snap hook for adjustment to proper dimensions, are two pieces of tape one and one-half inches in length, which are fastened to the skirt. This little arrangewas made in this report never before officially published, to wit: That the time had come when we should prepare our roads ment is fitted to the leg just below the knee for new forms of vehicles and power, such as the electric car and the bicycle. It was clearly pointed out in this report that the and, while being invisible and accomplish Ing its principal object of holding the skirt in proper, graceful folds, serves many other horse power must be supplemented by these other more economic means of transportapurposes. Inexperienced riders by its use need no longer dread the thought of a fall. purposes. tion in order to make the most of the opfor the wires of the skirt holder act as a portunity which modern invention has placed within the reach of the people. The report has proven to be prophetic in many respects protection. The tension and drawing sen-sation of the skirt across the knees is also relieved. It is controlled so as not to blow against passing cycles, and the skirt and Governor McKinley has rendered a great and Governor McKinley has rendered a great service to the cause of road improvement by encouraging the liberality of the views expressed in the report. In his third annual message he omitted his former recommendahem is held away from pedal, which, in the past, has so often torn it. The new skirt holder is the outcome of a woman's ideas, who refused positively to wear anything but tions, but transmitted in lieu thereof to the the proverbial skirt of her grandmother's time, and with its coming all excuse for legislature a special message, including the report of the commission. Governor Mcwearing bloomers because more convenient and manageable disappears.

Kinley is in full accord with the liberal views expressed in the report and has done all he possibly could to forward the good A bicycle enthusiast has devised the chain cleaner. It consists of two circular brushes attached to a metal backing, which can be quickly clamped to the lower part of the frame. In use, the chain is first cleaned by Matinee Baces at the Bluffs Arrangements are now being made for a placing the device in position, then raising series of matinee races at Council Bluffs. the rear wheel and revolving the crank a few times. Repeating the operation, with the addition of a little oil on the brushes, is offered as a quick and admirable way of Several valuable prizes have been donated and will be hung up to attract the speedy men from neighboring points. The local oiling the chain after it is cleaned, to be wheel club as an organization will have followed by the application of graphite in the usual way to finish.

The

attractive both to spectator and racer, a change of program to be made at each mati-

nee. The bulk of the races will be paced by tandem or triplet to insure speed, and the prizes will be sufficiently valuable to

ITS REIGN UNIVERSAL.

Wheel in Demand Throughout the World.

A curious result of the universality of the wheel is the organization of metropolitan agencies known as cycle register companies aimed against the cycle thief. Wheels are registered for a small sum, and the registered number is stamped into the machine with a steel die. A certificate is issued after registration by which proof of ownership of the machine is always promptly available. The disposal of a stolen registered wheel is thus rendered ex-

A Modern Episode. Washington Post. She rides a bike-Does the girl 1 like-She rides a bike, does she; A form of grace-And the dearest face-Now, she's very dear to me.

I know the sweet-For we often meet-And sweet, in truth, is she;

Her eyes are gray, And she has a way "batting" them at me.

While out awheel. I thought to steal A kiss from her lips, do you see; Was I to blame? They seemed aflame, And as red as a mulberry.

She took a "header." Just as I caught her, I header, in sooth, took she, Then cried, "you lout; Quick, help me out!" She was my wife, don't you see?

The Cycler's Face.

I've heard and read of the cycler's face, That is now quite known to fame, I have seen and noted the anxious trace On the features of the same

On the features of the same I have marveled much at the tales they tell Of each lineamental case Of the set, fixed, hardened lines that so well Determine the cycler's face.

But my greatest example of the like Is that of the cycling churl Who had the face to borrow my bike To elope with my best girl.

By

A Sight. Buffalo Courier.

Buffalo Courier. I saw a girl Amid the whirl. She'd golden hair. Her face was fair. Her garments fine. Her form divine With eyes like stars.

She rode a bike, And such a sight! She drove her steed At scorchers' speed; Her back was humped, Her head near bumped The handle bars.

RODE A DOUBLE CENTURY. Denver Wheelwoman Accomplishe

a Remarkable Feat. Denver glories in many record-breaking

wheelmen and also in one record-breaking wheelwoman, Mrs. Rinehart, a society beauty and favorite, who recently rode a double century in twenty-four hours. The Cycling West says this is the first time a woman has made such a ride, that few men are able to accomplish the feat and that no Coloradoan has ever done it. Mrs. Rinchart left her home in Denver Wednesday morning a week ago at 4:05, and completed her first century over the Evans course at 12:45, or eight hours and forty minutes for the trip. After lunch and a rest of an hour, she started at 1:45 p.

m. for the second half of her ride. She rode to Platteville, thirty-six miles, and return to Denver, making seventy-two miles, and completed the balance of the double century on the Littleton course. When she had finfore going fifteen miles on the Platteville road, and after making 213 miles she encoun-tered a rain storm. This continued until she found herself pushing through isolated mud holes and immense stretches of water, which submerged the road in many places. The last thirty miles was where her great pluck and endurance was brought into play. The

distance was done in inky darkness. She was accompanied by her husband, who would have gladly relinquished any glory to sit beside a fire in a comfortable home in prefer side a fire in a comfortable home in prefer-ence to braving the big electrical storm which swept over Denver on that night, sending sheets of rain in the faces of pedes-trains and covering the road with shimmer-ing pools of water, discernable only when a flash of lightning lit up the road ahead. To make matters worse Mrs. Rinehart's tire punctured on the Littleton course and she discovering on the fact fire To summa-

cus again, get some one to chase 'Duberry Malone' on top of the round thing that could make some reference to our attraction in your department.—H. M. West, Secretary. Ans.—For trick rider address Manager held the striking bag again, and ask him Mardis, Omaha Bicycle park. what a nigger is doing in a white man's quarters anyhow?' Cyclone Pete seems LABOR AND INDUSTRY. to have forgotten that there is such a place as the Tourist club rooms, and there's Ber To become an electrician or an industrial, Hosford, when he was secretary he was around occasionally, but his pleasing countemechanical, railroad or mining engineer the Cuban must go to a foreign country. nance is now conspicuous only by its ab The resumption of work in the ten Lehigh

"Yes, Hnrtry was up there the other day no, there were others—but I would not have cared to be in Tom Spencer's place after he invited them to show up for the target of target Every strike inaugurated in Germany durafter he invited them to show up for the run and he staid at home, I should say. Mashonaland the supply of native work peo-ple often falls short, although at Johannes-burg a native can earn three pounds (\$15)

a month besides his food and such lodging "'Chevenne Bob!' yes, that was anothe of the boys last year. He started out one day to chase. Bouk to Tekamah when he as he needs. was riding his old Victor, and before start-ing he registered that 'he would catch Bouk duced in the New Zealand parliament. measure provides for the payment of 10s a week to all persons over 65 years of age, and the funds from which it is proposed to or bust,' but at last accounts he was busted. The forty-pounder came in way ahead of pay the pensions are to be raised by a tax 'No. 19.'

on amusements and an increase in the stamp "Collie Hample used to go out occasion duties. sily, but she and the rest of the women seem to have quit riding for some unknown Girl pickets are the latest, and they are credited with winning a New York strike reason. Well, its too bad, for we were The girls did not pursue aggressive meashopes that the mileage list would reach the 75,000 limit this year, and if all of the boys would only ride like that man Guldner ures. They were smiling and wheedling in their ways, and were successful in this way in keeping many non-union people out of the factory. aid Fitch, we would reach it, too.

An inquiry made into the condition of needlewomen in Paris shows that a work-"Potts, the bugler! Oh, yes, wonder what's become of him. Sure enough, he was a mighty good fellow, but I haven't seen him for a coon's age. We'll have to church-mall The designers and cutters out of patterns for a coon's age. We'll have to church-mall him if he don't come around occasionally and the fitters receive in some cases salaries and go out riding."

"Davy!" Why, O'Brien is excusable ton. Ala., have been purchased and mills will be erected for cutting the timber. A Chicago woodenware manufacturing comwhen he is working so hard for the success of the 1896 Meet club that he doesn't find time to go out riding, but our "Fun Maker" must do better after he gets back from pany will erect a large plant at Mobile. large timber sale involving some thousands of acres in Florida has been closed for im-Louisville, or we will have to place him or the black list with the boys who don't pay mediate development. their dues. Yes, he pays his dues-so fai as money matters are concerned, but then his presence is due the boys on the "called

"Yes. President Parish said he was going to attend the runs, and he, too, has kinder sort of "backsild somewhat" and needs

"But say, fellers, why do they still run off those run cards with the inscription "In the Saddle?" Ain't we in the club "Not the saddle?" Ain't we in the club "In the Saddle?" Ain't we in the club house now-a-days? Not just now, but isn't that our headquarters?" Why, of course it is. We're never in the saddle any more; not since we arose from being a 'curbstone' to since the Communication word to call us " club, as the Ganymedes used to call us.

"Didn't you ever hear that those wheel men 'just across the river' called us that before? Well, they did; but they can't do it any more. See?"

"No, Russell is trying to sell his wheel He says he hasn't time to ride any more; sorry, for he was such a good sort of a wheelman. He was just like that piece on the Littleton course. When she had fin-ished at 12:45 Thursday morning her cyclome-ter registered 203 miles. She endured many hardships, especially on the last century. Be-fore going fifteen miles on the Platteville cing men next year. For instance, there's Bredrickson, Proulx, Will Barnum and a dozen of the "pros" who used to ride on the road with the boys, but like Flescher. Toozer and a whole lot more of the "pure whites," road ridng loses all charms for them." them.

> "Fred Hansen? I see him around town occasionally, but he don't ride no more. Naw? Oh. well, yes. I guess he does put on his best bib and tucker and go out riding with Lottie or some of the rest of his girls but no, that isn't his girl any more; let's see, who is going with ber now? Why Bob Hayes. Didn't you see him out with the trolley party the other night with his inchits suff' on?" let's white suit' on?"

unlike Lord Wolseley, who will not learn, saying that so long as he can mount a horse he much prefers it as means of progression. But Sir Evelyn Wood, the quarter master general, may be seen any afternoon, when office hours are over, mounting his bicycle

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good jacking up.