The Continental



Indianapolis is hanging out its banners and putting on the preliminary frills for the meet of the League of American Wheelmen | for that reason only, when her inclinations which begins August 9. The Hoosier capital is prepared to take care of every wheelman in the land, and announces there is nothing in the town too good for the boys and girls. The significance of the announcement will be better appreciated in connection with the statement that the local manthe birds," if it is not absorbed in the usual

The program of the week opens on Tuesday with the usual preliminaries at the headquarters in Tomlinson's hall, followed in the evening with a reception and concert at the state house.

Several cycle runs are booked for Wednesday morning, the championship races in the afternoon and a smoker in the evening.

Runs and races are scheduled for Thursday, closing with several warm entertainments in the gardens and parks of the city. Similar events are booked for Friday and Saturday, the wind-up being a banquet and cyclists who ride 60 and those who use 110, a reception to the representatives of the and about all who ride any gear between.

"I'll bet you that in spite of everything thing that sort of people would like." No that has happened and all that has been one can tell what size gear to use until said not one man of a dozen sitting around after riding a while, and it is therefore well here knows the number of his wheel," said to begin with a moderately low gear on the a rider to his friend a few days ago, when first wheel and work upward along the the pair were sitting on the veranda of a scale as strength and expertness are gained. hotel. "Some of them, perhaps, have a There is one stronger reason for a novice memorandum of the number at home in a taking a low gear at the start. It is easier pocketbook or elsewhere, but if he lost his to learn to ride than with a high one. A wheel right here not one could help the cyclist cannot be called proficient the mobeing able to give the number of my wheel is a great one, and I am in love with it because I originated it myself. Look here!" Then the speaker pulled down his stocking far enough to expose the cuff of his bicycle bloomers. One the cuff, penned with idelible ink, he had the number of his wheel, together with the make and year of it.

On almost every cycle path in Minneapolis may be found the dead todies of sparrows. To the greater number of those who travel avoided were not so many beginners out over the paths it has always been a mystery why the sparrows should be found on the path instead of on the road. If they had been injured there were plenty of other places for the disposition of their bodies, but for one found elsewhere there were always four or five on the cycle paths. The secret of it is this, vouched for by many cyclists: The sparrows in flying close to the ground have occasion many times to dodge a bicycle. As the wheel revolves rapidly they do not see the spokes and make a dash to get through. The result is, of course, fatal in almost every instance, and the body of the bird is left lying on the cycle path.

Teddy Edwards' method of riding centuries is entirely unlike that of the average centurion, and it is worth the consideration of all cyclists who attempt long distances, He starts at an easy gait. Occasionally, to show what kind of stuff he and his wheel are made of, he gives other riders a chance to eatch him of they can, but as a rule he avoids road racing tactics of every description. He rarely rides far without dismounting to relax his muscles or examine some wayside object of interest, and insists that the rule usually followed by century riding parties, of stopping for rest only at stated points on the route, determined before the start, is conducive to the giving out of many riders who could easily ride a full 100 miles if at liberty to halt for a few moments whenever so inclined. Edwards finished his 200th century in Chicago on the 19th.

A brand-new style of cycle rack has been discovered by a New Jersey farmer who runs a wayside inn. It possesses the combined virtues of great efficiency and extreme cheapness. This dispenser of soft drinks, who on week days hunts the potato bug and mosquito, has taken the wheel of an old farm wagon and after cutting the spokes in half has stood the hub on end in a wooden socket in a fixed position. Bicycles are pushed in between the spokes, which, radiating in all directions, makes it convenient for every user to stow his wheel and remove it without interfering with any of the others."

A handy little device such as anyone might have made for personal use had the idea occurred opportunely is being marketed by a western firm. It is designed for the purpose of enabling a rider to clean a chain without removing it or even getting the hands dirty. It is a quarter circle metal attached to the lower tube holds it firmly in place. By upending the bicycle this case becomes a trough very much like that in which a grindstone revolves. This trough is filled with gasoline and then by turning the sprocket the chain is cleaned about as thoroughly as it could be by taking it off and soaking it. The metal trough is, of course, thin enough and sufficiently narrow to permit the crank to pass over it.

Here is a thumb-nail etching of Chicago life vouched for by the Tribune: "Mister," asked the barefooted boy with

the brimless hat, "you're the owner of this store, ain't you?" "I am," replied the man in the bicycle establishment. "What can I do for you, my

young friend?" "Don't you want to hire somebody to stand on the corner and holler out, 'Ice!' when a feller comes along ridin' any other kind of bisickle 'ceptin' yours?"

It is hard to tell whether the passenger who alights from a car without looking around or the bicyclist who rides close alongside of a rapidly moving car is more in the wrong. The small number of accidents between wheelmen and car riders because of this carelessness on the part of each is astonishing. Conductors usually warn passengers about to alight when there is a truck or other heavy vehicle approaching, but they do not seem to think that the silent, swift-moving bicycle is worthy of consideration. The rumble of the other vehicles, or their size, apprises conductors of their near presence, but as for turning their heads about and using their eyes as a caution against cycles, it is something most of the faretakers do not do. So far as bicycles are concerned, passengers leaving cars must look out for themselves.

Berlin and Potsdam are patiently waiting for the German empress to take up wheel- reason most generally given was that peoing. Women of the court believe it is only ple had not before appreciated the benefits a question of time when she will do so, as of the exercise. Many riders venture an the empress is known to be fond of this explanation quite different from that. They recreation and it is only her dignity and say that, prior to three years ago, bicycles her duties to her family which are, or have were altogether too heavy to commend prevented her, from adopting the bicycle themselves thoroughly to the public; they sufferer with neuralgic headaches, for which roads, quickly tired inexperienced riders. her physician on several occasions has suggested the advisability of outdoor exercise. beginners lost heart in cycling and spoke Thus far he has not been able to prevail disparagingly of it to their friends. The apupon her to follow his advice and delegate pearance of twenty and twenty-two pound to servants many of the tasks she has taken | bicycles soon overcame the objections, and upon herself. About the only influence about that time wheeling received a surpriswhich serves to divert the empress' atten- ing impetus. tion from her home is her delight in being | The greatest demand

of service to the emperor in attending public functions. She appears with him often would lead her to remain with her family. Several manufacturers of bicycles in Germany and other European countries have already petitioned the empress to accept bloycles of their make and many of her admirers are hoping she will not refuse all of them. It is not considered good form in agers of the meet have "money to throw to German royal circles for the wife of a high official in the German empire to affect any kind of pastime which the empress does not approve of. at milita & A

> One subject more than another upon which new riders and intending ones ask advice is that of gears. The question of what gear to ride is as perplexing to the novice as the choice of a wedding present. One friend bids him take a low gear and another says high gear, and each advisor names the size used by himself. It must be readily perceived that it is all a matter of individual suitability. The only thing to be said about is Lincoln's remark, "For those who like that sort of thing, it is just the kind of Proficiency comes only with practice, and there are many little niceties of control and pedalling and economy of strength to be learned which can best be mastered with a low-gear. A wheel is much better controlled with a low gear and it responds more quickly to the touch on the pedals. For this ceason all trick riders have wheels geared very low for their exhibition work. There would be fewer wabblers on the road and fewer accidents of the kind that could be with high gears.

A woman cyclist has written a cycling paper making the extraordinary declaration that ever since she began riding she has made it her chief ambition to run over ment, and then with a swift simultaneous movement of legs and wings neatly clude charged on such a road. it by a hair's breadth. They are caught ometimes, though, and it was the fact of several riders having been thrown by unskillful chanticleers which drew forth the announcement of this eccentric woman's

It is surprising that more accidents do not occur, especially to women riders, owing Phoenix, N. Y. to the lack of attention which many of them pay to their machines, and also their mechanical knowledge, which they regard as unnecessary and so much avoidable trouble. One has often seen women riding to reject many because the views were on machines in a condition which almost 'raises one's hair," and with an indifference which no man would dare to emulate.

THE NEW AND THE OLD.

Some Observations on Present and Future Makes of Wheels. It is rather early in the season to talk of next years styles of blcycle, but the subject appears to be welcomed as a midsummer diversion. On the subject of coming changes

he New York Sun has this to say: "Bicycle manufacturers have already be gun to discuss the construction of wheels for 1899, and some of their propositions have come to the ears of riders. It is reported that a few makers have arranged to turn out thirty-inch wheels next year, and that the price of those machines will probably be somewhat more than is charged for this year's models with wheels of less diameter. Modifications are also promised in bearings, adjustments, sprockets, cranks and enamel; and the '99 models are likely to be prettier than those of '98. But one thing about the wheels of 1897 and 1898 which has caused much dissatisfaction among a great many bicyclists, women particularly, seems likely to be as objectionable in the coming wheels as in those of the past. It is alleged that the new wheels will be heavier, if anything, than those of the present year.

The chief reasons advanced in support of this statement are that the cost of making case made to slip over the sprocket. A clip making a heavy one, and that the former is a light wheel is greater than the cost of much more likely to break down and cause additional expense to the manufacturer who guarantees it. The low price at which wheels are expected to sell next year discourages manufacturers from taking any unnecessary risks, and they aver that their profits are likely to be too small to warrant much of an increase in the cost of production. It is not known exactly what the machines of the '99 pattern will weigh, but, if ccounts are true, they will be some pound, and perhaps two pounds, heavier than the wheels of today.

At first thought a difference of one or two pounds in the weight of a bicycle may seem too trivial a matter for serious consideration; and, indeed, to riders of muscular build it is. But many cyclists are not Sandows. They look upon a thirty-pound bicycle today as they did seven years ago apon one of almost twice that weight; but their aversion to heavy wheels at the present time is stronger than it was then, for the reason that time has demonstrated the possibility of making wheels extremely light. As it happens, the maker's side of the case seldom receives very much attention from wheelmen. If the latter, for example, desire twenty-two-pound wheels, they will buy where they think they can get the best machines of that weight for their money, and it matters little to them whether the manufacturer nets more or less on those machines than he would on others that weigh thirty pounds. Lightweight bleycles are admitted by all to be less stanch and rigid for ordinary road use than are those of medium weight, but, nevertheless, the tests withstood by the former have been sufficiently creditable to make light wheels acceptable to a large part of the cycling

fraternity. Numerous reasons were ascribed for the rapid increase in the popularity of cycling during the year 1896, and at that time the the past. Of late she has been an acute were clumsy, and, unless used on smooth As a result of using heavy wheels, many

wheels in 1896 was in the cities rather than expected from all of the surrounding towns, ALONG THE KLONDIKE TRAIL districts accommodations for housing a wheel are fewer than they are on the outskirts, and the city rider who is spared the task of carrying his bicycle up two or three lights of stairs regards bimself as more fortunate than most of his comrades. Besides, the thoroughfares of cities, being bet ter suited for cycling than those of the country, impose less wear and tear on a nachine than do the latter. Hence, a wheel that is too light and frail for everyday use on rough roads will do splendid service on highways of asphalt and macadam.

The cyclists, however, to whom a twentyeight or a thirty-pound wheel appears wellnigh as awkward to handle as a motor wagon, are the wheelwomen, many of whom assert that if manufacturers turn out heavier machines next year they will be thwart ing their own interests. Women of that be lief declare that the ranks of female riders are much thinner this year than they were last and that the falling off is due, in a large measure, to the increased weight of the new wheels.

L. A. W. PRIZES AWARD.

A Pile of Cash Exchanged for Photo

graphs of Bad Roads. Chairman Otto Dorner of the national committee on highway improvement announces the result of the \$125 cash prize competition for bad roads photographs which h has been conducting for the League of Amer ican Wheelmen. Hundreds of photographs have been submitted, from almost every state, showing all manner of bad roads and impassable highways.

The committee on prizes, consisting of William M. Foster, S. L. Stein and F. P. Van Valkenburg, awards the first of \$50 to James I. Phillips, Mannington, West Vir ginia. This photograph shows a wretchedly bad road along the bank of a river, under the most favorable conditions for drainage. The road as photographed, consists of apparently bottomless mud, rendering travel almost an impossibility, except with an al-most empty wagon. The picture is a striking illustration of a road most thoroughly bad, built under conditions where an excellent highway might have been had with little trouble, through the application of the simplest principles. It strongly emphasizes the wretched system of road building which prevails in the average country districts.

The second prize of \$25 is awarded to E P. Richards, Clyde, Ohio. This photograph represents a country road which, on accounof lack of drainage, is simply a mire, where wagons sink to the hub. The subject is good and the photograph well taken. They award the third prize of \$15 to Miss

Teanie Jury, Ash Grove, Mo. This photograph represents a road that is covered with rough stones, and having a perennial mudhole extending across its entire width. This road is easily susceptible of improvement, and is bad simply because of neglect. They award the fourth prize of \$10 to R. L. McColm, Baltimore, Md. This is a chickens. One has often marveled at the picture of a toll road within five minutes imperturbable calm with which the average walk of Baltimore, and shows paralleled domestic fowl will stand in the path of an ruts two feet deep which seem to extend advancing cycle until the very last mo- the entire length of the road as photographed. It is hard to believe that toll is

The fifth prize of \$5 is awarded to Ross Kerr, Gallipolis, O. The sixth prize of \$5 to Mary Lewis,

Springfield, Ill. The seventh prize of \$5 to A. O. Card and A. Swindells, 23 Aborn street, Provi-

dence, R. I. The eighth prize of \$5 to F. L. Hess, The ninth prize of \$5 to Fred H. Patch.

Rushville, Ill. All the photographs submitted were examined carefully. It was found necessary of city and village streets and not of country oads. Many others were necessarily re jected because, while the subjects were good, the photographs were badly taken or

WHISPERINGS OF THE WHEEL

A bicycle thief now in jail at Blair in all probabilities will never again be guilty of approprating another wheel to his own use. This particular thief went into the store of he Nebraska Cycle company last Monday mornicg and asked to rent a wheel. Captain Tom Mickel of the Omaha Wheel club was in charge of the place and thinking that the man looked suspicious informed him that he would have to deposit a \$10 note as a guarantee that the machine would be returned safely when he would receive his money back. The man who gave his name Jackson deposited lis ten and was handed over a rent wheel valued at perhaps \$50. It was afterwards learned that he went north on the road to old Fort Omaha and made inquiries as to the best route to take for the Dakota wheat fields and after asertaining this left word at several saloons that he would be along Tuesday morning at o'clock on his way to Dakota. A little piece of bad luck in the way of a punctur delayed his starting a bit as it was doubtless his intention to use the macine he had rented for the trip and never return it. He was not much of a repair man himself so he returned the rented wheel, paid the ren tal and damage and received his deposit. Mr. Mickel was busy at the time and did not notice that when the thief walked out he straddled a new racing machine, the property of the captain, which was standing in front of the door, and rode off upon it. The wheel was not missed for some time and when the theft was finally dis-

covered Mickel visited the address left by fellow as his residence and found that he had left word that he was going to Dakota. With this clue to work on Mickel telephoned to Blair and learned that a man answering the thief's description had just passed through the place going north. The authorities at to arrest the man if he reached that place. Mickel hunted up Herman Muentefering and together they started in pursuit of the thief on wheels. They reached Blair in a short time. After stopping for refreshments a few minutes and making some inquiries they started for Tekamah. About fifteen miles north of Blair they discovered bievels tracks in the dust leading into a farm They turned into the yard, sat house. their wheels in front of the house and went around to the back door. The thief saw them first, and made his escape out the front door, leaving the stolen wheel behind, it did not take long for them to run him down, and Captain Mickel, who is a pretty husky athlete himself, proceeded to give the thief a thrashing he will doubtless remember for the rest of his days. He then made him mount the stolen wheel and ride back to Blair, where he was turned over to the marshal and locked up. Muentefering and Mickel both returned awheel, reaching this city about 8 o'clock, making eighty-six miles

in one afternoon, which is considered a re-Arrangements for Wheelmen's day at the exposition, which has been set for August 15, are progressing rapidly and at the pres ent time everything points to its being a gala day for visiting bicyclists. Committees were appointed at a meeting held last week and have already commenced working out the details. Badges will be given to those with wheels at the gates and these badges will be good for reduced rates at a number of the Midway shows and will also entitle the holder to take his wheel into the grounds. There will be a big wheelmen's parade on the grounds at 7 o'clock in the evening and all wheelmen are asked to decorate their wheels and participate. Arrangements will be made for checking the

why such was the case. In the metropolitan Denver, Minneapolis, St. Paul and Lincoln. Council Bluffs promises to send over 100 wheelmen, and altogether there should be at least 1,000 bicycles in line.

A letter from Isaac B. Potter, president of the League of American Wheelmen, to Chief Consul O'Brien states that he has made arangements to visit the exposition during the Good Roads congress, for which no definite date has as yet been set, and therefore will be unable to be here on Wheelmen's day. Mr. Potter also states that he will be glad to address the local wheelmen ome time during the Good Roads conference.

George Meierstein went down to St. Joseph ast week to attend the Missouri state biyele meet and succeeded in capturing two irsts, one second and one fourth out of four starts, for which he received \$115. This was more than any one other rider in attendance at the meet won and Melerstein therefore feels quite elated over his success. He is making arrangements to attend the national meet and as he is riding faster than ever this year his friends expect him o make a good showing among the cracks.

There will be a comparatively small crowd rom Omaha attend the national meet, which is to be held at Indianapolis during the week of August 8. Those who do go will be orincipally newspaper and racing men, while ossibly a half dozen others may attend. There has been but little enthusiasm here over the meet and for this reason the Omaha contingent to attend will be exceedingly small.

The quarter mile race won by Omaha's opular racing man, H. C. Gadke, at the Owl club meet in Council Bluffs on July 20 0:29 has proved since to be world's professional competition record for that distance. Dr. A. I. Brown of Cleveland, O., has a record of 0:28 4-5, but, as this was made while he was in class B, it does not stand as a professional record. Therefore Old Faithful Gadke is the possessor of the first world's competition record ever made

The Omaha Wheel club's called run for to lay is Glenwood, Ia., a distance of twentyave miles. The run will start promptly at o'clock from the club house, and as last week's rain has put the roads in excellent condition, a good attendance is expected.

The following is a list of the called runs of the Triangle Wheel club for August: August 2-Tuesday, 8 p. m., reception and business meeting at building; refreshments and a good time. Members and friends in-

August 6-Saturday, 3:30 p. m., Missouri Valley, Ia., fifty miles. August 9-Tuesday, 7:30 p. m., Pries' Lake fifteen miles.

August 13-Saturday, 3:30 p. m., Bennington, thirty-two miles. August 16-Tuesday, 7:30 p. m., blind run with Denver wheelmen.

August 18-Thursday, reception in honor of Denver wheelmen, a run to Florence, returning at 8:30 p. m.; bathing, watermelon and a rousing good time at building. All wheelmen of the city participating. August 20-Saturday, 3 p. m., visit Armour

Packing company's new plant; Denver wheelmen cordially invited. August 23-Tuesday, 7:30 p. m., Riverview park, ten miles.

August 27-Saturday, picnic; supper, 6 to p. m., at Hanscom park. Members and lady friends invited. August 30-Tuesday, 7:30 p. m., ladles'

night; run to Florence. Members and friends with ladies, invited. Supper at Florence.

Fruit Not Good for Snilors. Writing from Camp Merritt, San Fran-cisco, Mark H. Evans, clerk of Co. F, Elst "When I left Des Moines had with me two bottles of Chamberlain's We swim the Skeena tomorrow. The trail Colic, Cholera and Diarrhoea Remedy. The fruit out here has not exactly agreed with a majority of the boys and my two bottles have been in great demand, so much so that it is all gone." Mr. Evans has since been supplied and will take a good lot of the remedy along to the Philippine islands. There is no danger from bowel complaint when this remedy is used. It always cures. For sale by al druggists.

LABOR AND INDUSTRY.

A new electrical riveting machine, as used in the erection of skyscrapers, can do 1,200 rivets in ten hours.

The Prussian government has extended the eight-hour workday to the railroad switchmen in all the larger cities. The wages are \$1.18 (in American money) per

From official sources, says the National Labor Tribune, we learn that the war has not interfered with our commerce to any great extent, especially in the metal indus-A referendum vote of the Journeymen

Tailor's Union of America decided not to hold a special convention next month, but to save that expense and apply it to the fight for "open shops" October 1. The codfish industry of Newfoundland is the largest of its kind in the world, and has been in existence nearly four centuries. The annual export amounts to an average of

1,350,000 hundred-weight. Shoes made in the United States and imported into Germany have gained so much in favor in certain parts of Germany that official attempts have been made to create prejudice against their purchase by German citizens

The bulletin of the American iron and Steel association estimates the production of pig iron in the United States during the half year past at 5,090,703 gross tons. This ompares with a production of 4,403,476 tons the first six months of 1897, and breaks all records.

The largest sale of wool ever made in the west was effected last week by a St. Louis firm. It succeeded in disposing of threequarters of a million pounds of wool to a large eastern mill. The wool was what is known to the trade as "Territory wool," and comes from the western and southwest Tekamah were cummunicated with and told ern states. It will require thirty-five cars to transport this amount of wool to its destination. That class of wool is selling at from 13 to 17 cents per pound.

> Berlin is going to adopt strict regulations against foreign workmen who go to the city for work. The police will examine the antecedents of all persons and will refuse residence cards to any who have committed misdemeanors against property or have been bankrupt. Others must show that they have money enough to support them for a time or must find work within a fortnight after their arrival; otherwise they will receive notice to quit Berlin at once.

Wire probably plays a more important part in modern life than any other one product of our industries. The extent to which it is used may be realized perhaps from the statistics of the Iron and steel wire manu factures of the United States. Every yea this country produces about 1,000,000 tons of iron or steel wire. Reduced to pounds this gives 2,000,000,000 pounds as the annual output of the wire mills, or about thirty pounds of wire for every man, woman and child in the United States. The metal which goes to make up this enormous mass of wire is about one-fifth of the entire output of our iron mines, and the finished product is equal in amount to the average production of railroad rails, and is probably than enough to form the frames of all the great steel skyscrapers erected in the whole country during the year. In this country there are about eighty-five factories where iron or steel wire is produced, but one of these concerns so overshadows all the others that it produces one-sixth of the entire output. This is more than the entire output of wire in Great Britain.

Fringe used to be a favorite trimming years ago. It is now making its reappearance. Some of the swellest parasols are finished with deep silk fringe, and it is relief after so much lace and pinked silk

No hotel larder is complete without bicycles inside the grounds. Wheelmen are | stock of Cook's Imperial Champague. Al-

Hamlin Garland Sketches the Grim Realities of the Highway.

'DUBLIN'S ROCKY ROAD'' FAR OUTCLASSED

Dend and Abandoned Horses Line the Route-Few Return to Tell of Dangers Ahead-Rush to the Fraser River Country.

HAZELTON, June 27.-The long trail rom Ashcroft to Hazelton is behind. It was 600 miles of hard travel with a pack train, with poor horses over a trail with little feed, muddy in many places, rocky and steep in others, with very beautiful oases at long intervals. It passes for the most part through a vast forest beneath the dense shade of which is little grass. It has few bridges and its streams are deep and ometimes full of gulcksand. This narrow, muddy, rocky, tortuous path |

trains moving like heavily-articulated can mechanical turn of mind, vas colored worms beneath the shadow of Costly apparel doesn't always make vas colored worms beneath the shadow of the solemn forest. There are no returning footsteps on the trail. All are pressing forward; no one thinks of facing about. If a horse sticks in the sand or falls into a stream he is shot and the train moves on. If a horse gives out, he is abandoned by the wayside. Several such were passed on the road, and it is hard to imagine anything more sorrowful than the gaze of these horses left behind to die. The seekers after

trail is long, hard and unattractive for the most part. It has few dangers, but many discomforts. Let no man start overland with less than \$500, and he should have a reserve at Glenmore in addition. If he wishes to prospect, well and good. Here is a land of tremendous mountains, roaring streams and the golden sand he is looking for, although no "strikes" are yet reported. It is possible to come to this point by cance during most of the summer months Port Essington is the usual starting point of canoes. It takes five or six days by steamer and about seven days by Indian canoe. The Skeena is a strong, rough changeable and surly stream. It cannot be guaged or its moods predicted. No trail exists or can be made. The stupendous peaks of the coast range grudgingly make room even for the river. This makes Hazelton and its lovely vailey more inaccessible that the map would show. Whether it will soon be opened depends upon the next fer months' prospecting. Should placers de velop, the valley will no doubt swarm. I may not contain a single placer. All is at present conjecture. HAMLIN GARLAND.

Pointed Paragraphs. Chicago News: Some men are always ou

This narrow, muddy, rocky, tortuous path when their country calls, s today filled with morbidly persistent pack. Men with wheels in their head are of

woman look neat and attractive.

Heaven tempers the wind alike to the smooth-faced man and the populist. Very few children have as much strength f mind as they have of don't mind. Since the war began bables are up in arms and opinions are fired at random. Doctors and lawyers can always give you large bill in exchange for small cues. Some musicians go upon the stage, while there never get further than the orchestra. There's nothing longer than the summer



THERE ARE MOSQUITOS IN THE KLONDIKE.

gold are remorseless. They must march on | days to the girl who is to be married in and on and on-muddy, ragged and sun-the fall. and on and on-muddy, ragged and sun-His first love and his first shave are two burnt. This is written at Hazelton. We swam of the things that occurs in the life every man which he never forgets. Washington Star: "How about that cold wave?" inquired the perspiring citizen. years. No one knows its length or the number of its streams-and yet the gold seekers said the weather prophet. "But I couldn' take everything into consideration. I ough go forward. A hundred men are ahead of

back to tell of what lies beyond. Teslin lake is the goal for which most of these men are pushing. There are all kinds and conditions on the trail. Men from Australia, London, Chicago, Spokane, San Fran cisco, Manchester, New Hampshire, and Wheeling, W. Va. Every nation and climate seems represented. Some were old packers at the start; they are all experienced men now; they all know what it means to run a pack train across 600 miles of trail. They

us. Hundreds are to follow. No one comes

start, now that it has reached a point whe he is to be known as Dewey-Bagley-Hobson-Shafter - Schley - Sampson - Roosevelt will not do it again. There are men tramping on this trail who Smith I think it is time to put an end to it stagger into Indian villages hungry and cold, eaten by mosquitoes and worn to skin and bone-and they are fed. The Indiansthe "d-n Siwashes"-do not turn a hungry man from their doors, poor as they are The prospectors are not in position to be generous. They hang to their flour and bacon with relentless grip. They are i strange lands and likely to be delayedtherefore let the man who thinks to be helped through by his fellows on the road be careful. He had better keep off the trail

or any other leading to the Klondike, Long Drawn Out. This route is a third longer than is indicated by the scale of miles on the map. I climbs high divides and winds along rivers It is crossed by hundreds of little streams

some of which are swift and rocky, other slow and boggy; some are filled with quicksand. There is very little feed on the forest land between Ashcroft and Grinnell. Very little except pine grass ("sour grass") on the divides between the Fraser and Black Water and between the Black Water and the Muddy. It is very beautiful at Tchincut lake. It was "God's country after the long stretch of thin grass and monotonous forest. The valley of the Bulkley riots in grass and pea-vine. Strawber ries and new potatoes at Morricetown amazed and delighted us, but the mosquitoes and flies are appalling. There are nights when the horses suffer fortures and there is no way to help them. A mosquito-proof tent is a necessity.

Let no one imagine this trip to be a summer outing. It is work, from the dawn of a long day till the sun sets. It seems not to get dark at all at this season of the year. We go to bed at 8 and the sun is but setting. It is light at 10:30, and no sooner does one side of the tent grow dark than the other lightens. The middle of the day is warm and the nights generally frosty, for many mornings see formed on the water bucket.

Searcity of Game.

There is no game along the trail and no one should depend for a moment on either game or berries, though berries seem to be forming. The Hudson Bay company put a premium on the killing of game and the Indians have no other means of earning money. They keep the game scarce and shy. Some grouse drum in the thickets and occasionally small black and white ducks can be found on the ponds. There are no rabbits, squirrels or woodchucks. from the ringing, joyous conga of robins and a sort of thrush, the whole land is silent and somber. For long stretches not sound save the grean and creak of lodged, uneasy trees or the roar of streams can be heard. For other long distances the trail leads through a fire-devastated land-a land of tangled, twisted, uprooted ferns, with not a blade of grass. At other times the forest is black pine mile after mile, with a struggling sour grass beneath and the half-dead, ugly, desolate, pointed treetops hiding the sky Tchincut lake was so beautiful it seemed

like a dream after we had passed it and plunged once more into the forest. We had no such cheery greeting till we rode down the Bulkley. Let no one be deceived. This

Men's Cheviot Suits

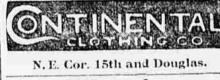
Clothing Company.

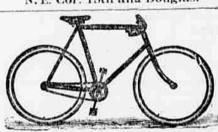
Monday in two lots at \$10.00 and \$5.00.

These suits are of excellent quality, dressy and good fitters. Splendid value for the money.

Monday, we will offer a special lot of fine pantaloons, worth up to \$10.00. Your choice \$3.50.

Always see the Continental first.





Stearns 1898 Model Gendron Reliance Gendron 1897 Model \$35.00 Business Wheels -

A choice of equipment. ALLIANCE WHEELS - - \$16.75 1898 Stearns (good as new) \$40.00 Second Hand Wheels from \$5.00 up. We have the best line of rent wheels in the city, and wil! deliver and call for

them. We are agents for Domestic and Eldredge Sewing Machines. Nebraska Cycle Co.,

WORLD Corner 15th and Harney. Tel. 1663 BICYCLES WE MUST SELL

REDUCED. Call and get prices.

H. E. FREDERICKSON, N. E. Cor. 15th and Dodge

The Wonders of Science.

to have known, however, that the treme

would develop such atmospheric friction as

Time to Burry.

Chicago Post: "That baby of ours," is said decisively, "is to be christened tomor

You see, his mother is something of a he

worshiper, and, while it was all right at the

1898 MODEL

to make it a hot wave before it here."

was a little careless on my part

OUR WHEELS and we know they will go quick at these prices \$100 Hibbards for \$100 Hibbards for
\$75.00 El Rays for
\$75.00 El Renas for
\$50.00 Ajax for
\$50.00 Ajax for
\$125 Spalding Chainless for
\$1898 Spaldings for
\$1897 Spaldings for
\$1897 Spaldings for
\$1897 Spaldings for
\$1898 Spa

Townsend Wheel & Gun Co., 116 South 15th Street.

\$45 Buys a \$75 Bicycle. \$40 Buys a \$60 Bicycle. \$35 Buys a \$50 Bicycle NOT '97 MODELS BUT '98s,

SOME WHEELS at \$17. SOME OTHERS at \$25 Call and See for Yourself.

V/V/V/

Midland Cycle Company, 416 North 16th Street.

BICYCLES AT WHOLESALE PRICES.

NEW WHEELS, \$17.50, \$19, \$25. REMEMBER THE PLACE,

H. H. HAYFORD; Manager.

Omaha Bicycle Co.

PRICES ALWAYSTHE LOWEST. M. and W. Inner Tube 95c. Cor. 16th and Chicogo St.

WHEELS RENTED AND REPAIRED.