

CAPITAL CITY CYCLING CLUB

Rooms 12, 13 and 14, at No. 141 south Twelfth street, in the Zehring block. The rooms are always open to visiting wheelmen, who are invited to make themselves at home there when in the city.

MEETINGS.

Regular business meeting **second Tuesday** of each month.
Meeting of board of directors **second Wednesday** of each month.
Election of officers the **first Tuesday** in March of each year.

OFFICERS.

President—Ed M. Allen.
Vice President—S. M. Mills.
Secretary-Treasurer—F. G. Yule.
Seargent-at-arms—E. K. Milmine.

Board of directors—

Ed M. Allen S. M. Mills
F. G. Yule E. E. Walton
A. R. Edmiston C. L. Shader
A. J. Hamilton C. A. Wirick
C. E. Seifert.

ROAD OFFICERS.

Captain—F. V. Hoagland.
First Lieutenant—E. K. Milmine.
Second Lieutenant—H. W. Peters.

to common councils, legislatures or moss back cranks. They will adopt such costumes for cycling, and other exercise too for that matter, as will most conspire to their freedom and comfort. But in bicycling will this prove most largely true. It is not a fad. It has come to stay. It is one of the very best means of exercise for girls and young women ever invented and is destined to improve the race physically, morally and in every way. The women have set the pace in this matter, are in the lead and are going to stay there. In fact it is safe to predict that with the many advantages of the cycle costume constantly before them, in active every day use, so to speak, the day is not far off when a suitable rainy weather street dress for women on the bloomer and high gaiter plan will be devised. Thus another

mountains of Hepsidam and swap tears with the lonely whangdoodle which sitteth and grieveth there; for the bloomer and the knickerbocker, like the bicycle, have also come to stay.

Rev. Kittredge Wheeler, of Chicago, in a sermon delivered recently discussed different phases of the bicycle question. In one part of his sermon he said: "I shall not venture to touch upon the question of costume, for the reason that if I were addressing a company of cyclists in the latest and most up-to-date uniform I would be in great doubt as to the sex of my audience, and where a man is in doubt in regard to his audience especially on such a fundamental subject as sex, it would be wise for him to speak very cautiously, if not to be altogether silent. I will, however, venture a single suggestion to the wheel-

take what is left. Be a man and put on the skirt. Make it universal. Let the public understand it. This will distinguish the sex on the wheel. Remember, I am speaking only to men. Never wear a female costume anywhere."

Ladies who ride should learn the mechanism of their machines, at least the common parts. Some wheelwomen never touch their machines and are incapable of cleaning them. Others condescend to wipe them off with a rag, but never pour in a drop of oil nor inflate the pneumatics. All this is very fine, since the men dispute for the favor of rendering these little services. But the time will come when there will be no accommodating friend, and what will you do? There is a certain pride in being able to help yourself and care for your machine. Wheelwomen, help yourselves.

"Your prediction that very few, if any, lady's wheels will be sold after this year," said B. G. Dawes of the Lincoln Cycle Co., to me last Saturday, "may be nearer the truth than most people suppose. The woman's wheel in its present form is a concession to skirts. It is, for many reasons, not so good a wheel nor so pleasant to ride as the ordinary straight bar machine. Expert women riders would all ride the straight-bar, were it not for their skirts, and once they get into bloomers they, sooner or later, will abandon the distinctly feminine wheel."

I hope the merchants of Lincoln will realize, as keenly as the wheelmen do, the importance of the national circuit meet which is to be held in this city in October. It will take, it is true, about fifteen hundred dollars in prizes to bring the speedy riders here, but in bringing the riders we bring at least seven to ten thousand wheelmen from over the state to attend the meet.

The Ashland run was again postponed last Sunday morning on account of rain and the boys have suggested to me that a petition be forwarded to Governor Holcomb to have Frank Hoagland appointed official rain-maker for the state with positive instructions that when a rain is needed he is to call a run to that place.

I hope the various cycle clubs in the city will take hold with a vim, and combine in a monster parade on Merchants day for the benefit of the picnic of that organization. The merchants have been our friends in every event and we ought to take this opportunity of testifying to them our appreciation of their efforts.

I have received this week No. 3 Vol. 1 of the *Wheelwoman*, conducted by Mary Sargent Hopkins at 131 Tremont street, Boston, Mass. Typographically it is an artistic gem of the printers art; its illustrations are superb, and it is easily the most elegant publication of which I

ON THE WHEEL.

THE GREAT CYCLIST.

Take no offense, for what I say is true:
A faster rider, good my friend, than you,
Doth near you ride;
And, wheresoe'er you go, you always may
Be sure that rider takes the self-same way,
Close by your side.
The champion cyclist of the world! 'Tis true
His wheel is old; and yet, 'tis good as new.
The snowy rime
Of age is in his beard; yet on he flies.—
Present, though never seen by mortal eyes.
His name is TIME.—American Wheelman

VICE VERSA.

Her seaside garb the critics find
Too cumbrous for their liking;
They also ridicule the clothes
In which she goes a-biking.
And yet she's charming in the wave
And comely on the highway;
Why should she turn from Fashion's road
To Prejudice's by-way?
Think of the sight should she appear,
To spite your carping humors,
With bloomers on for bathing suits,
And bathing suits for bloomers!
—Washington Star.

SEEMINGLY NOT.

Woman put her foot in it when
The bloomer she did don.
Forsooth, was there another way
To get the blamed thing on?

Appropos of the indefinite postponement of the anti-bloomer ordinance introduced in the Chicago city council by Alderman Laughlin and the withdrawal of his ordinance by an alderman of another city on the appearance of a colleague's wife to contest it, other would-be law makers throughout the country might do well to remember that the women have about made up their minds to wear bloomers without respect

step will be taken toward the emancipation of womanhood from the thralldom of useless drapery, and the day of real equality of the sexes brought nearer. Future Thomas Carlyles in future Sartor Resartuses will have to devote a large chapter to the consideration of the wheel in the reform of woman's dress and her more rapid progress along the line of predestined advancement. Unless the bicycle be eliminated altogether the knickerbocker will live and multiply beyond all present comprehension. It is harmonious and, under the circumstances, it is beautiful, and no ambitious solon need for a moment delude himself with the idea that he can arrest the procession of sweetness, gracefulness and light. On the contrary he would better, while yet there is time, flee into the

men, males, and not, as a matter of fact, wheelmen who are women. My suggestion to the men—those of the masculine gender—is that they let their mustaches and beards grow and to make their costume as masculine as possible. Wheelmen have no right to appear on the street in feminine apparel. The costume anywhere and everywhere should mark, distinguish and emphasize the sex. Nothing will ever be gained by any costume, by any habit, either in work or play, in toil or rest, on the street or in the home, which obliterates or makes dim the line, the demarcation of the sex. So, if there be but two suitable costumes for bicycle riding, the single closed skirt and the knickerbockers, be gallant. Give woman her choice, and if she takes the knickerbockers do you



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