

ON THE WHEEL

ON YER WHEEL.

Tain't no use talkin', it's heeps o' fun
Ter git up in the mornin' afore the sun,
And take a five-er a ten-mile run
On yer wheel.

Yer take a spin through the town still dead,
While the day's just breakin' overhead,
And yer wake less noise than the rabbit's tread,
On yer wheel.

Then 'cross the river so still and blue,
An' fly past the medders all wet with dew,
An' the cattle turnin' ter stare at you
On yer wheel.

Meet a farmer with a "pesky colt"
That tries it's best to turn and bolt
While the farmer cusses "that city dolt"
On a wheel."

Then back to the city just beginnin' ter hum
With the whirr and rush of the world's great
loom:
And yer feel the richest kind of a swell, "by
gum,"
On yer wheel.

An' let us hope when we leave the din
Of this world o' crime an' woe an' sin
An' dogs an' wires an' glass an' tin,
That St. Peter will say: "Jest ride right in,
You've had yer trial on earth below."
An' straight up to the pearly throne we'll go
On our wheels.

—L. A. W. Bulletin.

THE SONG OF THE CYGLER.

I ride from haunt of busy men,
Released from cares and duties,
And speed through meadow, copse and glen,
Admiring Nature beauties.

By scores, of hills, I hurry down,
And glide between the hedges;
Through hamlets now, and then a town
And dart across the bridges.

On foot the others chose to go,
Or on the flowing river;
For men may run and men may row,
But I ride on forever.

WHAT WIL: THE LIVERY MEN DO?

It has long been a recognized fact that the extensive use of the bicycle has cut into the business of men who keep horses to let.

How extensive has been the effect of this readjustment in methods of transportation is shown by the frequent allusions which have been made to the subject in papers devoted to the horse and his vehicles.

As the world progresses such changes as this must necessarily come about.

People as a whole know what they want, and the livery stable keeper who watches the growing tendencies, will, ere this, have discovered that horses are to a limited extent, being superceded.

People who cannot afford to keep horses are expected to become more or less familiar with this wonderful new vehicle which doesn't require horses.

Many of those who cannot afford a new bicycle take a second hand one from some more fastidious or better fixed friend (or enemy, as it sometimes happens).

This constant wearing out of machines is a fortunate thing, for it enables people to ride a bicycle who could not have a new one of even the cheapest make.

Second hand machines may be had at all prices, so that any person who is not reduced to absolute beggary can usually find one at an appropriate figure.

In many instances the tandem has superceded the horse and buggy and the livery man has been obliged to adjust his business to suit the new order of things.

A recent number of the *Livery Stable* contains the following. It is the best and most comprehensive article that has come to us.

"The most sensible and apparently the only thing for them to do is to place themselves in a position where they can retain the business that is now fast leaving them. That position is to keep bicycles for hire and be prepared to

meet the demand for both bicycles and other vehicles. There is a good demand for bicycles, they cost less than horses, harnesses and buggies, they don't get the heaves or the colic, and don't require any feed.

"From what has been said it is self-evident that the competition of the bicycle must be met in a business like way. There will be no additional expense on the livery man for rent or labor and the only outlay will be the original investment for bicycles, which will be no more than it would cost to restock the stable with buggies. In that way only can the livery trade meet the condition now presenting itself. It is bad business policy to allow a man to settle himself next door to your stable and by keeping a few bicycles take away your trade. Your business is to keep conveyances for hire and to be governed as to the conveyances by the public demand. Surely no sensible livery man would lay in one style of carriages if he knows that the style is not wanted and cannot be let. He would certainly buy the vehicle he could let and to the best advantage. Of course the wiser plan is to keep enough horses and such vehicles as can be let, and, to add to these, bicycles. It is no argument to say that it was never done before—the same conditions never existed before.

Adapt yourself to the circumstances which confront you; these are a heavy demand for bicycles. Be prepared to furnish them, and as they are little trouble and less expense than light vehicles with a proportionately greater profit, reap the benefit of your enterprise which the riding public will appreciate. A considerable number of livery men have already sensed the situation, bought bicycles, and are satisfied with their venture.

This is the season for bicycles and there can be no doubt that those who are first in the field will have the advantage. Before the summer is over this new departure can be made to pay for itself and leave a handsome promise for the summer's work. Having bicycles to let will certainly not interfere with your letting horses so that it can not injure the business you already have; it will, however, prevent your trade leaving you and going to others who are more enterprising. A business man should not only strike when the iron is hot, but keep on striking until the iron gets hot. The sooner livery men will consider bicycles as proper livery vehicles the better it will be for the trade."
—L. A. W. Bulletin.

A young man of Cincinnati writes as follows to one of the daily papers of that city: "I am a bachelor in good society, with a permanent income of \$15,000 a year, earned myself, and I have a university education. I ride a bicycle, and knowing what I do about women and bicycles, I would not marry a woman who does not ride a bicycle; and I prefer she shall ride the same sort of a wheel I do—a man's wheel. The advantage to anybody, and especially to women, of riding a bicycle is simply inestimable. It will develop women's beauty, properly proportion their forms, prevent sentimentality, insanity and foolishness, promote their health, strength, nerve and common sense. I prefer the girl with freckles all over her nose to the sickly, pale, inane young woman who resorts to cosmetics and nurses and drugs herself from fear of 'nervous prostration.' The time has nearly arrived when a man or a woman must know how to ride a bicycle as a social accomplishment, just as one must know dancing, tennis, swimming, rowing, horseback riding and golf. The time is near, too, when woman will wear any sort of sensible garb suited to what she is doing." Just think of it. A bachelor, with a \$15,000 income and sensible about

GEO. A. CRANCER.

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the wheel. If the girls of Cincinnati, worth its price, 50 cts. At Booksellers allow a man like that to go begging for and Newsdealers. a wife they have sadly depreciated since I knew them twenty years ago.

"How many wheels are there in Lincoln?" is a question frequently propounded to me by strangers and by home people who do not ride. As yet I have found out no way of ascertaining the number with any accuracy. But wait until next year or the year after. It will then be an easy matter. All you will have to do will be to count the people who do not ride, and subtract them from the total population. It will be an easy problem.

One of the most comprehensive works that I have seen on cycling comes to me this week from J. M. Erwin, of Chicago, Ill., its title "Zimmerman abroad and Points on Training." It is jointly written by the champion A. A. Zimmerman and Mr. Erwin, is handsomely embellished with half tones and contains a history of Zimmerman's European trip, an exhaustive treatise on training, American and foreign cycle records, pacing, trotting and running records and other valuable departments. The book is well written throughout and is well

I reproduce in another column an article, the caption of which is really becoming a serious question with many who have their money invested in horses and buggies and conducting what is known as a livery stable. And in another year or two it will have become a still more serious one. The tandem is going to prove a very popular means of an outing and there is going to be more money in renting wheels than in renting horses and buggies in a comparatively short space of time.

President Ed. M. Allen, of the 4 C's has been riding around town for several days with an air so important, a dignity so awe-inspiring and withal a smile so pleasant as to cause his friends, one and all, to wonder what has come over Ed anyhow? It is all owing to the receipt of a letter from Memphis, Mo., where Mrs. Allen is spending the summer, and which informed him that in purchasing a new quad wheel all the seats would have to be for girls as this one makes just four in the family. The little one arrived on June 27th and mother and daughter are doing well.