



SAMUEL HINKLE.

Samuel Hinkle, chief clerk in the office of the master mechanic of the Burlington shops at Havelock, was re-elected mayor of that village at the recent election. This is the second time he has been distinguished with that office. From the very beginning, however, he has been closely identified with the government of the town. He was the first village clerk after its incorporation and was secretary of the convention of citizens which incorporated it in 1893. After it was all over the board of trustees made him clerk. He was born in Osseo, Hillsdale county, Michigan, March 27th, 1864. He was educated in the public schools. In December, 1875, he came to Nebraska and located in Plattsmouth where, in 1884, he took a position in the supply department of the Burlington. In that capacity he acted until in June, 1890, serving later in the locomotive service and in 1892 was advanced to the chief clerkship at Havelock. The position he has held ever since. In 1886 he was married to Miss Pearl Holmes of Plattsmouth. Since removing from Plattsmouth they have lived at Havelock and have one child, Raymond. Mr. Hinkle is a member of the Masonic order and also belongs to the A. O. U. W. He was first elected mayor of Havelock on the democratic ticket, the only democratic city officer at the time. His majority then was thirteen. He was re-elected this time by a majority of sixty-eight, with the city clerk and one councilman also democratic.

Bicycle no Longer ... a Pleasure Steed

By no means is the bicycle a relic. Nor is it destined to be very soon. More are being sold now than ever before. There are several good reasons. Not many years ago wheels were selling at all prices up to \$150. Now you can get half a dozen for the same money and in quality of material and beauty of workmanship they are ordinarily as good as their expensive ancestors. That is one reason why they sell so well now.

There is no more wheel craze. The frenzy to scorch down the pike is a thing of the past. That was the passion of wheeling. Business has superseded it. People ride now because there is no more handy vehicle than the bicycle. Light and always ready for service, if it hasn't been forced to exist in service to a ramshackle old age, no man or woman who was ever able to muster the courage and determination to learn is willing wholly to dispense with it. Oftentimes a man will speak to his soul and vow to sell his wheel. Very likely he will keep his word. Then when the wheeling season opens again and he sees others bringing out their steeds, brightening them up and preparing for the spring and summer and fall, he finds himself footing it toward the bicycle dealer. And he departs from the emporium of that gentleman nicely mounted. The spokes of his wheels glisten in the sunlight as he gayly pedals away and satisfaction seems to be his lot.

It is figured in round numbers that 800 wheels were sold in Lincoln last year by the various dealers. Besides this about 500 are said to have been shipped in direct to purchasers. That makes, you see, something over 1,000 wheels, new ones, sold in Lincoln in one year, including men's, women's and children's. This is regarded a conservative estimate and certainly it indicates that wheels are not disappearing from Lincoln. A dozen years ago there were hardly more than a

score of them in Lincoln. It was while they were booming at an average price of \$100 that you heard of bicycle clubs and regularly scanned the wheel departments of the papers, read accounts of such and such a club making a trip last Sunday to such and such a place. You do not find these columns nowadays. There is no better indication that wheeling chiefly as a sport is far out of date. When you have looked in vain for this kind of club news rest your eyes on a view of the streets at dinner and supper time. Then is when you will realize that wheels have not become extinct, even if people don't practice running to the cool sequestered nooks of an evening and on Sunday. You observe that the number of wheels is not in the least on the decline. Everybody has turned his bicycle to practical use. Glancing at the situation nationally—there are seven independent bicycle concerns, seven in the trust and about ten minor institutions. There was a time when there were about 200 makers, mostly on a small scale. They have disappeared, you see. Many went out of business. The others combined and combined, uniting capital and machinery until now they are comparatively few, but they turn out about 300,000 wheels a year. Two or three have an output of 50,000 a year but the others do not do nearly as much. Striking an average of 20,000 apiece among the fourteen largest we get 280,000 wheels. The minor ten are credited with an average of 2,000 a year apiece and there you are. Of this 300,000 a good many are sold to foreign countries, so this nation cannot claim the credit of riding this great number of new wheels every year. It must be remembered that in addition to the new ones there are thousands of second hand wheels in use. Many people buy a new one each year and sell their old. This in turn is sold and resold a great many times, more than likely, before it is consigned to the scrap heap.

Not so many dealers in wheels will cultivate the market in Lincoln this year as last. Heretofore many hardware, furniture and department stores have seen fit to sell them. They have

concluded to go out of the business. It is not a good side line. The man who makes a success with them must keep a large stock, deal on a heavy scale and practically without any ties to other lines. The fact that many of these are going to quit means that the more exclusive dealers will have a much better field and will carry stocks much larger. They are ready for the season and expect not only sales as great as last year but considerably greater.

Will wheeling revive as a pleasure? Hardly. At least the dealers do not much expect it. And yet since the invention of the cushion frame and the chainless there seems to have been a slight revival. The cushion frame, which springs buoyantly on bumps of any significance, makes riding as easy as is possible from the jauntiest phaeton. The chainless empowers the rider to dispense with pant guards and thus frees him of a great nuisance. It is very handy for the business man who rides often, distances of only a few blocks, and to whom pant guards come to be an abomination. But this wheel's popularity is retarded by its cost. The automobile is thought by some to be a sure preventative of further sportful uses of the wheel, but it too is pretty much out of the question because of its cost. Farmer boys and girls are manifesting a growing enthusiasm for wheeling as attested by the way they have taken to buying this spring. Despite their horses and carriages they want to ride wheels. From the rate they are investing it appears that they have just been struck by the fad which faded out here several years ago to a mere business consideration. Ordinarily those who have bought at all have been pretty well satisfied with second hand wheels but this year they want the new ones, the light, garish machines and they are spending good money for them, say the dealers. Perhaps the betterment of roads has much to do with this.

Anyway the wheel is here to stay.

Rain and sweat have no effect on harness treated with Eureka Harness Oil. It resists the damp, keeps the leather soft and pliable. Stitches do not break. No rough surface to chafe and cut. The harness not only keeps looking like new, but wears twice as long by the use of Eureka Harness Oil.



Sold everywhere in cans—all sizes. Made by Standard Oil Company

Many Things are Dear . . .

But the dearest of all is inferior work. My
PAPER HANGING,
PAINTING, and
INSIDE DECORATING
will always bear the closest inspection.

Prices that Please

CARL MYRER


Phone 5232

2612 Q STREET


The Dr. Benj. F. Bailey SANATORIUM

IS NOT A HOSPITAL, not a hotel, but a home. The building is located on a slightly hill at Normal, and is reached by the cars of the Lincoln street railway, being only 23 minutes' ride from the business center of the city. It is thoroughly equipped and beautifully furnished. Every electric current useful in the treatment of the sick is used, and ideal Turkish, Russian, and Medicated Baths are given. In conditions where the kidneys and liver are affected, and in cases of rheumatism, our Hot Air Treatment has been remarkably successful. For full information address

The B. F. Bailey Sanatorium, Lincoln, Neb.



Rodman
Bankrupt
Stock



Rudge & Guenzel Co.

Monday Morning

WE OFFER THE BALANCE OF

The Rodman
Bankrupt Stock

OF SILVER and QUEENSWARE
at Big Reductions.

Hundreds of Pieces of Porcelain,
worth up to \$1.00,
CHOICE 5c

See Sunday Journal

1118-20-22-24-26 N St.

Rudge & Guenzel Co.