

RESUME OF THE STATE MEET

With a Breezy Grist of General Bicycle Information.

SOME PERTINENT COMMUNICATIONS

Cyclers Here and Everywhere—Mr. Google's Day—The Lady Riders and a Page of Wheel Whispers—Interesting Cycle News.

HE great state meet of the Nebraska Division, League of American Wheelmen, is now a thing of the past. This meet has heretofore been looked forward to with more interest than any other cycling event in this vicinity during the whole year. Perhaps the only one that will equal it this year will be the great national circuit meet which is to be held in this city October 10, at which time the fastest men in the world will be present. However, it beats the state meet just held it will be a "hummer." Kearney did herself proud this year by giving the best meet Nebraska ever had. League members were shown every courtesy by the citizens of Kearney, as well as by the wheelmen. The citizens were not near large enough to accommodate the vast number of cyclists present and Kearney's best people opened up their homes and cared for those who could not get accommodations at the hotels. The citizens who were fortunate enough to get in with a private family were lucky, for, to say the least, those who put up at the hotels did not get fat on the meals they got, but they were very fat. It could be found and the only thing the wheelmen had to complain of. The managers of the hotels did the best they could and tried to please everybody, but they were simply too large for them to handle properly. Upon arriving in the little city which, by the way, is one of the most beautiful towns in the state, a delegation was met by a band and escorted to the League of American Wheelmen headquarters, where, after a short rest, they were taken to the hotel where they were to stay. Upon which was printed, "This credential gives you the freedom of the city. What can we do for you? League of American Wheelmen, Nebraska division, fifth annual meet July 4 and 5, 1895, Kearney, State Meet City," and the wheelmen of this little city were very kind and gave them a most interesting tour of the city. The morning of the fourth was very cloudy and it looked for a while as though it was to be spoiled, but a warm sun wind soon dried the streets and race track, which were soaked by the previous day. Many attended the trial heats which were run in the forenoon, but the afternoon crowd was the record-breaker. People came from miles around to witness the race, and at an early hour of the morning, all kinds of vehicles were seen hurrying toward the track, their occupants going early so as to get the choice seats, from which to witness the struggles for supremacy, and by 2 o'clock the grandstand, bleachers, quarter-street and every available space of ground was occupied. It was a crowd of thousands, and would have been pushed hard to equal. Promptly at 3 o'clock the starter's bell called the riders for the first race to the scratch. It was a one mile novice, and there were eighteen starters. Bowls, "the farmer boy" from McCook, Neb., and "the underdog" from Omaha, second. Time: 2:15.5. The next event was a two mile novice, and there were twenty starters. The quarter mile open, with a dozen starters. Here was where Omaha began to show its work, by Pixley's getting first easily, with Bailey of Lincoln second. Time: 3:1.5. The half mile race was a hard fought one. Carter of Lincoln getting first, with Hayman and Nelson of Grand Island close second and third. Time: 1:19.5. The next event was a half-mile boys' race, where Omaha scored again, her Western Union boy, McNider, easily winning away with a big prize. Time: 1:16.5, which is very fast for kids. Then came the race of the day, the one mile state championship, Hayman of Grand Island winning it handsomely, with a time of 2:20.5. Toledo boy, walked away with the two mile class B race, and Sabine of Beatrice got the two mile handicap, class A. He had 100 yards start. Pixley of Omaha, a scratch man, was a close second. Time: 4:55; very fast. Edgill, the Western Union kid from Omaha, then rode the mile, and won in the slow time of 1:17.5, being slower than the time made by McNider in the boys' race. This closed the day's program, and everybody went home, somewhat satisfied, and, although no records were broken, the time generally was good, considering the heavy rain. In the evening the ladies were invited to the Buffalo club to witness the display of fireworks, which was given in the street below, after which dancing was the order until midnight, when the crowd dispersed, and the glorious fourth was a thing of the past. The morning of the fifth dawned bright and clear, and looked as though there might be some race sport at the races in the afternoon, as the hot sun would surely bake the track's surface very hard. Many visited the cotton mills, others the Industrial school, but the bulk of the crowd visited the bicycle plant of the Kearney Electric company, where saw just how "bikes" were made. The afternoon saw another large crowd at the races. Promptly at 3, as the day before, they were started, but this time the crowd of the Morgan & Wright gold brick, the riders each taking their turn and the man doing the mile alone in the fastest time. Tessier of Sutton walked away with it, his time being 2:20.5. It is useless to go into details here as to the balance of the races, as a full report of them has been published before. The state records that were lowered are the following:

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Rebuses from the Iowa State Meet.

All of the fast boys will be seen in the circuit races at Council Bluffs and Omaha in October.

Fifty men started in the quarter mile championship, and other races were correspondingly full.

About thirty women appeared in the parade, mounted on diamond frames and wearing the bloomer costume.

The last half mile in the one mile open class race, was made in 1:04.2-5, which is traveling. Stevens of Omaha rode a flying half in 1:02.2-5. He is a B man.

The entire absence of organized or unorganized racing, was one of the beautiful features of the meet. The foaming amber colored fluid was a scarce article.

The man who had no league ticket or credentials was a cipher. The secretary-treasurer of the division did a rushing business in renewals and new memberships.

The "Tribby Klub" bought out a millinery store on the evening of the 4th, and gave a parade box on the evening of the 4th. The "Klub" had the entire to every business house in town.

The American Cycling club wore gray suits, wine-colored sweaters and gray caps, the front of the sweater emblazoned with an old gold monogram representing the club colors and initials.

Barnett saved Nebraska's reputation with his sturdy legs, cool head and eighty-eight gear. He is a rider any state could be proud of. He rode an unpaced mile in 2:40.5, and a flying quarter in 28.2-5, which is not slow, by any means.

Palmiter, the Iowa centurion, with his string of forty-seven bars and sun-tanned complexion, was on hand. He is one of the oldest wheelmen in the west. His League of American Wheelmen number is 355. He rode the first race to the scratch.

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GOD THING--PUMP IT ALONG

The Alleged Bicycle Face and the Real Cause Thereof.

PROSPECTIVE HEADER IN WHEEL PRICES

Enormous Profits of Manufacturers and Middlemen--Regulation and Care of the Wheel--Interesting Facts for Devotees of the Silent Steed.

What coupled up writers are pleased to call the "bicycle face" is being seriously discussed by physicians, physiologists and pre-ventive analysts of cycle phenomena. The so-called bicycle face is described as an anxious look and an unwholesome pallor. There is a peculiar gray hue which betokens nervous exhaustion, and frequently severe headaches. These symptoms the wisecracks attribute to the tension required to maintain a balance on two connected wheels. If these symptoms prevail to any extent it is safe to attribute them to overexertion. Long distance riding, as a century run, is undoubtedly injurious to the average wheeler. None but trained, experienced riders of robust constitution should attempt a long ride. The distance to be covered should be gauged by the experience of the rider, taking into account his or her physical condition, as well as the character of the roads to be traversed.

There is a great deal of nonsense in the talk about a distinctive bicycle face. It is a phase of overworked imaginations. So far as there being a nervous tension to maintain a balance, the cyclist is no different from the motorist, who is equally nervous in keeping a car on a road. The physical trifles--a mere play on the handle bars--but there is a real bicycle face--not one of ghastly pallor and headaches, but a face reflecting the exhilaration of the thrilling exertion and the mental concentration of running over smooth roads amid cheering crowds and suburban scenes.

THE PRICE OF BICYCLES.

It is very probable that the price of bicycles will be reduced to a reasonable limit before the close of the present year. If not, the reduction is certain to come next year. According to the Chicago Chronicle, the price of bicycles is enormously in excess of what the market would reasonably bear. The average price of a bicycle is \$100. The price of a bicycle is \$100. The price of a bicycle is \$100.

The almost limitless demand for bicycles, of course, aided manufacturers and dealers in keeping up the price. The popularity of these structures is not a mere craze. They supply a real want--the need of a vehicle for rapid and easy travel over short distances. The popularity of these structures is not a mere craze. They supply a real want--the need of a vehicle for rapid and easy travel over short distances.

In this respect they answer the wants of men and women for travel between their residences and the business places of the city. They are equally useful for professional or business purposes--for the daily use of life where change of locality with celerity and without expense is desired. They are equally useful for the daily use of life where change of locality with celerity and without expense is desired.

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