### RESUME OF THE STATE MEET

With a Breezy Grist of General Bicycle Information.

PERTINENT C(MAUNICATIONS

Cyclers Here and Everywhere-Mr. Googler's Day - The Lady Riders and a Page of Wheel Whisperings-Interesting Cycle News,



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, if 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, track will take place about August 3. League members were shown every courtesy by the citizens of Kearney, as well as by the wheelmen. The hotels 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 wheelmen who were for-tunate 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; this was the only fault that 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 the crowd was simply too large for them to handle properly. Upon arriving in the little city which, by the way, is one of the most thriving business towns in the state, each delegation was met by a band and escorted to the League of American Wheelmen headquarters, where, after registering, they were given badges 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 wearers of these little octagonal pieces of pasteboard were admitted to every place and everything and the citizens could not do enough for them. The morning of the Fourth was very cloudy and it looked for a while as though the fun was to be spoiled, but a warm south wind soon dried the streets and race track, which were soaked by rain the previous day. Many attended the trial heats which were ran in the ferencen, but the afternoon crowd was the record-breaker. People came from miles around to witness the races, and as early as noon motors, buses, carryalls and 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-stretch and every available bit of space was occupied. If was a crowd that Omaha are pied. It was a crowd that Omaha even-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. Bowels, "the farmer boy" from McCook, won easily; Underwood of Omaha, second. Time: 2:33 1-5, being very good for novices. The next event was the quarter mile open, with a dozen starters. Here is where Omaha began to get in her work, by Pixley's getting first easily, with Bailey of Lincoln second. Time: 331-5, which was fast for a quarter mile track. 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: 1:10 1-5. The next event, the half-mile boys' race, was where Omaha scored again, her Western Union boy, Mc-Nider, easily walking away with first prize Time: 1:162-5, which is very fast for kids. Then came the race of the day, the one mile state championship, Hayman of Grand Island winning it handliy in 2:36 2-5. Rigby, the Toledo boy, walked away with the two mile class B race, and Sabine of Beatrice got the two mile handleap, class A. He had 100 yards start. Pixley of Omaha, a scratch man, was a close second. Time: 4.55; very fast. Edghlli, the Western Union kid from Omaha, then rode an exhibition half mile in the slow time of 1:17 2-5, being slower than the time made by McNider in the boys' race This closed the day's program, and every-body went home, seemingly satisfied, and, although no records were broken, the time generally was good, considering the heavy In the evening the wheelmen and their 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 was a thing of the past. The morning of the 5th dawned bright and clear and it looked as though there might be some rare 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 hulk of the crowd visited the blovels night bulk of the crowd visited the bleycle plant of the Kearney Cycle company, where they saw just how "bikes" were made. The afternoon saw another large crowd at the

The state records that were lowered are the following: One-half mile competition, by Pixley; time, 1:06 3-5. mile competition, by Hayman; time, Two-mile competition, by Pixley; time, Five-mile competition, by Pixley; time,

Promptly at 3, as the day before, were started, the first event being for

the Morgan & Wright gold brick, the riders

each taking their turn and the man doing the mile alone in the fastest time won. Tessier of Sutton walkel away with it, his

time being 2:20 1-5. It is useless to go into details here about the balance of the races.

as a full report of them has been published

single; Tessier, 1:03 1-5.

The prizes were presented in the evening at the city hall, after which dancing and a light lunch were indulged in, the Omaha contingent leaving for home on the 3:30 a.m. The promoters of the meet deserve a deal of credit, as it was the best state meet Nebraska has ever witnessed. will make a strong pull for the meet in 1896, and we hope she gets it.

In reviewing the work of Nebraska's different racing men at the state meet it will be well to mention a few riders who showed good speed. One of the foremost is Havgood speed. One of the foremost is Hayman, the Grand Island boy. He is the
making of one of the fastest men in the
country if properly handled. His general
ship is good and his sprints very fast. He
will be heard from many times before the
season is over. Tessier of Sution is another man who is comming to fast. He
season has been before the
season is over. Tessier of Sution is another man who is comming to fast. He
season has been before the
season is over. Tessier of Sution is another man who is comming to fast. He
season is over. Tessier of Sution is anseason is over. Tessier of Sution is another man who is coming up fast. He has ship. They are all rustlers and handled the the speed, but facks generalship, which he will get only by experience on the path. Carter of Lincoln showel up well and will make a fast man. He has, however, been training with Mockett until he has acquired

some of the latter's dirty tricks of cutting on the inside of a man and crowding him out. The sconer he adopts a cleaner style of racing the better he will be liked among the racing men and the more races he will win. Sabine, the little Beatrice crack with proper care, will make one of the fastest

men in the state.

Bailey and McBride of Lincoln both have good speed and it will only take hard and faithful training to land them on the top of

faithful training to land them on the top of the heap.

Edwood of this city is another man who has lots of speed, but lacks generalship. This, however, is his first year, and before another rolls around he will be throwing dust in some of the fast ones' faces. Frederickson seemed to ride without head or heart. He did not even get a place in any race. McNider, the Western Union box, rode well, and it is claimed by many old riders that he can give Eighill, the other Western Union hot thing, a handicap and then beat him out. then beat him out.

O. Hayman of Grand Island will ride in the Plattsmouth races next Thursday, of the foreneon.

The club will have a field day in August, will remain a couple of weeks, the guest on which occasion the mighty athletes of

of Will Pixley. The Kearney Cycle Manu- the club can show their prowess. The day facturing company is building a tandem for Hayman and Pixley, and they will train together while Hayman is here, and will then establish state tandem records from one-fourth to twenty-five miles.

A new song, dedicated to the "Googlers" of the Omaha Wheel club, is in the hands of the publishers, and will be out in a few days. The music is by the popular young composer, T. Wilkie Collins, and the words by Measrs. Denman, Siefken and Liveasy, It will be sung for the first time at the picnic of the Omaha Wheel club at Bellevue

The "Googlera" were strictly in evidence at the state meet last week. Their costumes blue and white, bluzer caps to match, and white duck trousers, were very fetching, and HE great state meet of the Nebraska Division. They were by far the prettiest costumes seen at the meet in many a day. Their membership is now about forty.

The Tourists were not in evidence at the Kearney state meet, only three or four of them were visible. Wonder where that Tour-ist state meet club was?

The ladies of Omaha who attended the state meet were Mrs. Ebersole, Mrs. Pixley, Mrs. Johnston, Mrs. Burke, Mrs. Umsted, Miss Ogburn, Miss Thomas and Miss Gore. They all seemed to enjoy themselves immensely.

Kearney promises to send a large delega-ion up to our national circuit meet this fall. Lincoln also will be represented.

Charles Street Ball park has bee leased by a local corporation and an eight iap hard bleyele track is being built. The work is under the supervision of M Mardis, who informs us that the track wil be ready for riders to train on the latter par

The Omaha Wheel club run is to Bellavue to day, where it will picnic. The Platts-mouth boys are expected to join them and the crack shots of the clubs have arranged for a shooting match, which, of course, will be interesting

Echoes from the lowa State Meet. All of the fast boys will be seen in the ircuit races at Council Bluffs and Omaha

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

About thirty women appeared in the parade nounted on diamond frames and wearing the

The last half mile in the one mile open class A race, was made in 1.03.2-5, which is the Tourist Wheelmen as it was first sprung traveling. Stevens of Omaha rode a flying upon the denizens of Manawa last Saturday half in 1:00 2-5. He is a B man.

The entire absence of organized or un organized hoodlumism was one beautiful feature of the meet. The foaming amber colored fluid was a scarce article.

The man who had no league ticket or press credentials was a cipher. The secre-tary-treasurer of the division did a rushing siness in renewals and new memberships. The "Trilby Kiub" bought out a millinery store on the evening of the 3d and gave a parade hop on the evening of the 4th. The "Klub" had the entree to every business house

The Jefferson Cycling club wore gray suits wine-colored sweaters and gray caps, the front of the sweater emblazoned with an old onogram 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 2:10 4-5, and flying quarter in 282-5, which is not slow

Pallister, the Iowa centurian, 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

Ching! Ching! Chow! Chow! Chow! Inter-Ocean Wheel club! Now! Now! Now! caught the big crowd. The club was headed by "Pop" Herrick and "Baby" Steen, known many of the local wheelmen.

From all indications the Iowa boys to class A are much faster and better trained than the lads in Nebraska. The Grinnell, Oskaloosa and Cedar Rapids teams are all a fine lot of young athletes. Cummins of Marengo and Storm of Grinnell are both too fast for class A. Either of them could ide rings around many of our class B men Messrs. White, Nicolet, Lowery, Cavanaugh, Cooper, Myers, Decker, Stacey, Anderson, Steele and Keator represented the Chicago push and did it well. Cooper is a very fast "B" man and had everything about his own way. Steele did not show up well, and "Nic" captured the crowd with his trick riding, also two-thirds by following Cooper and Edmunds in, several hundred yards to the rear (three prizes and three starterssnap for him!). White Lowery, Ollier and

Harry Hattenhauer's record for the quarter mile was not broken, as announced, for the reason that his is a class A quarter, standing start, unpaced and made in competition. Fredrickson's half-mile record was not broken either, as it is a class record, stand-ing start, and made in regular competition. The quarter-mile made by Barnett was from a flying start, class B. Cummins, while a class A man, made his record paced and

Stacey were valuable aids to the managers

1:04 2.5, which is the state record for his class, flying and paced. Messrs. Parsons, Bixby, Duquette, Cole and smith of the Ganymede Wheel club, Council Bluffs, attired in neat white duck suits and straw hats, with badges of old gold and bottle green, were in evidence, booming the national circuit races to be held by the club October 11 and 12. They distributed 5,000 circulars and talked themselves hoarse. Duquette was not in condition to ride and failed to gain a prize, although he tried to

flying start. He rode the half in

Five-mile competition, by Pixley; time, 12:56 3-5.

One-half mile, flying start, tandem, against single; Tessier, 1:03 1-5.

The prizes were presented in the evening at the city hall, after which dancing and a light lunch were indulged in, the Omaha The twelfth annual meet of the Iowa division was undoubtedly the best meet ever held in the midwest, socially, financially and

from the racing man's standpoint. The "Trilby Klub," of which Sam T. White of Chicago was high push, made every one feel as though he was attending the meet of his life. The 14,000 interested people made the management at the track feel as though the meet was a success. The surface of the half mile oval was as hard and firm as ademant, smooth as asphalt paving and very fast. This satisfied the racing men and there were lots of them, too. The Jefferson the better class of the little city's citizen-ship. They are all rustlers and handled the able feature of the meet was the excessive poor hotel accommodations. Many visiting wheelmen left on the morning of the 5th on account of this weak spot in the entertainment program. A number of the visitors were quartered at private residences. Race meet promoters should pay more attention

the otherwise successful mee Stray Leaves from a Tourist's Notebook. Mesars. Russell and Jones will carry the colors for the month of July.

to the botel accommodations; poor fare spoils

The first trial at hill climbing occurs this month. Look out for the date. Some thirty new members were elected at the July meeting of the club. Several la-dies were voted honorary members.

A number of the prizes offered to members for mileage, etc., are on exhibition at the Omaha Bicycle Company's store. B. B. Coombs spent the Fourth at Missouri Valley and Alex Melton showed the speedy riders of Denison how to win a

road race. Until further notice Captain Smith advised that Sunday runs will be started at 7:10 in the morning to avoid the ride in the heat

has not been set as yet.

M. O. Daxon, John Hynes, Louis Flescher,
Henry Fredrickson, Charlie Pegau and Harry
Edghill were among the Tourists who attended the Kearney meet.

The century club held a meeting Wednesday evening, and among other matters admitted several new members. Chief Centurion Hynes is thinking of calling a centur; Sam Howe, who met with a severe injury

while riding on Sixteenth street several days ago, is able to be about again with the aid o see him out on the runs again. D. J. O'Brien is at Asbury Park distribut

ing Tourist badges and advertising Omaha. Dave has promised to bring back a Jersey skeeter with him to pose as a bird of freedom on the top of the color bearer's flag-

Can't the members composing it get their heads together and batch up a lawn social at Hanscom park, or a picnic at Manawa or Calhoun or something? Come, gentlemen, wake up and chirp.

Ladies' nights never fail to bring out a large attendance now. The runs are short and enjoyable and the club members look forward to them with eagerness. The run last Tuesday evening was conducted by Mrs. O'Brien and Mrs. Huntley, the destination

The run for today is Springfield via Pallion. In case arrangements cannot be made at Springfield for dinner the club will return Papillion and dine there. Next Sunday joint run will be made with the Turners and Ganymedes, and a game of base ball will be one of the features. The destination will be Bernington.

Through the courtesy of President Abbott of the University club the speedy men of the club are enabled to use the University park track free of charge during the month Several of the boys are training for the minor races which occur this fall and are developing a degree of speed which is a sur prise to themselves.

Harry K. Smith packed his little grip and hied himself away to Jefferson, Ia., on the 3d, remaining over for the races of the Iowa division, League of American Wheelmen. While there he represented The Bee and a number of cycling journals, assisted in advertising the circuit races of October 11 and 12, managed by the Ganymedes, and played trainer and handler for one of the Council Bluffs "swifts." Altogether, he had a pretty busy time of it.

Too Ree! Tourists, Rah! Rah! In the sad-dle! From Omahaw!" The new club yell of night from the throats of some forty odd merry members of the club, and echeed icross the moonlit waters of the lake. run was managed by Messrs. Russell and Jones and every one had a good time. Boatng and bathing were indulged in until 10 clock, when the party wended its way homeward. Truly the club members are en-

joying the runs of their life.

The contest for the club prizes has fairly began and the good-natured struggle bids fair to be the most interesting in the club's history. "Jinks" says he is the man that will wear the Taylor medal at the end of the season, Hartson, the champion hil climber, has the Smith medal corralled and George Randall has his eyes on the league pin. Mr. Bouk claims the other prizes, including those for the ladies and the booby There's a long season ahead of you, boys with many a splendid day's outing in pros pect, let us all keep up our enthusiasn and when the bugle sounds "dismount" or the last called run for '95 let it be said that he club has had the grandest riding season f its existence.

Accompanied by Captain Moeller and Mr colff of the Turner Wheel club, some thirty odd members of the club rode to Plattsmout last Sunday. At La Platte they succeeded in getting a wetting, a heavy rain falling of American Wheelmen number is 355. He also wears a veteran bar.

The track presented a pretty appearance during the races, with its green parking and mid lawn, white fences and grandstands, many colored suits of the racing men and the white duck costumes of the officials and assistants. The kodak fiend was in his glory.

The ride of the 4th was the ten miles received off by Kostomalizky of Oskalosa, standing start, class A, pacemakers changed off by Kostomalizky of Oskalosa, that the miles trudged through the mud, praching Platismouth at 1 o'clock. After din, standing start, class A, pacemakers changed off by Kostomalizky of Oskalosa, the relation of the distance. He broke flat; state record for the distance. He broke for the class.

The Inter-Ocean Wheel club of Sioux City was out forty strong, attired in white duck trousers and white cape. Their club yell of Ching! Ching! Ching! Ching! Ching! Ching! Ching! Ching! Chow! Chow!

Hast Sunday. At La Flatte they succeeded in getting a wetting, a heavy rain falling with the best machinery and appliances and with the most improved processes of production. The profit is immense. Some but with the club pushed on and for miles trudged through the mud, reaching Platismouth at 1 o'clock. After din, white they way of the Missouri Patting of the Missouri Patting of the first of the distance of the officials and for miles trudged through the mud, for miles Edghill, Petersen, Church, Melton, Black, Wolff, Hartson, Shelda, Shaw, Hosford Gregory, Parish, Moeller, Spencer, Bouk Bouk, Jenkins, Bowers, Gunther, Toozer, Jackson, Swoboda, Rolff, Ross, Barnes and Klass. aptain Smith.

> Omaha Wheel Notes. Googlers! Googlers! Rah! Rah! Rah! Googlers! Googlers! O-m-a-h-a.

Hullay! Hullay! Who said the "Googlers" rould not be in evidence at Kearney? night to have seen them shine, and the onger they were there the brighter they Kearney Electric works would have had to

The Omaha Wheel club left on the fast mail Wednesday evening for Kearney to attend the state championships July 4 and 5. and it was one continual round of pleasure start to finish-and a "hot finish" at brick, that.

We were met at the Kearney depot by respective couches to sleep the sleep that knows to breaking (???). July 4 was an ideal day, not a cloud

in the sky, in fact a day which very nearly outshone the "Googlers." A more beautiful day could not have been asked for,

The boys and their special suits for the eccasion made a grand sight—blue and white blazers with cars to match and white duck Those specified trousers. You could see them a mile away. Tell me the O. W. C. does not do things up

The Kearney Cycle club can thank us for tional Circuit meeting to be held here Oc tober 15.

Was the "Corky Googler" there? was. Did he have lots of fun with a stove poker? He did.

Did the "Winkie Googler" come out

What did the "Master Pixley Googler" do Everybody-on the race track. Didn't the "Mascot Googler" rub up against the "Master Pixley Googler" and thereby give him all kinds of luck? He did.

Googler" take his little cannon with him ext time? He will not. Were there any "Googlers" who did not to Kearney? There were several. Do go to Kearney? hese absent "Googlers" know what the pen

alty is for not attending a regular called meeting of the "Googlers?" They do. Will they pay their fines? They will, The Omaha Wheel club holds its annual "Dutch Picnic" today at Bellevue, a fine run of twelve miles south, and as the hest f times are always bad at our "Dutch Pic nics." a large majority of the club will be in attendance. The Fremont Wheel club

Only nine more members and we have reached our limit, and they are coming in Members who allow their dues to be come in arrears make note of this, as we

fail to see them at the next meet, Have heard of blcycle clubs that were "in "in the slough," and "in the they are not "in the push." the saddie," ditch," but they are not Didn't see anybody but O. W. C. boys at

Have you heard it? A new song, and daisy at that. Composed and arranged by several prominent "Googlers." Come down to Bellevue today where they will spring it. ousa can't touch the music.

Quite a few of the boys have gotten up an mateur tournament at blue rocks, and the first shoot comes off today at Believue. "Cy-clone Lytle" thinks he has a cinch on the

## GOOD THING---PUMP IT ALONG

The Alleged Bicycle Face and the Real Cause Therefor.

PROSPECTIVE HEADER IN WHEEL PRICES

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

What cooped up writers are pleased to call the "bloycle face" is being seriously discussed by physicians, phrenologists and pretentious analyzers of cycle phenomena. The so-called bleycle face is described as an accurate, durable and economical cyclometer. Other workmen who were cyclers did the anxious look and an unwholesome pallor. There is a peculiar gray hue which betokens nervous exhaustion, and frequently severe headaches. These symptoms the wiseacres 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, such as century runs, 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 ac count 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 centrary is true. The exertion is a physical trifle-a mere play on the handle bars. But there is a real bleycle face -not one of ghastly pallor and headaches but a face reflecting the exhibitantion of the healthful exercise, and the mental joy produced by skimming over smooth roads amid charming urban 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 the cost of manufacture and reasonable profits for all the middlemen by whom they are

The almost limitless demand for bicycles of course, has aided manufacturers and deal-ers in keeping up the price. The popularity of these structures is not a mere craze upply a real want-the need of a vehicle for rapid and easy travel over short distances. without the expense of horse hire or car fare. In this respect they answer the wants of men and women for travel between their residences and the business places of the city, for errands of sociability, or for professional or business purposes-for all the daily uses of life where change of locality with celerity and without expense is desirable. Thousands of men in cities ride daily and fro between their homes and their shops, counting rooms and offices. physicians, who think more of comfort than dignity, make professional calls on bicycles instead of in carriages. For exercise, amuse-ment and sport for both sexes the bicycle is a

marvel of convenience and usefulness. These causes have created a demand for wheels" which has exceeded the utmos capacity of all the new and old factories, with the best machinery and appliances and tailer would give the purchaser a bicycle for \$40. All that he pays over that is for \$40. illegitimate profit to middlemen, speculators sharp managing gift enterprise schemes and to other parasites on fair trade.

Greater competition among manufacturers and dealers and the natural results of im-proved mechanism and means of distribution will bring a general reduction of prices.

LAWS FOR THE BICYCLE. Bievels ordinances are, for the most part o constructed that they regulate the tions of wheelmen by telling them what they cannot do. In other words, they usually consist of a series of "shall nots" addressed solely to the riders of the two-wheeled vehicles. In Detroit, however, the bicyclists have succeeded in having a provision inserted in the ordinance which prohibits the bottles, glass, nails, tacks, block, wire, slab, brick, lumber brick, lumber, wood, stick, stone, etc. Other sections added in their interest compel riders and drivers to keep to the right in brass band and escorted to the league hotel, meeting one another and allow passage on "The Midway," where they retired to their the left when overtaken by another, and riders to ring the bell twice when over-taking a vehicle and pass to the left. No person shall ride upon any sidewalk except upon unpayed streets. In the present ex-uberance of their joy in the wheels riders show a disposition to encroach on the rights of pedestrians, but it must be acknowledged that they deserve and should be granted some well defined privileges of their own. Those specified in the Detroit ordinance

TAKE GOOD CARE OF THE BIKE. Experts may that the chain of a bicycle, if he wheel is ridden hard, should be taken out the success of their meet to a large extent. and boiled in lard twice a week; otherwise, especially for the fun which was created once a month. The wheel should be kept while in their city, and it is hoped they will clean and olled; the bearings taken out and cleaned in benzine, unless, on applying one's car to the place, a tiny click of the overlapping balls can be heard. The bearings get full of sand and the grease, in which the bals are imbedded, dries. There are many things requiring attention, and all wheels should be looked at carefully before starting out. No one should go forth without a monkey-wrench play? He did, and so did the rest of the and a pump for the fire. If you have one of the common wrenches, even—or two, a of the common wrenches, even—or two, large and a small—you may have to unscrew nut of a different size from either. An Everybody—on the race track. Didn't the "Master Pixley Googler" rub up against the "Master Pixley Googler" and thereby give him all kinds of luck? He did.

Was the "Mully Googler" and his little cannon there? They were. Will the "Mully Googler" take his little cannon there? They were will the cannon there? They were will be considered as a find the forethought to bring his "kit." or little tool bag with him. It is usually the dapper lady amateur who is equipped with a grant with the cannon there? plete assortment of implements for mendher wheel-not one of which she has the slightest idea how to use.

PNEUMATIC KNICKERBOCKERS. Pneumatic knickerbockers are the latest thing in the line of wearing apparel for cyclists. They are made with an inner tube for a belt and are adjustable to any person If they are too large, by pumping in an extra supply of air they can be made a perfect fit. The same arrangement is used in the knee. The tubing around the knee is much cooler, and the tube, of course, gives and prevents any binding. There is also a cushion in the seat which will make the oldest will be our guests at this event. They will and most rickety bicycle seat as comfort all be there—they know a good thing. erbockers are an ideal invention from the standpoint of economy. One pair, being ad-justable, would answer for the use of a whole family. This novel invention has been come in arrears make note of this, as we are going to make room for new members.

Have you seen our racing suits for our team? They are birds. Are made in solid white, with a large red "O" and a long black feather across the front. Do not fall to see them at the next ment. ness, lightness, comfort, and durability, absolutely unattainable in any other costume. The only comparison which this costume suggests is a diver's costume or a life-presery

A BICYCLE MISSIONARY. Andrew Spence is probably the only bicycle missionary in the world. His wheel is rigged with various paraphernalia and weighs when it happens to be blowing just right. The ten commandments are printed on the sail for the benefit of sinners, and the masts clone Lytle" thinks he has a cinch on the prize, but a certain member, who shoots a 10-guage Lefever, made in the year 1, is going to take him down a peg or two.

and yardarms are used for the display of religious charts when the bicycle missionary is haranguing a crowd. These charts, action to the display of religious charts when the bicycle missionary is haranguing a crowd. These charts, action to the display of religious charts when the bicycle missionary is haranguing a crowd. These charts, action to the display of religious charts when the bicycle missionary is haranguing a crowd. These charts, action to the display of religious charts when the bicycle missionary is haranguing a crowd. These charts, action to the display of religious charts when the bicycle missionary is haranguing a crowd. These charts, action to the display of religious charts when the bicycle missionary is haranguing a crowd. These charts, action to the display of religious charts when the bicycle missionary is haranguing a crowd. These charts, action to the display of religious charts when the bicycle missionary is haranguing a crowd. These charts, action to the display of religious charts when the bicycle missionary is haranguing a crowd. These charts, action to the display of religious charts when the bicycle missionary is haranguing a crowd. These charts, action to the display of religious charts when the bicycle missionary is haranguing a crowd. These charts, action to the display of religious charts when the bicycle missionary is haranguing a crowd. These charts are the display of religious charts when the bicycle missionary is haranguing a crowd. These charts are the display of religious charts when the bicycle missionary is haranguing a crowd. The display of religious charts are th

demption and reward of the holy. He is a Canadian, 63 years of age, but since 1884 he has made California his home. He has already covered about 500 miles on his wheel but is disappointed in the work of his sail, which frightens all the horses he meets, and, owing to the changeful course of the wind, often retards rather than aids his progress.

TEN THOUSAND IN A SCRAP HEAP. Cycling has proved of unexpected benefit more than one manufacturer of a line of goods entirely distinct from those usually connected with bleycling. A large watch concern one day found itself burdened with a lot of wheels and interior works of a line of watches which, for some reason or another, had not proved satisfactory. The mass of material was virtually worthless, and to get rid of it it was offered for sale at but no one wanted it. An ingen icus workman, wanting a cyclometer for his wheel, went to this scrap hisp, selected seven parts from it, added two more from with the result that from what was at on time dremed a worthless scrap heap over 5,000 cyclometers a day are now being turned out and retail at \$2 each. Reads like a fairy story this, but it is the truth, just the

HINTS TO BICYCLE RIDERS. a man asks you for the loan of your way to get rid of him-and your wheel Don't think that everybody is looking at

you when "speeding," for there are others.

Don't spend time in an argument with
the motorman for the right of way. It is exceeding bad form, and will only result in ictory for the trolley.

After knocking a man off his legs don't

ome back and apologize. You will find ilm very unreasonable, and, perhaps, im-Some men, after they have been rolled over in the street by a blcycle ac hastily and are ofttimes very violent and per verse. Avoid them as you would a pest!

Short Runs.

One of the pacemakers for the bicyclists on the century run from Newark to Asbury Park is a Wheeler, with the Christian name of George C.

Count Tolstol is an enthusiastic bicyclist and has joined the Moscow Cycling club, which numbers among its members many ocally famous "scorchers," The motor bicycle has made its first ap-

pearance as a pacemaker in a race held at Mulhousen, in Germany. The trial was de-clared a successful innovation by those paced. German wheelmen carry a whip for the discouragement of overzealous dogs, and now an ingenious inventor has placed upon th tarket a combined dog whip and tire in

The heaviest bicyclist in Indiana is Henry Selby. He is over six feet tall, and he veighs 386 pounds when in condition a twenty-four-pound wheel with hard rubber tires.

The pernicious habit among wheelmen of 'scorching" on the crowded thoroughfares should be condemned as the cause of more ac-idents than anything else pertaining to the realthful pastime of wheeling. Wheelwomen should learn that the shorter

be pedal crank on their wheels the more racefully they will ride, but in their efforts become graceful they should not reduce the length of crank to any less than five and three-fourths inches. A Boston clergyman has recently insti-uted services for bicyclists, held each Sun-

day at 8:30 a. m., so that all persons wishing to stend the remainder of the day upon the road may do so without feeling conscience stricken. The two great advantages claimed for a tandem are the absence of vibration when ridden over a rough road and the ease with which its two riders can propel the machine

against a head wind as compared with the same riders' efforts when mounted The standard bicycle, declares the New York Sun, must be built with handles set so high that the rider will sit straight and not be bent forward with the spine curved like a bow and his herd forced into the pose of a sneak. A hang-dog face, a look of dis-

tress sits naturally on the countenance of any Those churchmen who are engaged in crusade against the bicycle no doubt will be axed to note the case of Rev. E. K. Do. aldson, paster of the Presbyterian church at Stanhope, N. J. While consting down a hill the minister took a header, landed on barb wire fence and was badly injured. Such frightful accidents are, of course, ample proof that churchmen should have nothing to do

with bieveles. The fact that there will be a considerable reduction in the cost of the letter delivery sys-tem in Chicago on account of 155 carrier having been supplied with bicycles will b another argument in favor of the 'bike.' About \$5,000 in street car fares have been saved during the past year in that city, and by continuing the policy of furnishing car-riers with bicycles this year another saving

of \$9,000 is expected. Mrs. George Faulkner and Miss Victoria Wilson of Oakland, Cal., bear the proud dis-tinction of having made an eight-day bleycle tour alore. They also wheeled through Mendocino, Lake and Sonoma counties unartended, protected only by a pistol which Mrs. Faulkner were in her belt and which was needed only once. Then it did service to frighten away a tramp who hailed them on their road, but who showed no desire for conversation when he saw their defender.

There is positively no excuse for the cusdness which was bern in Jack Harrison local joker of Bloomfield, N. J. A parade f women bleyclers was made a feature of the Independence day celebration in that place. In the parade were 500 riders, some dressed elaborately, and others as monkeys. Indians, clowns and Chinamen. somest woman's costume, and it was award to to an unknown rider in silk bloomers. After the award Jack Harrison pulled off a blonds wig and the judges were filled with grief.

Miss Virginia Fair is the champion woman bleyelist of the smart set at Newport. She smashed the record on Tuesday. Until ther Mrs. Henry Clews, wife of the New York banker, held the championship, she having covered the Ocean drive in an hour. This is called a ten-mile run. For some time of forts have been made to find some one to send against the record, and Miss Fair was finally chosen. With Stewart Brice as pace maker, and parties of friends stationed alone the way to encourage aer, the California beiress covered the drive in fity-five minutes Unless Miss Fair's record is smarked within a week she will be accorded the champion ship and given a dinner.

One of the queer instances of violent ten per in a fat man was displayed in St. Louis last week. He is well known in railroad circles and weighs 205 pounds. He bought a wheel to rid himself of his surplus avoirinpois. For several weeks he puffed along the ups and downs of life. Some friends thought he was growing thinner, some thought considered him stationary, but all agreed that he was looking quite husky. When sufficient time had elapsed he was place on the scales. Horrors to life, gained just eight pounds. With his eye, and against the protestations of his friends, the pocketknife was produced. Siash, slash, and the rubber tire of his wheel was no more. With a quick mov-ment of his foot the unhappy combination of man's ingenuity disappeared, and \$10 investment was no more.

A Warning to Biercle Riders.

OMAHA, July 10 .- To the Sporting Editor of The Bee: There are several "gangs" about the city the members of which apparently take fiendish delight in fixing sharp particles in the streets, especially designed to puncture bicycle tires, merely to afford amusement for those loafers, as well as subjects for a certain loud and boastful talk among themselves.

Especially is this the case at the corner of Twentieth and Nicholas streets, on the block north from the motor power house. This is a popular road to the North Boulevard, and a large number of cyclers ride that way of late, quite often to their regret. One evening within a week six out of eleven bicycles were punctured here inside of ten minutes, and another found an old seventy pounds. He has rigged it with a knife blade run clear through both tire and sail, and gets considerable aid from the wind rim, ruining both. Large tacks, shinglenails, and sharp pieces of glass and crockery tightly fixed between bricks of the pave-ment appear to be the chosen method of

placed, this is the work of older heads than is usually on the shoulders of the "small boy." Riders of wheels, by clubs and individually, and owners of horses should combine in taking measures to prose-Riders of wheels, by clubs cute any person, young or old, who may be guilty of misdemeanors of this character. Here is a work for the Cycters Protective unon, as well as the city police.

Several eastern cities have adopted the llowing ordinance "No person shall put or place, or cause to be put or placed, in or upon any street, lane or alley, or other public place in the city, any ashes, glass, crockery, scrapiron, nails, tacks, or any other articles which would be lable to injure or damage the tires or wheels of bicycles or any other vehicles which have wheels with rubber

or pneumatic tires. There is no doubt but that the 5,000 cyclers of Omaha would greatly appreciate the passage and enforcement of such an ordinance by our city council. C. M. H.

Something About Blere's Accidents. OMAHA, July 13 .- To the Sporting Editor f The Bee: After reading the account of he bicycle accident at Twelfth and Dodge, the wonder comes over me that there are not more such and fatal accidents. In the craze for light weights the bicycle rider has stripp every possible ounce from his which is not actually necessary to support him. While it is not likely that the recent accident could have been so prevented, it is certainly true that almost all of the hundreds of accidents in which damaged machines were the worst result might have been prevented if the brakes had not been removed from these

wheels.

It is certainly not unsightly and every dealer furnishes a brake with each wheel sold if it is asked for, so it cannot be on the fore of economy, and the weight (three to on crowded city streets and descending the pany grades a brake is just as essential or a bicycle as on a trolley car, not only for the safety of pedestrians, but for the rider and his machine.

and his machine.

If the brake is used only in an emergency there need be no excessive wear of the tire.

H. H. H. It Should Be Attended To.

OMAHA, July 8 .- To the Sporting Editor of The Bee: Please let me call attention in your paper to the fact that there are now some flends at work throwing nails, tacks and broken glass in the highways in this city to the great annoyance and damage of bicyclista ning down Leavenworth street yesterday discovered a lot of glass and tacks strewn n the street, but all this after I had a puncture. In speaking to another wheelman about his, he said that on two more places in this city a wheelman might easily get a puncture. Why will not our city fathers pass an ordi-

the annihilation of the unrighteous and the re- ner in which those subtle particles are | nance making it a misdemeanor to do such a wheelmen if such mischief goes unpunished

Big Fairs in Prospect.

Expositions are in fashion. Lubeck, the ancient Hanse town, is to hold an exhibition in September next. In May, 1896, Switzerland will have at Geneva a national exposttion of Swiss products, and in the same year at Berlin there will be a like German expo-sition of German products. In February, 1896, at Moscow, Russia, there will be an international photographic exhibition. On the 28th of April of that year a permanent ndustrial exhibition will be

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General Agent, 1617 Farnam-St., Omaha, Neb

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