CYCLE OF OUR MODERN TIME

Rules that Give an Air of Fashionable Righteousness to the Wheeling Fad.

LADY WHEELERS AND THEIR ESCORTS

Leather Tires and Leaks, Costumes and Squeals, Road Rights and Taxes, Factories and Stocks, and Matters of Interest.

Whatever enjoyment we obtain from our daily intercourse with others is possible only through our obedience to the laws of that etiquette which governs the whole machinery of society, keeps every cog and wheel in place at its own work and carries all things a'ong comfortably to their consummation.

Cycling having taken such a mighty hold upon the land, it has naturally followed that an etiquette of cycling should be established and that it should be well defined and rigidly

be but legendary.

It is distinctly understood in the first place that "cycling" is the correct word; the up-to-date young woman does not speak of bicycling nor of wheeling.

A WHEEL WOMAN'S MANUAL. If in town, the early hours of the morning are chosen for a ride through the park. This is on the same principle that it is considered good form for a young woman to drive only in the morning, that is, when she herself is the whip. In the country the rules, both as regards cycling and driving, are not as shelf. The madden however who is a stickrigid. The maiden, however, who is a stick-ler for form, does all her cycling in the hours which come before noon—unless there be a special meet, a bicycle tea, for instance, or a spin by moonlight. Neither is it correct for a young woman

to ride unaccompanied.

In the matter of chaperons we are becoming almost as rigid as the French, who do not allow a young girl to cross the street, to say nothing of shopping or calling, without being accompanied by an elder woman, her mother, relative or a friend as a chapegon.

During the past few years there has been a tendency in America toward a closer imitation of all French eliquette which has brought in its train a strict construction of brought in its train a strict construction of

MAIDS DO DUTY. The unmarried woman who cycles must be chaperoned by a married lady—as every one rides nowadays, this is an affair easily managed. Neither must the married wo-



man ride alone; failing a male escort she i

followed by a groom or a maid.

A woman is very fortunate if among her men or women servants one knows how to ride a bicycle. Ladies occasionally go to the expense of having a servant trained in the art. Mrs. Hamilton McK. Twombly, for example, had her maid take lessons so that are frequent ones about her country home at Madison, N. J. Mr. Twombly, however, rides and frequently joins his wife, when the presence of the maid is naturally If one possesses such a commodity as a

brother or a husband he can always be made useful on a cycling excursion. Never is a man better able to show for what purpose he was made than upon such

man's duty to the woman who rides might be made the text for a long sermon; but long sermons are never popular, there-fore it may be better to state briefly that he must always be on the alert to assist his fair companion in every way in his powerhe must be clever enough to repair any slight damage to her machine which may occur enroute, he must assist her in mounting and dismounting, pick her up if she has a tumble and make himself generally useful and incidentally ornamental and agreeable.

the more guarded place, as the rule of the road in meeting other cyclers is the as that for a carriage, to turn to the right

The rule of the road is a paradox quite,
For in riding your cycle along,
If you keep to the left you are sure to be
right.

And if you go right you are wrong.

MASCULINE USEFULNESS.

In mounting, the gentleman who is accompanying the lady holds her wheel; she stands on the left side of the machine and puts her foot across the frame to the right pedal, which at the time must be up; pushing right pedal causes the machine to start and then with the left foot in place, the rider starts ahead-slowly at first, in order to give her cavaller time to mount his wheel, which he will do in the briefest time possible.

When the end of the ride is reached the

man quickly dismounts and is at his com-

WHEN STOPPING TO SPEAK TO A WOMAN.

panion's side to assist her, she, in the mean-time, assisting herself as much as possible. This is done—that is dismounting, in the most approved style by riding slowly, and when the left pedal is on the rise, the weight

of the body is thrown on it, the right foot is crossed over the frame of the machine, and with an assisting hand, the rider easily

steps to the ground. In meeting a party of cyclists who are known to each other and desire to stop for a parley it is considered the proper thing for the men of the party to dismount while in conversation with the ladies.

As to the furnishings of the bicycle, to be really swagger, it must be fitted out with a clock and a bell, luggage carrier and a cyclometer, the latter being an absolute sine jua now to the woman who cares for records, From five to six lessons are always con-sidered necessary before one can even master the details of riding; at her second lesson Mrss Fair was speeding down Bellevue avenue with all the ease and grace of a veteran rider

CYCLE COTILLION. At Newport the latest fad of society folk there who ride is the bicycle cotillion. The idea originated with some of the leaders of the Michaux club. Round the riders go in twos and threes or in single file-these smartly clad enthusiasts, weaving in and out figures as nearly resembling the figures of the bull room cotillion as possible, on the nickel plated steeds, one of the most expert riders being selected to lead.

riders being selected to lead.

Mr. Belmont and Mr. William Travers are both equally clever as leaders. Mrs. Travers is one of the most accomplished cyclists at There are the details of meeting, mounting, right of way and various other points which are carefully observed and give the desired air of fashionable righteousness, without which, for many people, the pleasure of meeting in a social way, on one's wheel, would be the control of the most accomplished cyclists at Newport; other skillful riders are Mrs. Elisha Dyer, Jr., Mrs. Whitney Warren, Mrs. T. J. Oakley Rbinelander, Mrs. James Townsend, Miss Turnure, who took lessons in Paris and brought back some extremely chick the cycling costumes, and young Mrs. Astar. cycling costumes, and young Mrs. Astor.

Cosches, landaus, victorias and T carts are
at a discount at Newport this summer; instead it is the reign of the bicycle, and
Bellevue avenue is the scene of the gay and
glittering carnival.

PLUGGING A LEAK.

An Important Tool Invented by a

New Yorker. Eew of the tools now provided for plugging leaks in tires afford the convenience and rel ab lity the task calls for. A New Yorker claims to have solved the difficulty with a simple contrivance which grips the plug. inserts it, and holds it in place. The instrument is constructed in three sections, formed so that when closed together they collectively form a tube, which is contracted at one end the tube or sections being tapered at that end and formed to readily penetrate the puncture in a pneumatic tire. The sections are also provided with external protections, which collectively form sectional disks, sur-rounded by an ordinary rubber band, sprung into and resting within the external surfaces of the disks, which normally hold the sec-tions together and thus contract the tube.

A plug carrying plunger or holder accom-panies the instrument, and also a device for panies the instrument, and also a device for enlarging the puncture, if necessary. The plunger is provided at its lower end with a socket to receive and hold a headed plug, made of rubber and having a suitable head or handle at the other end. The instrument also has a collar, provided with three tapered pins, which serve to expand the tube, if nec-essary. The heat feature about the tool is ssary. The best feature about the tool is that it prevents the cement from being rubbed off the plug while it is being forced

through the puncture.
The same inventor is also confident that the day is not far distant when the chainless bicycle will take the place of the present bicycle. He has been experimenting in this direction for several years, and has recently perfected a bicycle which dispenses with the procket wheels, chain, 40 per cent of the frame and the ordinary peda's and pedal

By its peculiar construction, say if 100 pounds are placed upon the saddle, it will take forty pounds to raise the front wheel; hence it is perfectly safe. The driving levers have a rise and fall of fourteen inches; levers have a rise and fall of fourteen inches; hence the rider's foot travels twenty-eight inches, while by the present chain bleyele the rider's foot travels about forty-two inches. The driving levers being nearly double the length of the present pedal cranks now used on the chain bleyele, it is claimed an increase of power is obtained—hence an increase of speed.

LEATHER TIRES.

Advantages Over Claimed for It.

The use of leather for the outer pneunatic tube is being extensively tested in France, in military as well as civilian cir-The resistance of leather is considwill better stand the pressure from within and the exterior agents of destruction, such as nails, hoops, roots, or sharp pebbles. It s not absolutely imperforable but it is at least as good as the fine steel band which was experimentally placed between the outer and inner tubes, and which was pierced by needles and tacks. Leather offers the greatest impenetrability in relation to its thick-ness without impairing the necessary elasicity. It is further improved by a preparation which renders it impermeable to water. The leather tire is easily repaired in case of perforation—any cobbler can sew it up— and this repair is permanent and not likely

to get out of order.

possesses lightness, life, elasticity and non-puncturability. You may take a piece of no comfort in riding on tires of that sort One might as well ride the old style solid tires and be done with it. They are nonto get nonpuncturable tires, but in making them you must sacrifice the life, lightness,

Some Fetching Novelties in Bloomers

and Sweaters. A combination skirt and bloomer adskirt may be made in any color, but should be of such serviceable material as cheviot, serge, broadcloth or flannel, which may be suitably trimmed for young or not so young cyclists. The skirt when arranged for street way of free motion in propelling a wheel. The adjustment is made by the simple man-

the fashion of the swell blcycle set in New York to give out-of-town teas, and the members are supposed to ride to the "meet." So they do—in carriages, and the wheel is transported in a case behind. Then the fair rider walks into the meet park, with her wheel rolling beside her, and thus countenance is given to an adorably shocking costume. The popular design for this sort of rig is a very full pleated skirt that reaches short of the knee, is hung with Jaunty precision and stands out at the back deliciously. Any sort of a natty bodice goes, and the belt that clasps the tiny waist is affash with a brilliant buckle. A headdress of some dainty

design tops the pretty curls.

Sweaters with wide sailor collars, edged with stripes of red, white and blue, are the newest wrinkles in that line. The collars are worn outside the coat. The new sweater is much dressier than the neck-choking style and is creating into conductive.

No Syndiente Could Build 400,000

Wheels in a Year. The story recently sent broadcast to the effect that a western syndicate had contracted to produce 460,000 bicycles by the 1st of March, 1896, is denounced in knowing quarters as idiotic bosh. A Chicago manufac-













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although I have been at it for months, to get the material I need myself. I have pur-chased in this country and in Europe and there are agents of lots of firms today running around the streets here and abroad with money in their hands and yet unable to The existing firms have all buy material. established their lines of communication and know where to get material when it is to be had. Now, where is the new syndicate come in? If the firms now at work make 800,000 bicycles next year in this country which I doubt their ability to do, they wil use up all the material that can be produ It doesn't grow. You have to wait for the machine shops to make it, and they cannot make much more than has been ordered al-

REGULATING THE WHEELS.

The Question of Bieyele Rights on the Public Highways.

The vexed question of the rights of bicycle riders on public highways bids fair to become one of the stock problems of civilization, says Harper's Weekly. To the local city father and the rural legislator it has opened up a boundless field of intellectual activity, a field in which we may expect to see the bucolic and altogether out of date. The main ob-jects of pneumatic tires are lightness and and eccentric gyrations without let or hinderance. Aiready there is a very fair crop of bills on the subject, but the season in the western legislatures has evidently been a backward one, and it is feared that the gen-eral average may indicate a shortage. In this emergency it is gratifying to reflect that foreign ideas are still on the free list, and some recent suggestions on the subject from and the rider must take the bumps and jolts the Paris Figaro may possibly serve as seed of the road as he finds them. It is possible corn for future experiments. Among other needed reforms the Figaro proposes that all pedestrians shall be duly numbered and registered, and that they shall be compelled o ring a bell or blow a horn when crossing street or meeting a bicycle on a public goad. At night all unmounted citizens shall wear a lantern depending from the neck by means of a stout cord, and be furnished with the regulation red side lights. No citizen shall proceed at a faster rate than one mile n two hours while within the city limits, and this provision will particularly apply to mes-senger boys and people who are in the habit of attending local conflagrations. Any pedestrian who gets knocked down by a bicycle shall be mulcted in a heavy amount for the . toffense, and for the second he shall be transported for life to a mountainous district. It is hoped that a strict compliance with these regulations may do away with the annoyance and danger now attending the use of the bicycle.
Pittsburg has passed an ordinance that

mposes a tax of 50 cents a year for each machine owned by persons over 14 years old. The city will provide a stamp or plate to be attached to the outside of the framework, and held in place by the axle nut. and people who pay a similar tax in adjacent places are exempt. A penalty of \$5 attaches to nonpayment of the license.

urer the names of all residents over 14 years old that own bicycles or tricycles, including firms or corporations which rent out machines. The police must also report the number of wheels owned by each person or To make the law effective the police are charged to stop and investigate each case where the license plate is not in plain Wheels not tagged are to be retained enforce payment proceedings before a magistrute are to be instituted.

A RAILROAD ROAR.

The Bicycle Cutting Into the Profits of Suburban Business.

ern mill 200,000 feet of steel tubing. The answer came by telegram that I could not have more than 100,000 feet, and if I wanted it to order at once. I waited a day or so and got another telegram saying that if I did not take the tubing at once I could not have it at all because it could be all sold twenty-five times of bicycle manufacturing. Orders for parts are flying around the country with no one able to fill them. Other manufactures of the parts of th come to me and beg me to help them out on their machines. I have to refuse, for I have all my factory can do and find it hard work. At least there is a grain of consolation even in face of this calamity-bleyeles are not adapted to the transportation of freight.

THINGS WORTH KNOWING.

Notes of Interest to Wheelers of Both Sexes.

Thirty-three per cent of the women at th Asbury meet wore bloomers, sixty per cent chewed gum and forty per cent bent over he handle bars. Chicago and Greenwich, Conn., are rivals

the record of successful robbery on This year's output of wheels is estimated at

Hardware, will reach 700,000. The cycle club ball in Chicago, ten days in which both sexes appeared garbed in their wheeling costumes, is severely criti-cised by the press. The bloomer was there conspicuously, and provoked this outburst from the Tribune: "It is the essence of ugliconcentration of hideousness, the climax of suggestiveness. For these rea-sons it is sure to be discarded sooner or later by woman herself as a costume off the wheel. for there are few women who will voluntarily adopt a costume which robs them of their

grace and caricatures their figure." A Speedy Nebraskan. Among the promising young bicycle riders f Nebraska, O. O. Hayman of Grand Island theen a today stands foremost. Hayman began his him to tell it to you.
the gen- racing career in 1893, winning his first race. The Tourist Wheelmen, to the number of racing career in 1893, winning his first race at Wood River. Neb., on July 4 of that year. During the balance of the year be competed in ten races, winning them all. Among his competitors were some of the fastest men in western Nebraska. Last year he opened up the season by running first in the team rac-between the Grand Island and Hastings which clubs teams at the Kearney meet last September. He made a clean sweep, winning five firsts. Defeating Nebraska's fast-st riders during the year, he started in twenty six races, getting eleven firsts, nine seconds one third and was unplaced in but five races which is a remarkable record considering that he had been riding but one year. So far this season he has been showing splendid form. At the Kearney state meet he won the onemile state championship easily; also the one-mile open, in which race he lowered the state record seven seconds, riding the mile in 2.22. He also holds the five-mile lowa state record of 12:45, which was made at Sloux City last September, and the ten-mile Nebraska record, which is 28:02. Hayman was born in Cincinnati, O., September 17, He is a quiet, unassuming young and not in the least affected with that dreaded malady known as "swelled head." so common to speedy cyclists. He uses splendid track generalship and if nothing intervenes to retard the progress he is at present make ing he will soon be among the front rank of the fast racing men of this country.

Leaves from a Tourist's Note Book. It was indeed a merry gathering of cyclists at Bennington, Neb., last Sunday, the occapractical operation devolves upon the police, sion being a joint run of the Ganymedes, who are required to report to the city treassion being a joint run of the Ganymedes, has spoiled you for an inlander. night had caused the surface of the clayey roads to assume a somewhat sticky nature as far west as Irvington. Beyond that point, however, a light shower nad only laid the dust and hardened the crust, so that the wheeling was superb. Douglas county has some beautiful roads and the thoroughfare which leads out from Walnut Hill and winds over the hills toward Irvington is one of them; the cyclists appreciated this fact last Sunday when they left the city paving. The excellent system of grading and draining layer this road in fine shape even after the leaves this road in fine shape, even after the hardest rains. The Ganymedes were the first to go over the road and arrive in the hos-pitable little burg. The Tourists with their usual big string of riders were soon upon the Iowa boys' heels and after an enjoyable

dails. Had not Dave Harding swallowed the ball Mr. Randall claims the victory would have been with his Indians. After the ball game everybody found seats at the verein hall, where the Omaha Turner boy gave a fine exhibition of parallel and hori zontal bar work. The balance of the day was spent in Bennington park, lounging in the cool shade and spinning yarns. Here the Turners initiated a few novices into the mysteries of their game, which is a species of the famous "Rope club" imitation. In the happlest mood possible the party turned their wheels homeward late in the afternoon and wheels homeward late in the afternoon and reached the city in time for supper, Messrs. Dahl, Bixby, Williamson, Carothers, Gilbert, Nichols and Schwanck of the Ganymedes, Captain Moeller and twelve of his merry Turner boys, Messrs, Randall, Bouk, McCormick, Parish, Swoboda, Peterson, Hosford, Kaliski, Gunther, Guttman, Millhouse, Jenkins, Edghill, Robrbach, Spencer, Ehlers, Freeman, Hartson, McMillan, Mahanah, Jackson, Harding, Bauer, Guldner, Sancha, Mel-

Mrs. Randall, Miss Eastham, Miss Cherry and Miss Hemple made the trip to Benning-ton last Sunday morning. Messrs. Bouk and Spencer, who were chaperon a party of century riders over the Tekamah course last Sunday, gave up the job at Coffman's on account of the mud, and returned with the entire party in time to ac-company the club on its run to Bennington. C. E. Jenkins and Leonard Hartson have made application to the Tourist Century

thirty or more, paid a social call to the Garymedes at their club rooms Tuesday evening. The party was entertained for the brief time of their call by Messrs, William-The Ganymedes are camping at Lake Manawa and were not apprised of the intended visit, hence the small num-ber upon the reception committee. Louis Coulter and others of the Tourists

party is having fun as only a party of wheel-Why would it not be a good idea for the Century club to have some neat signboards painted and plant them at the end of some of our fifty-mile trips? Or, for that matter put in one at the turn of the Tekamah course Or, for that matter ne at the twenty-five-mile mark above Elk City, one at Blair, one at Glenwood and other places; have the distance measured ac curately by cyclometer, and the boards to b plainly marked with the number of mile and other necessary information. Think i over, you centurions, and take some defini action at your next meeting. And while we are speaking of signboards, it would not be a bad plan to put up a few guide posts around through the country for the direction

his Iowa home last week. D. J. O'Brien, the Tourist representative at nd beach or Manawa. Davy, Asbury Park

squad" with military movements which may be performed in the saddle. The squadron will be composed of about twenty-five of the best riders and the movements all executed by hugie call. Today, provided the roads are ridable and

again at Reel's station, where a game of ball will be played between the 'Medes and the Tourist ball teams. After the game the entire party will proceed at an average pact to the Valley, where dinner will be served a the Cheney. The first section will leave the Pump House at 7 o'clock sharp, and the sec-

with his rear wheel and had to mend a big hole in the tire; a few miles further on Billy Carothers punctured and was laid out. Some one suggests that the mascot change his hooseless that the mascot change his hooseless to be state, but as it is now it is about as had one suggests that the mascot change his hoo-doe by carrying a rabbit foot.

The personnel of the Tourist ball team for the game with the 'Medes will be, Randall, captain and right field; O'Brien first base; Hosford, second base; Jackson, short stop and pitcher; Smith, third base and pitcher; Toozer, eateher and third base: Peterson, middle and catcher; Malone, left field; Spencer, catcher and middle.

Whisperings of the Wheel.

Kansas and Missouri should get together and form an interstate racing circuit. This could be done with very little work and we draw the line. would greatly benefit both race promoter and racing men. Start the circuit say in eastern Iowa, coming west through Nebraska, thence south to Kansas, east through Kansas to Missouri, where after riding at the different meets racing men could return to their respective homes or hunt other fields where they could do still more racing. There are any number of race meets advertised to take place in Jowa during August, while Nebraska Fremont, Lincoin, Grand Island, Hastings, Superior, Nelson and many other of our smaller towns are preparing to give race meets during the same month, and with very little trouble these could be arranged state or interstate circuits by the state Kansas and Missouri racing board. also have race meets galore during August and September and many of our fast racing men are preparing to ride at the Kansas state meet which is to be held in Topeka August 15 and 16. In most all of the east ern states they have state and interstate circuits, and there is no reason why we behind our eastern brothers. the local racing board look into the matter If it is too late to have an interstate circuit, it surely is not too late to have

The new Charles street cycle park is to b formally opened August 5 with a twelve-hour race, two hours each evening for six The track is eight laps to the mile and banked on the turns so high that it is almost impossible for a rider to slip or fall on them. Arch lights will be hung directly over the center of the track, thus making the park as light as day. New grand stands have been built, and Manager Mardis is doing everything to make it an The entries to the six day race so far are mostly local men of but little reputation, the speedler ones not caring to compete in such a long contest, as it would leave them in no condition to compete against the cracks that will be here to ride in Omaha's great national circuit meet. Omaha's great national circuit meet. Both the Nebraska state champions, Hayman says the Troy (N. Y.) Times. "It is one of d Pixley, say they will under no circumthe features which give bicycling its chief inces compete in such a long race, but, fascination. It is one of the first effects wever, the race may develop some men of the bicycle treatment for blues, and inand Pixley, say they will under no circumstances compete in such a long race, however, the race may develop some men that are faster than either of these.

Omaha has a promising young trick rider in Mr. Henry E. Tagger, an old time racing man. Mr. Tagger performs some feats with his hickory wheel that seem almost impossible, and with practice he will undoubtedly

Dave O'Brien returned last week

Asbury Park, where he has been attending the League of American Wheelmen National meet. Dave says to say that he had a time would be putting it mild. Why, wheelmen just owned the town and anything they wanted they could have for the ask ing.

Last Tuesday evening while training at the fair grounds Messrs. Hayman, Denman and Pixley rode a trial mile in 2:11 2-5, each setting one-third mile of the pace. Hayman finished a wheel length in front of Pixles with Denmen but a few yards back. This is remarkable time, considering the condition of the track. They hope to be able to cut several seconds off this yet and will make another trial Wednesday, evening.

Alvis P. Swoboda, the Omaha Sandow. training for wheel races. He will ride a wheel geared to 112 inches and expects to ride his first races at the National Circuit

There will undoubtedly be some good prizes There will indoubtedly be some good prizes nung up by the State Fair association for wheelinen to go after during fair week. When Lincoln had it bicycle Taces were out the program each day. Onesha will aurely do as much for wheelmen as Lincoln did.

The University park track could be made in orde one of the fastest in the state if the management would lengthen it and make it a full nicely."

as there is anywhere around,

Fairmont, Neb., has a team of horses which they would like to match against any bicycle rider in the state for a five-mile chase, the horses to run 4% miles, while the bifive and they have all kinds of money to bet that the horses can win. They don't want much; most any scrub team in the country could do that. If the Fairmont people want to run their team ten miles we have several wheelmen who will give them a quarter-mile start and guarantee to beat them. We are willing to give them half the earth, but when it comes to the whole thing

Other advantages claimed for the leather tire are: Greater lightness; it will not get out of shape as does rubber, and it will not slip on a phalt pavement or wet roads. The new material for the tire seems to meet with great encouragement on the part of the military authorities of France.

"There is no material known," says an American manufacturer of tires, "which can be used in the pneumatic tires, and which hose half a quarter of an inch thick. That is practically puncture proof, but there is puncturable; they are also uncomfortable and altogether out of date. The main obcomfort in riding, and there is now no ma-terial known which gives those two things and is at the same time nonpuncturable. It is the business of a pneumatic tire to absorb the shocks and vibrations which a wheel encounters. If you put enough stuff into the tires to make them half solid and nonpuncturable they will not absorb vibration

ease and comfort of the tires now in use.

WHEELING COSTUMES.

fustable costume has been patented. The wear looks like an ordinary skirt, but it can all be drawn up so that none of it is in the ipulation of a cord on either side, held in place by rings and weights. The skirt can be placed at any desired length simply by

The work of putting the ordinance into

and is creeping into popularity. AN IMPOSSIBLE TASK.

A representative of the Milwaukee railroad A representative of the Milwaukee railroad in Chicago utters a wild complaint against the bicycle fad. The Milwaukee road has heretofore enjoyed a profitable business conveying the weary Chicagoans to sylvan retrests near by, but the craze for two wheels has made such introduced on the company's business that the managers look upon the growing fad as an invention of the old harry. He confesses it is raising cain with the company's receipts. Local trains are no

son, Harding, Bauer, Guldner, Sancha, Mel-ton, Shelda Porter and Smith of the Tour-ists constituted the party.

club, each having ridden a century within the prescribed time. "Jinks" has a great story to tell about his 190-mile spin. Ask

re encamped upon the shores of the classic Manawa for several weeks' outing.

of touring parties.

Color Sergeant Jones made a flying trip to

he national meet, is home again, sunburned and as joily as ever. He has not combed all of the briny out of his hair yet and turns up his nose in contempt when he sees Court Lieutenant Randall is organizing a drill corps among the club members and will soon begin the task of familiarizing the "awkward

the weather fair, the club will wheel up to Misseuri Valley in full force, stopping at Council Bluffs to take on the Ganymedes, and

The state racing boards of Iowa, Nebraska,

The rapid growth of the cycling habit in transforming the customs of our nation. It has created an irresistible demand for better country roads and city driveways, encouraged the popularity of honest, manly amateur sports, offered healthful outdoor recreation as a substitute for unnerving stimulants and is constantly opening up new avenues of trade and commerce hitherto undreamed of. The results of the safety bicycle are simply

Professional men are rapidly taking to the wheel. Many of Omaha's prominent doctors, lawyers and ministers may be seen daily on their wheels. Some of them use it for pleasure only, while others use it in their business. One of Omaha's prominent phy-sicians says: "I can easily make as many, visits in half a day with my wheel as I could formerly in a whole day with the horse. This gives me more time for new business or for pleasure. I now enjoy an afternoon's outing, which would not be pos-sible were it not for the wheel." Among our professional men who ride the bike are Dr. Galbraith, Dr. Merriam, Dr. Connor, Ginn, Rev. S. Wright Butler, Rev. Cormick, Rev. Frank Crane and others too

numerous to mention.

Several manufacturers propose introducing ompressed paper rims next year, as a means of reducing weight. Mme. Casimer-Perier, wife of the ex-pre i-

dent of France, is an enthusiastic bicycler. Her husband knows what the turn of fortune's wheel is. Down in West Palm Beach, Fla., a man criticised the bloomer costume of a wheelwoman and was persuaded with a revolver offer an ample apology. Miss Inez Creditor, one of the wheeling

belles of Wichita, Kan., saved a goodly, portion of the town from destruction by riding a mile on her wheel and giving the alarm to the department. "The bicycle face is all right in a sense,"

dicates that for the time the ordinary per-plexities of life are minimized and the weary

brain is turning its attention in other direc-During the last twenty years the improvements in ratiroads have been remarkable, but they must be more remarkable in the next twenty. When we see crashing past us that pormous mass of iron and wood called the vestibule train we are prone to wonder at the wide difference between the construction of this train and that of a btcycle. A twentyone-and-a-half-pound "safety" will carry a 150-pound man at nearly the rate of speed as the train, but for every 150-pound man the vestibule train must carry a dead weight of between 3,000 and 4,000 pounds. the bicycle is a practical machine, the train must be unnecessarily heavy; and, if there is such a discrepancy in one important point, may not an equal discrepancy exist in other

important points? An experienced trainer, asked to condense the best information he could give a new racing man, answered as follows: "Eat almost everything except 'green stuff,' pola-toes and turnips. Make beef, dry toast and weak tea the principal articles of food. Do not be afraid of ice cream and ripe fruit at your meals. Be in bed at 9 o'clock each night and up at 6 in the morning. Take a cool spray both on rising. Do not use to-bacco or drink any kind of ilquor. For rubolng mixtures, so dear to all racing men, use witch hazel mixed with a very little pepper-mint oil. Mix in the proportion one pint of witch hazel to 5 cents worth of the oil. Do not depend so much on the mixture as on the rubbing. Have the body well rubbed over. Knead each muscle. Ead by brisk rubbing, in order to bring blood to the surface