ALL THE WORLD A-WHEELING

Some Inside Facts About the Outer Show of Fast Riders.

BIG MONEY IN THE "MEET" BUSINESS

The Great Six-Day Race Tomorrow-What the Local Clubmen Are Doing and the Usual Breezy Grist of Cycle Chat.

Ninety-nine per cent of bicycle races during the bicycle furor now at its height has been a great mystery to the general public. It has been so extensive, so widespread and we stamped "sport" has been capable of com-It would not have looked queer if it only occurred occasionally, like an annual fete, but to have it going on everywhere without stopping has excited general curiosity as to where the moving force comes from. There are millionaires in the country, but scarcely enough to support in unremunerative sport and idleness all the army of young amateurs who have been scudding around the tracks all over the country, in the name of the League of American Wheelmen, with the understood restriction that they were racing as amateurs, and receiving prizes in shapes which they were forbidden to sell or transfer, and hence absolutely useless in a monetary sense. Anybody reading the reports of bicycle races, says the New York Sun, would be immediately struck by the continual ocmillionaires? Had they in their youth acquired a competence that they could amuse themselves as amateurs, like the wealthy swells who spend whole seasons shooting pigeons or hunting? Was there a fund to endow wheelmen so that they could ride all summer for nothing, and so continue in good the ranks of There is such an endowment fund, of a very different asture from what it would naturally be supposed in innocent good faith. The amount of money con-tributed to the support of the amateur racing bicyclists must be very large, and is not given to them out of simple love of seeing the sport go on, or as an electrosynary fund lively wheelmen to retain their keeping in the open air. It is contributed by the bicycle manufacturers, and bleyele racing amateurs in order to keep the

sport boiling and the manufacturing business Racing men, with a few exceptions genuineness, are in fact professionals, whip-ping the professional devil 'round the stump by taking their pay in various methods, which is plain enough deception in the face of any honest interpretation of the word amateur, but which the League of American Wheel-men winks at. They make their living out of racing bicycles. They work hard for it, and

Racing under the League of American Wheelmen is now conducted on precisely the same lines as the meetings of the National Trotting association. Gircuit meets are arand the various teams with their trainers travel from city to city and town to town, taking part in all the leading races. and following no estensible employment but racing. The League of American Wheelmen. they adopted a classified system, supplied the means for making bicycle racing a

leading manufacturer supports a racing team of from three to six men each. These men do nothing but race, for which they are paid a regular salary. They are engaged in the spring of the year and sent south to train. They spend several months in the south operaring for the circuit of races that opens each year on Decoration day. After the ordest of training they come north, and then go through the system of booking engagements for the season, like theatrical troupes. Every racing meet has a manager and a trainer, who travel with the team throughout the season. The racing season opens in May, and terminates late in October, and during the campaign the teams travel

Business now plays such a prominent part in racing that even the race promoters have been compelled to accede to the demands of the racing men, and in arranging their prize lists have had to substitute gold nuggets and diamonds for the old-lime prizes of bleycles and medals, in order that the racing man can convert his trophics into cash whenever he chooses to retire or turn professional. Each of the leading racing men wins every year prizes aggregating in value from \$8,000 to \$15,000. A. A. Zimmerman, is one of the most noted racing mer in the world, is said to have accumulated the nucleus of a small fortune while racing in the amateur ranks. Walter Sanger, John S. Johnson and Harry Tyler, who are now pro-fessionals, have also wen prizes valued at thousands of dellars. In fact the prizes of-fered at tournaments newadays are all of a character that can be converted into cash

The pure amateur racing man of today has insurmountable obstacles to overcome before he can hope to attain a position in the racing world. Such riders, who can train only in the intervals between their business occupations and are compelled to personally supervise their own preliminary work, are at a disadvantage with men in the same class who have the care of an efficient trainer and first class tracks for practice trials. A speedy bicycle rider today commands a good salary, the same as an expert accountant or a private secretary. Past bloycle riders are as much in demand as competent men are for different mercantile positions. A bicycle rider is valued according to his speed. The crack racing men in class B command good salaries, averaging from \$2,000 to \$2,000 for the seaonths, while the lesser lights

son of seven months, while the leaser lights range from \$1,060 to \$1,500.

The class B chement is considered a for-tunate crowd. The salaries that the men retunate crowd. The salaries that the men re-ceive are of various amounts. The highest priced bicycle man this year was Walter C. priced bicycle man this year was water.
Sanger, and while it is reported that he received \$700 a month, a prominent wheelman informed a Sun reporter recently that it is deabtful if any of the class B men receive more than \$100 per week; the local men receive from \$15 to \$25 per week.

The contract which the manufacturer en-ers into with the riders is terminable upon the former's part at a work's notice. In ad-dition to the salaries that the men receive, it is also customary for the leading tourna-ment premating clubs to have to pay the riders from \$25 to \$50 to secure their attendance. When several meets take place upon the same day in different sections as high as \$190 has been known to have been offered

to leading cycling lights. A WORD OF CAUTION.

Mischlevons Practice of Overexer-

tion Too Prevalent. There is one type of the "bicycle face" which undoubtedly justifies some of the unpleasant remarks with which the discoverers of not know, relates the New York Tribune, if this poculiarity in physiognomy have accompanied the announcement of their discovery. and that is the exhausted looking face which has been very much too common during the ble attention, but there seems to be no law recent warm days, and examples of which against their use on the streets of Pendieton can be seen in almost rny company of wheel-men or women, after a holiday, or even after a spin of sa hour or two in the carly evening. Usually flushed, but sometimes pale, often mings of dark shadows under the eyes, and always with an expression of weariness that hecomes mars pronounced as the excitement of with lips more or less drawn and the begincomes more pronounced as the excitement of riding disappears, this type of the bicycle face invariably testifies to ever-exertion, sometimes to the limit of healthfulness and safety, the say nothing of curburance, while it always may nothing of cudurance, while it always proves that riding has been persisted in far beyond the limit of wisdom or good sense. Wherever this type of face is seen it is evidence that some rider is turning what is under the term of the most efficient the coming tate town with a little herd of stock. proves that riding has been persisted in far Wherever this type of face is seen it is evi-dence that some rider is turning what is, un-

a means of physical and meanth updations, two a means of physical and meanth updations. This was do not be spoken that the country of the spoken and it could easily be emphasized by concerted upon them to surreader. With mocking the meanth of the park upon them to surreader. With mocking cries they turned and made off across the prairie, the animals on which they were mounted kicking their rear heels high in the directed of which cannot yet the forcisid. Bicycling can very easily be

made as violent exercise as running, and yet the outskirts of town, their appearance was men and women who would no more think of so terrorizing that several old women, inmates running a mile at the top of their speed than of the institution, who were taking an airing, of flying will unthinkingly use as much were forced to dismount and lean their

strength and nervous force in fast riding or why they are so tired after it. The expendi-ture of energy which some inexperienced riders indulge in, in what may seem to them aly a short ride, is nothing short of reckless. and is almost certain to be followed by consequences more or less serious. Especially this over-exertion foolish in hot weather, when he strain on the nervous system to resist the enervating effect of the heat is great, and any fatigue is doubly exhausting to those not in proper training for it. It is not uncommon untrained boys and young women undertake tasks on their bicycles that an exerienced track rider would refuse unless he was in good condition.

It is doubtful if one bleycle rider in ten is in condition for hard riding, and when ien, girls and middle-aged men are included, the proportion of those who are under broad-gauged that no other branch of activity bonds by their coad tion of health and a rength stamped "sport" has been capable of com-parison with it. Amsteur bicycle racing has greater. No better exercise has been discovbeen like a huge and interminable procession. ered than bicycling when tempered with good sense and moderation, but none has much greater dangers when foolishly used or abused.

> Costumes Affected by the Swell Set in the East.

SMART AND STYLISH.

Two kinds of materials are used at this season for smart bleveling suits, says Harper's Bagar. Those of English or Holland linen are prepared for hot days, while others of tweed, serge, or cravenette are for un certain weather. Mohair suits are also liked as something between, as they are of medium

choicest suits sent to Newport, Lenox and Bar Harbor have a short skirt reaching to the shoe top, covering knickerbockers buttoned or buckled just below the knee. For some of these Redfern prefers a kilt skirt with a broad box pleat in front in genuine Currence of the prominent names. It was Highland fashion, while others have the skirt Zimmerman, Johnson, Sanger and such, every time and all the time. Were these sons of at the back laid in two broad pleats that separate when the wearer is seated, and thus do not crowd the saddle. Many skirts open and button down the entire left side, but tailors consider it better to button them helf way down each side of the front, as they are then very easily dropped. The skirt is well lined throughout, but all stiffening is omitted. No rule can be given about width, as each skirt is cut and fitted to the wearer with as much care as the waist re-

quires. The knickerbockers or bloomers made by The Knickerbockers or toomers made by experienced tailors are not so full as those worn a year or two ago, although they take the place of all petilecats. They are sewed nearly plain to a yoke which is buttoned smoothly around the hips, and expand much fuller over the knee, then are gathered just helps into a band fastened with a stran and below into a band fastened with a strap and paid with sufficient directness to the buckle or with buttons and holes. Pongee silk knickerbockers are commended for any kind of summer bleyeling suit. When rough Scotch wools matching the skirt are the knickerbockers are lined throughout wit

slik serge or with cotton salesn.

The jacket of such suits is in the prevail-Ing shape, with short back full below the waist, the front falling open, with short revers that may be easily closed by a single button. A notched trim collar is preferred to larger satior collars or any capelike affair. The sleeves must be ample enough to go on over those of a shirt-waist without crushing

The drab Holland linen suits are preferred with a kilt skirt reaching to the ankle, a comy belted waist, and wide-topped revers hat taper to the belt. Leggings are made to match, or are of russet-colored cloth or liable to wear out or to require repairs than brown kid. The knickerbockers are of linen. A white sailor hat and brown chamois gloves, are very rare. arge of size and fastened by four buttons. omplete the suit.

The men seem to be having almost as much trouble over their bicycling costumes as the women. There are hotels, it seems, that will not entertain men in knickerbockers, and the far-seeing look for the preservation of the horse and the continuance of some of the cid-fashioned methods of conveyance. If men s largely to this against the bicycle, and though they are not effectual to hold it back, they do make a little for its restraint.

WEIRD AND WESTERN. A Scared Horse Sets a Hot Pace for a

Wheelman. A few evenings since a broncho belonging to a Wyoming ranchman broke loose, and after running around town for an hour or two was captured, when the ex-coap neher s r ed Passing through the parade grounds at the fort the animal became frightened at several dogs which belong at that place, and, "taking the pace," started down the road at a tre-mendous rate, the rider holding onto the rope with one hand and guiding the wheel with the other.

Every moment the speed increased, and, being no longer able to hold the pedals, he placed his feet on the coasters and held on for dear life. The horse had the pole and ran close to the wire fence, the wheelman managtake the bends in the road without danger. The army people, noticing the trouble, had gathered in crowds and were watching the race from the barrack roofs and other elevated positions. For a mile down the road nothing could be seen but a cloud of dust, with an occasional glimpse of a hatless rider and a badly scared bronche as they "burned" like hours, and the excitement grew more in-

tense at every stride. Stop that hoss! Stop that hoss!" shouted who had turned out to let him pass. But no one came to his rescue,

mad race continued until Camp Carlin was reached, where the spirited animal seemed in doubt which road to take, and, slacking up a trifle, the wheelman went by like an arrow. But it was only for a second, for on reaching the end of the string the wheel shot from under and deposited the rider heavily on the ground, where, after regaining his feet, he soon managed to stop the runaway. In speaking of the affair afterward the ex-cowcuncher expressed himself as satisfied that the presen system of pacemaking would soon be revolu tionized, but as far as he was concerned he would hereafter confine himself to horseback riding and leading bicycles with a rope, as he did not consider the new-fangled machines safe unless ridden with bit and spur.

The Pace in Oregon. It all happened a few days ago at the little town of Pendleton, Ore., as we learn by a press dispatch. Two Indians came into town in the morning and proceeded to vindicate their manhood by getting drunk. We do were not mounted on wheels that day, but rather on animals called horses. These strange beasts, of course, attracted considera-

so long as they do not impede the progress of bicyclists, and the red men would have had no difficulty had they shunned the potent distillation of the pale face. But this they did not do, and at about 3 o'clock in the years of age, and an invalid, notwithstanding der proper conditions, one of the most efficient means of physical and mental upbuilding, into a means of mischlef.

wheels against convenient trees.

But the triumph of the savages was short. They did not know that the marshal was the best bleyele rider in Pendleton, and president of the Jumping Rattlesnake Bicycle club; but this was the case. Indied, intimate friends he is known as "Old Pneu-matic," or "Sprocket-wheel Means," such is his enthusiasm for the wheel. The Indians had no somer bounded away than the marghal ran back to his office and laped on Seizing the handle bar with one hand, he drew his revolver with the other, and started in pursuit. Of course, so unequal a strug-gle could have but one outcome. A quarter of a mile beyond the aims house he came within hailing distance and called upon them within hailing distance and called upon them to hait. They did not do so, and he wingrd one of them with his wespon. This one threw up his hands and surrendered, but the other kept on. Two hundred yards further the marshal overtook him. Paying no attention to the hoofs of the beast, the Indian rode, which are said to have been flying upward of twenty feet into the air. Marshal Means drew alongside, reached up, saled the savage by the shoulder, lerked seized the savage by the shoulder, jerke him down and threw him across the handi har and returned to town, driving the other run. The inmates of the aims house gave the marshal three cheers, and the invalid capitalist presented a \$50 bill to him.

WHEELING ABROAD. No Abatement of the Popular Craze

in England. A gorrespondent of the New York Tribune contradicts the report circulated in this country to the effect that wheeling had run its course in England, that it had ceased to be fashionable and had become a mere vulgar pastime. The contrary is true. Wheeling is a popular sport which appeals to the open-air instincts of the English people. It is not declining in any part of the United Kingdom. Reduction in the price of wheels and the imitative impulse which induces all classes to engage in a recreation favored by the rich have expanded the interest taken in this sport, but there are no signs of any abatement in the patronage of the wealthy and privileged few who originally

One day's experience in Battersea park will suffice to convince the most skeptical observer that there is no decline in the sport of wheeling at least in London, and, moreover, that the fashionable classes are not giving up a rational form of healthful ex-ercise merely because the masses have followed their caprice and are deriving as much benefit and pleasure from it as themselves. That is not, however, the only conclusion

that is forced upon an American observer. There is a marked difference in the and manner of riding between English and American wheelmen. London riders, as a rule, do not bend over their wheels, but are erect in their seats, and the exercise is less violently conducted than in America. women are especially careful in both respects. They are as straight as arrows and are more intent upon riding gracefully than upon having the excitement of bursts of One may stand for twenty minutes in Battersea park without seeing a woman bending forward on her bleycle. The men are less careful of their posture than the comen, but they are more erect than American riders and they take their exercise with less strain and violence. The wheels commonly seen are similar to those used in America, but simpler, if anything, in consimpler, if anything, in con struction, and designed for safe, comfortable riding. Running at moderate speed over roads without hollows or ruls, they are less

NEWS PLUGS.

Items of Interest from Various Parts

of the Country.

The bicyclists are trying to run ex-Govthey are by no means as welcome in all places in their bicycle clothes as with trousers that flap about their ankies and modish shirts. It ration of clothes that | wheelman as a horseman.

could live and move and transact their business in golf stockings and knickerbockers, and matic tire on a bicycle ridden by a Buffalo ness in golf stockings and knickerbockers, and ness in golf stockings and knickerbockers, and woman in bloomers or short skirts, the bicycle's progress might be as sure as it has been swift. But as it is the formalities of 1'e, such as they are, militate gently but firmly against the blovele, and though they are not one Adams in the eye as he was riding in one Adams in the eye as he was riding in one of the parks May 13 last. Adams asks

for \$5,000 damages. An ammonia gun for mongrei dogs will prove a welcome to wheelmen. It is said to reach the spot every shot. The cycling craze has struck the cabinet la-

dies very hard, indeed, and Mrs. Lamont and Mrs. Carlisle are the veriest victims of its fury. Mrs. Carlisle wears a skirt, so does Mrs. Lamont, but the latter has a little more of a skirt than the former, Mrs. Carliale made for Fort Russell with his owner in hot thinks nothing of mounting her wheel and pursuit. After a good deal of hazing the horse flying over the executive grounds for a spin. She is the fastest rider of the great path to to lead him back to town behind a wheel. the south of the white house and is a source of anxiety to her husband, who is afraid, she will fall off or get run over. She recently mile in thirty seconds, which is going did the drive before quite an assemblage of the rate of two minutes for a mile. B the wheel.

Two Washington lady champions are Mrs. John A. Logan, Jr., and Mrs. Truxton Besie. The latter is familiar as Miss Blaine. These wo youthful matrons are warranted to get out to Georgetown and back again sooner than my of the other young matrons of the capital. deal while wheeling and appear to enjoy it very much.

Amos Holmes of Unadilla, N. Y., 94 years old, has issued a challenge to any man of his age in the state to race for any number of

Brooklyn's cycle-mounted policemen have had their wheels supplied with cyclometers so their superiors may know by the distance and the park will be in ship shape by the ground beneath them. Minutes seemed recorded the exact amount of patrolling the men do.

The world's hour record has just been "Stop that hoss!" shouted besten at Dijon by Lesna, who has covered the boy as he swept by teams and travelers who had turned out to let him pass.

besten at Dijon by Lesna, who has covered the remarkable distance of 45 kilometers 700 journ in this city.

meters, or 28 miles 620 yards, within the time This is getting very near that thirty miles which some people are aircidy beginning to talk about.

A decision of interest to bicycle riders was rendered recently at Brockton, Mass., by Judge Reed, whereby W. D. Baker of East Bridgewater was given a verdict for damages and costs against Frank Winn of the same place in the sum of \$25.08 for injuries to Baker's machine by Winn's running into it. The testimony showed that Baker was riding on the extreme right side of the road and could not possibly have avoided the collision. The court held a bicycle is a carriage or vehicle and therefore that the section of the public stat-utes known as the "law of the road" rendered Winn liable because riding on the left side

of the street. Bloomers have scored a decisive victory in Toronto, Ont. The school board of that city refused by an emphatic majority the other day to condemn the "new woman" tume for bicycling feminine pedagogues.

Opening of the Big Race Tomorrow. There will be music and flying flags at the Charles street bicycle park tomorrow even- number of them in the city before the season ing, when the great six-day amateur race is is over. to start. Everything is in readiness, the seats have all been put in the colossal amphitheater, and the track is as perfect as the Western Wheelman, is out. It is published most careful attention can make it, and at in Lincoln and deserves the patronage of all precisely 8:30 tomorrow evening Referee Pot-ter's pictol will start as pretty a field of racers as was ever seen on any track. There are fifteen of them and the chase is bound to be one of extraordinary interest, for all are ambitious to secure at least a portion of the laurels. The track is very fast and it is but reasonable to suppose that some records will be fractured. The race continues throughout and judging from the thousands who have gathered at the park every night during the past week to watch the men in training, it is safe to say that the event will surpass anything of the kind ever seen here before. Everybody is going. Many of the competi-tors are new men, and there is no telling

enth, south to Farnam, west to Eighteenth south to Harney, east to Sixteenth, south to Howard, east to Fifteenth, north o Capiol avenue, west to Sixteenth, north to ing, west to Twenty-fourth, north to Lake Twentieth, and south to the Charle, Street park.

Leaves from a Tourist's Note Book. The club will take its outing at Misscuri Valley today, providing it does not rain The Ganymedes will accompany the club and show the Tourist ball team how to play the national game. Pirst section will leave Omaha at 7 o'clock and make two stops, one at the Ganymede club rooms, the other at Reel's station, The second section will leave the Pump house soon after and pedal through to Reel's. After the ball game thu

'clock sharp. Fred Shelda is rusticating in the wilds of Wyoming for two weeks, Charlie Foster started on a bicycle trip

entire party will go on to the Valley, where

through Iowa Friday morning. Lake Manawa is a favorite run for the dubmen, many going ever every evening.

The ladies' run to ifvington last Tuesday wening was one of the most enjoyable of the season. Several ladies from the Y. L. C. A. club accompaniel the club on the trip. Mrs. Randall had the run in charge. Among those who attended were: Mrs. Fanchar, Miss Hemple, Miss Lindstrom, Miss Thomas, Miss Mulhall, Miss Phillips, Miss Ogburo, Miss Cherry, Miss Shekia, Miss Perry, Miss Anderson, Messrs, Guniher, Rohrach, Peterson, Jessen, Freeman, Bouk, Fanchar, Spen-ger, Shelda, Toozer, Melton, Lynch, Jonkins,

Klass and Bauer. Captain Smith has issued his August run cards and will give the club a chance to try long tours. August is usually one of the best riding menths of the year, the settled state of the roads and weather making it so. The list embraces: Thursday evening, August 1, Nucla Springs; Sunday, August 4. Missouri Valley, Ia., sixty miles; Tuesday, evening, Mynster Springs, moonlight; Thursday evening, Hanscom park, business meet-Sunday, August 11, Garner Hill and Lake Manawa, picnic at the lake: Tuesday I is probably quits as much done as you are evening, August 13, Fort Omaha; Thursday evening, August 15, Florence lake, fifteen miles; Sunday, August 18, Tekamah, fourth annual club century, 100 miles; Tuesday evening August 20, Bayliss park, ten miles; Thursday evening, August 22, Fairmont park, hill climbing contest, fourteen miles; Sunday, August 25, Fremont, seventy-six miles; Tuesday evening, August 27, optiona run; Thursday evening, August 29, optional Sunday runs will be enough in the morning to avoid riding in the

The interest in the mileage contest which commenced with the first run of the past month has not lapsed in the least. Nine of the riders are tied for first place, with several others pressing close upon wheels. The club register shows 10.932 miles to the credit of the clab for the month, with an average attendance of forty. The hill climbers have not had their trial as yet Randall, Mrs. Fanchar and Misa Hemple have an equal credit for the prizes offered for the ladies. The following tabulated statement will tell the tale in figures for those who have reached the fifty-mile mark. This table will be corrected and published at the end of each month. The credits are taken from the club register; Runs Attended. Miles

H. Gunther. Shelda

Whisperings of the Wheel, That there is an unusual amount of interest being manifested in the six-day cycle chase which opens at the Collieum tomorrow evening there is not the least doubt. A visit

to the track any evening last week would have convinced the most skeptical. The new grandstand, which lines nearly the entire north end of the Charles Street park, was crowded with onlockers every with onlockers every evening watching the riders training and cheering to the echo every burst of speed of any merit. That the track is fast there is no doubt. Several of the boys have ridden a quarter people. Mrs. Lamont heats her husband on Potter rode a balf mile, unpaced, in 1:07 2-5 while McCullough and Pixley on a tandem rode the balf in 1:05, and this the first time they had ever been on the track. Had they have had a little practice on it and been able to have held the pole better, they could have easily cut three seconds off the time. Manager Mardis has spared no pains in his efforts to make this the finest bicycle They look very fresh-faced and laugh a great park in the west, and he has succeeded adpark in the west, and no has succeeded admirably. "We are going to give the people here what they want, clean amateur racing No fakes go with us and the racing will be faster than they have ever witnessed before," says Mr. Mardia. Some of the fastest men in the west have entered, and a fine week's racing may be reasonably expected. A small army of workmen were busy all

> merrow evening. Ora Hayman returned to Grand Island, his

A number of the local racing men will go down to Fremont Thursday, where they expect to capture the lion's share of the prizes offered in the 'cycle tournament.

"Baby" Bliss left for Chicago Wednesday last, after amusing Omaha people for severa days by riding his twenty-four-pound wheel around the streets, going in swimming at our popular summer resort and numerous things uch to the amusement of all. Bliss weighs 502 pounds.

Hayman and Pixley did not try for state records yesterday, as was intended, the Gen-tlemen's Roadster club being unwilling to give up the track, they having the refusal of same the balance of the season. The meeting was to be held under the auspices of the As sociated Cycling clubs, who are not a little put out about the matier, and wheelmen will remember the Roadster club for their selfishness.

Mr. and Mrs. Turner have received their new Columbia tandem. It is a beauty, and as the popularity of these machines is rapidly presenting itself no doubt there will be a

The August number of Nebraska's bright and newsy little wheel paper, known as the western wheelmen.

Bicycling is an excellent medicine for a tired brain and disordered body. Business men who can afford if, and there are few who can not, ought to ride. All physicians recommend it as a means of prereasing the capacity for mental labor and imparting new life and energy. It is one of the pleasantest and most beneficial exercises, if it be practiced with discretion. There is no need of trying to ride a half century every day or even like a streak every time you go out for a constitutional. It is also not only an ideal exercise but is the poetry of motion, being nearer to flying than anything yet practicalized for mau.

Many churches in the east have provided places where bicycles will be cared for during

sence, but may by hospitality win the presence of many of them. It is as proper to go to church on a wheel as in a carriage, and metimes more convenient.

Sweaters with wide sailor collars edged with stripes of red, white or 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 dresping into popularity.

According to the 1895 standard of speed a mile under 2:30 is fair, under 2:20 good, under 2:10 fast. It is not until two minutes better is reached that it becomes remain-

Eddle Bald, the eastern crackerjack, who was thought to be almost invincible early in the season, seems to be badly out of condi-tion. He is now only running second and Mine Host Miller will serve dinner at 12 third in races in which he starts.

Frank Tessier, the Sustan (Neb.) boy, is In the city, having arrived early last week. He is riding fine and has been picked for a winner of the six-day race Below will be found a few tips to young

racing men offered by one of our fast men who has had years of experience: Always ride with your front wheel slightly utside the driving wheel of the man in front. If he slows suddenly this will enable you to escape a collision. If you ride inside a man's driving wheel you are powerless in case a man from behind spurts in front, and if the man in front cuts a corner very close you may be bored onto the grass or callide with him. Never look around; it is a most dangerous habit, and serves no good end. Either listen for the rush of your opponent's back under your arm. When the sun is on your back look out for their shadows. This will, as a rule, give you timely notice of a shittlen rush. Never slacken once you turn into the finishing straight. When one cases in one's sport, especially at the end of a hard run race. It takes time to get going again, and under such circumstances a rush from behind is almost irresistible. hard pressed remember that your opponent It then becomes a matter of pluck; the man with the biggest heart will win. No man can attain great racing distinction without When a man is passing you keep careful watch. Riders are very apt, through carelessness, to cross too scon, and unless of you guard you will find it difficult to avoid a collision. If a man deliberately bores or fouls you, it is your duly to report him, and the chivalrous feeling which prevents so many racing-men from bing this course is misplaced. When in second position approaching the last corner you should not alow the leader to slow too much, or some from behind may come with a rush and not only take your position before you can jump into your sprint, but draw others with him, and effectually pocket you. Don't back-pedal at a corner. It will upset your steering, and especially if you work the right or outsidlog the hardest. If the corner is a really bad one, it often pays by a sudden rush to start the men in front, sprinting some sixty or seventy yards from it, then slaw slightly, drop back, and as they swing wile sprint by on the inside. Nothing takes the pace off machine so much as to bungle a corner. We have seen a man who carried out this dodge successfully get a twenty yards' lead before the men who had been leading him an instant before could get going again to

eatch him. The Omaha Bleycle company, which has just completed one of the most complete racing tracks in the country, corner Seven-teenth and Charles streets, and where a great amateur race opens up tomorrow night, announces-that it is preparing for a announces—that it is preparing for a wonderful racing card for state fair week. It will have some of the notable riders of the country here and expect to give an entertalnment that will surpass anything ever at-

"Dute" Cabanne is reported to be in very bad shape as the result of his fall at Asbury park, and it is a question whether or not he will race again this season. Cabanne should have laid up for repairs after the accident at Asbury park, but he persisted in riding. He is suffering from brulses and swelling re-ceived on that occasion.

The League of American Wheelmen con tinues its marvelous growth, about 500 new names being added to the membership list each week. Up to the present time the New York division leads the league in new members. The total number of new members ad mitted for the week ended July 19 was 491 making a total membership of 30,247. It is predicted that before the end of the year the total league membership will be over

"The stranger will be disappointed, perhaps, in the number of bloomer-clad wheel-women that he will see in New York," says the genial Dave O'Brien, who was down at the Asbury park meet. "While not lacking, there are not so many as reports would have one believe. The stranger will however find and leggings, shirt waist and brown Derby hat, very much in evidence, and far more womanly appearing than her sister in breeches many people think."

If women cyclists will have the saddle directly over the pedals and so high that when the pedal is down the foot must be bent to reach it, they will make a much more graceful appearance. This will, of course, make mounting somewhat more difficult, but the objectionable knee action will be less obtrusive.

Toledo, O., Syracuse, N. Y., and Louis-ville, Ky., are after the National League of American Wheelmen meet of 1896. Toledo was first in the field. Its manufacturers have offered to provide a fond of \$10,000 or more if necessary to properly carry out the affair. Its central location its twenty-Its central location, its twentyseven railroads and its past record in the promotion of races and entertainment of visitors are all in its favor. Ohio has never had the national meet. Toledo has not been very prominent as a league town since 1888, when it handled the Ohio state meet very successfully. The fact that the east has just had the meet is an argument in favor of the west or south. Toledo ought to have it, but Louisville, with the best track in the world and a reputation for hospitality second to none, will have a strong pull with the national assembly. It is also rumored that Cleveland wants the meet, but this has not been confirmed.

It is almost marvelous how men will boas of their speedy performances until it comes to filling out their entry for a subsequent handleap event. Then they suddenly re-member all about an alleged shortness of a course, the incompetency of an official, offail entirely to recall their best time.

Chicago is boasting of the Yerkes telescope, which, they say, will bring the moo within fifty miles of Smoketown. A roun trip to the moon will now make just century run for Chicago wheelmen, and will not be so much danger of the riders cutting corners, either.

"Are there too many racing men? an exchange, seeking an excuse for the large number of men without engagements. No, there isn't half enough, but there is a great deal too many riders who think they racers, when they are not.

The English plan of making a man win a prize two or three times before he can claim it as his property will never be popular in America.

Riders of light wheels can save their mounts many a strain if instead of dis-mounting by the pedal they will simply per-mit themselves to fall gently sideways and land on one foot.

The experience by the postal authorities in the use of wheels by carriers show a sav-ing of 50 per cent over the use of street cars, besides much better service. The American champion for the season of

1895 is without a question E. C. Bald of the Columbia racing team. He commenced the racing year on April 19, at San Jose, Cal., and since that date up to July 23, inclusive, has competed in twenty-six races. Of these he has won eighteen, including two national championships, ran second in three, third in two, one of which was under a time limit. places where bicycles will be cared for during church service and they invite people to come to church on their wheels. This is a step which western churches alive to their opportunities will follow. A bicycle shed is certainly not a less applopriate appendage to a meeting house than 4 horse shed. The churches can not stop cyclers from Sunday riding by rebuking them for it in their about two, one of which was under a time limit, and was declared no race, and in the remainting three he was unplaced. One of these was a two-mile handicap at Asbury Park, where he quit after riding the first mile, and another was at Battie Creek, Mich. July 22, where he was pocketed by the bunch.

and he won thirteen of them. During the season he has broken four world's records. the one and two-mile competition records, and competition records for the one-quarter and one-mile tracks, besides numerous state and local records. At present he holds the first mentioned and the two latter, in addition to the competition record for the half-mile of one minute flat, made at Denver last year. Every competition record denotes a victory and first position in a race, and in no case was his time recorded for an inter-mediate distance. In this particular feature he excels every rider in the world, not excepting Zimmerman. With the racing seaion but half completed this is a remarkable record, and as Bald is improving daily in his physical condition, his percentage is liable to be increased as the season advances.

Her Purchase Was Wrapped Up. I went into a Columbus avenue drug store last night for a moment's chat with my friend, the head clerk, says the Boston Record. The conversation wandered into the genus customer, and many a funny yarn of the wiles and ways of the buyer were spun. But none of them touched the thing I saw as stood there.

A woman came in and asked for a postage slamp, laying two coppers on the counter gingerly as she did so. My friend passed out vermillion abomination, and she said. "Yes, thank you; but don't you wrap up

he goods you sell? generally, but not postage stamps Well. I wish you would put a paper around

this stamp. Stamps are horrid to carry in Med. Dept. Cot. Chem. Co. one's pocket. They stick so!" And the long-suffering young man wrapped the postage stamp up in white paper, fied it with a red string, and handed out the parcel to his customer with a smile

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Dolly, New York.-What can I use for thick-and sain on the hands? Take Thyroidine, extract of the thyroid gland, in three-drop doses, three times daily, on the tongue.

Mrs. J. N. A., Canaseraga, N. Y., Will you dware prescribe a remedy for flashes of heat, followed by profuse perspiration, also extreme ner-

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heart, is probably indicated. W. T. PARKER, M. D.

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