

ROUND ABOUT ON WHEELS

Many Midwinter Features Evolved by the Whirling Cyclists.

FASHION DEVISES A NEW SPORT

Gossip About the Coming American League Meeting—A Trial of Speed—Various Happenings in Local Circles.

Paper chasing on bicycles is the latest thing in sport. A successful and delightful meet for this purpose was held in a New York suburb lately, and barring an accident or two, collisions now and then being the unattractive features of the sport, the entertainment was a howling success.

The chase started about 11 a. m., the usual hour for a hunt, and the course, laid out by the leaders, was a most circuitous one.

All who took part, both men and women, were in cycling costume. The women were in the neatest and most chic of costumes, with skirts just clearing the ground, worn over knickerbockers, jackets worn atop vests, which in several cases were of hunting pink, i. e., the brightest of scarlet—and hats which were distractingly coquettish and becoming.

When the riders passed through a small hamlet en route, with their bicycles "in full gallop," shall I say? they created quite a sensation in the small town.

In their enthusiasm to be in first at the finish, they violated the town ordinances, if, indeed, the town was possessed of such rules, in regard to fast riding, and passed through the place like a whirlwind.

One feature worth noting in regard to a paper chase on bicycles—those who wish to see, but not take part in the hunt, find themselves left very much "in arrears" if they attempt to follow in dog carts, victorias or phaetons.

Of course, the more riders the greater sport. And if the chase is through a club house, where afternoon tea was served, the summer, a beautiful place, where a bountiful luncheon is spread, will be an appropriate finish.

About ten minutes later the "hounds" came in, led first by the women, then the men, and second by two men, one the master of hounds; Miss was a good third.

The gain of about ten minutes made by the "hounds" over the "hares" exhibited a remarkably good pace. The first prize going to the young woman who was first in the finish, consisted of a silver bicycle lantern.

The second and third prizes, a silver bell and whistle, were awarded to the next best riders among the women. There was a "booby" prize, which was presented to the last man in the finish.

Paper chasing on bicycles is, without doubt, becoming a favorite winter amusement among riders of these rather uncontrollable steeds become more expert, and bicycle meets will soon become as common as the conventional meets of the hunt club.

It adds to the social aspect of a bicycle paper chase, when the culminating event is a dance given at a club with a supper, a good orchestra and lots of flowers and favors. If the girls object to dancing in bicycle garb, dancing gowns may be previously deputed to the rendezvous, together with a chaperon or two.

THE LEAGUE MEETING. The national assembly of the league to be held in Baltimore this month will be the most important in the league's history.

First in general interest, the question of the expelled riders, Messrs. Titus, Cabanne and Murphy, will be brought up if the plans of those men and their friends are not altered. While there may be considerable dissent pro and con, the general opinion is that the action of the racing board will be confirmed, as the longer the matter is being ventilated the more it appears that there is some pretty crooked work going on in the class B ranks. As the league doesn't want itself disgraced with such things, there will be only one course left and that will be to uphold the racing board in its efforts to keep the sport pure.

The old color line fight will be revived by the proposition to make the qualification for membership read "cyclist" instead of "amateur white wheelmen." The southern element will no doubt fight the change as bitterly as it did the last time it was raised, and the negro unjustly barred from the organization.



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nation. To gain some political point no doubt some western or northern delegation will be ready to join hands with the rabid southerners and the latter will carry out their object. The proposed admission of professionals will be bitterly opposed by the dyed-in-the-wool amateur advocates, but many think there would certainly be started in the league in the admission of the men who race for cash. If the league is to be run on the broad and charitable lines of being a wheelmen's organization, cyclists of good moral character and reputation should be admitted, they say. No cycling body can hope to be a national one or one capable of doing the most good to the greatest number of people if there are any classes of users of the wheel barred from membership. It should be the aim of every body of cyclists to have as a member every rider in the vicinity. The League of American Wheelmen should embrace in its ranks every rider of the wheel in the country. It should not be an aristocracy, composed of little cliques and there, with little regard to the interests of those outside of their little band, who may be just as ardent or even more so in the cause of cycling.

The election of officers this year gives promise of being most interesting. Of course, the presidency is "the bone of contention." For that office there are two equally prominent candidates—President Willison, who wants to succeed himself, and Sterling Elliott,

the chief counsel of the Massachusetts division, and editor of the League of American Wheelmen Bulletin. Both candidates are in favor of the continuance of the control of racing by the league.

THE QUESTION OF SPECIAL PATHS. The question of special paths for the use of wheelmen is now being considered by the officers of the various divisions of the League of American Wheelmen, with the result that in some cities and towns the wheelmen have been instrumental in having cycle paths constructed. Chief Counsel Potter of the New York state division is greatly interested in the pathway question. He says: "The general sentiment has been growing among the wheelmen of many of our counties in favor of the construction of side paths, or, to express it differently and perhaps more accurately, they favor the improvement in many localities of a narrow strip of roadway varying in width from three to six feet, so as to make it easily passable for cyclists at most seasons of the year. This sentiment is a reasonable one, and should be encouraged. A miserable and in many cases execrable condition of the roadway and the great conflicting varieties of regulations and ordinances in some cases forbidding and in other cases restricting the use of footpaths, have added to the difficulties of the cycling tourist, and have detracted much from the pleasure of cycling and from the practical use of the wheel in many localities.

"It is too much to expect that any improvement in the roads will become so general as to remedy this difficulty within a period of many years in the future; and the use of the wheel has become so general among all classes of our citizens that some provision



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ought to be made by which a cyclist's journey from one part of the state to the other may be made with reasonable safety and without the necessity of resorting to railroad travel to take him beyond the limits of long stretches of impassable roads.

With these facts in view and having in mind the fact that the 150,000 cyclists within the state of New York are being from day to day reinforced in numbers, it is not unduly for us to suggest the passage of a law providing that highway commissioners throughout the state having charge of roadways in common use by cyclists and which are for considerable seasons of the year impassable to persons using this form of vehicle, should be required to set apart and improve a narrow roadway with the highway limits; and that they be required to do so in all cases where funds are contributed and supplied for that purpose. I commend this subject to the thoughtful attention of our members and pledge the best support of our divisions to any reasonable measure which may appear to solve this difficulty."

CONGRESSMAN CANNON OF ILLINOIS has the most virulent case of cyclomania of any of the public men in Washington. He rides not only to and from the capitol daily, but all about town before and after his congressional labors. He also persists in bringing his wheel into the appropriations committee room and standing it up against the book cases, tables and chairs, greatly to the annoyance of members of the committee and visitors.

There is nothing more disagreeable to pass than a bicycle with outstretched pedals. Many distinguished shins in and about this committee room are now barked and sore as a result of the Cannon cycle craze. One of the committee, who recently ran against the wheel as it leaned against the hat rack directly within the door, swore that he would have a bicycle sign hung outside to show to passersby that the committee had wheels within.

Several ladies were visiting the room. One of them was very much inclined to fish, and therefore very much opposed to narrow passages. She started into the committee room, and not noticing the bicycle, tried to pass between chairs around the committee table. Her skirt caught in the pedal, and the teeth of the pedal caught the skirt. The skirt began to tear, the bicycle began to fall. And more than this, the good woman lost her balance and fell too. There were shrieks from her companions, groans from her, and hurried help from the gallant gentlemen who witnessed the catastrophe. The lady was raised from her position in such an indignant state that she and her companions left without making their business known. The members of the committee apologized profusely. But Cannon's wheel was left alone upon the scene, and remains there still, a conqueror.

PUT ON BRAKES. Respecting the demand for brakes in New York City the Sun says: We notice that in



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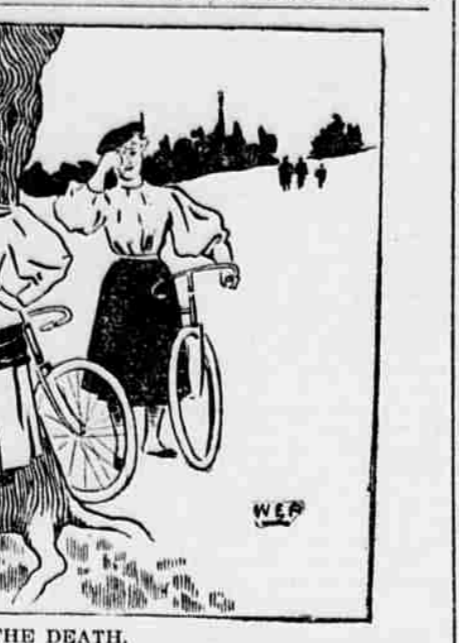
the letters protesting against the resolution now in the Board of Aldermen that bicycles shall carry brakes the confession is found that wheelmen in fact do not use them; they add to the weight of the machine. A pound or two added to the weight of the bicycle cannot be expected to influence the elder's judgment, when the question is to obtain the greatest safety possible in the use of bicycles. Another argument against the use of brakes is that back pedaling affords a good brake, and that there is a still better one in sticking the toe forward between the fork and the tire and pressing as wanted.

The mechanics of back pedaling make it a pretty firm ground on which to fight off regular brakes. In the old-fashioned wheel the push on the handle was more horizontal than vertical. A man could put more than his weight on it to reverse the wheel. In the modern bicycle the rider stands on the pedals, and it is doubtful if he can apply his full weight to them, even when riding forward. In reversing, when the force is applied to the handle, the handle is still at a greater disadvantage. As to the foot-in-the-fork plan, we will content ourselves with wondering whether the bicycle is a contrivance for men, women and children, may be relied on to stop their machinery by taking one foot off the treadle, hitching up the knee and sticking the toe on the top of the fork, which is serious.

formed a remarkable feat a week or so since by riding from Oakland to San Jose on his bicycle and back again, a "century run" along the highway, guided only by the sound of the bell on the bicycle of a friend, who accompanied him. He has been stone blind for fourteen years. His name is N. L. Perry, and he is now about 17 years old. He was a student in the Berkeley Institute for the Deaf and Dumb and Blind, and while there was the leader in field sports and in the gymnasium. He graduated with honors and is now a student in the State university. His sense of sight is compensated for in some degree by an abnormal sense of hearing.

When all the young men of his acquaintance began to ride the bicycle he became greatly interested in the machine, and determined to own and ride one himself. He was confident that if he could once learn to mount and pedal and dismount his sense of hearing would enable him to ride with perfect safety, and with great enjoyment. His first lesson proved a very trying experience, and he had one serious fall. But he persisted, and soon he was able to mount, maintain his pose and pedal around the arena of the bicycle school with the ease and assurance of an expert. Then he gradually ventured out on the roads in the suburbs of Berkeley. He knew the roads well, and his keen hearing enabled him to avoid collisions with pedestrians and vehicles practically as well as though he could see.

A week or so ago the notion of making the trip from Oakland to San Jose, a favorite and not a difficult one, occurred to him, and he at once made arrangements to make it. He got a fellow student, who is, of course, not blind, to accompany him and act as



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pilot. A code of signals on the bicycle bell was arranged to indicate various conditions likely to be met on the trip, such as unusual obstructions, the turns in the road and the like. The road is not one of the best, even for a rider possessed of all the faculties, but the blind boy, piloted by his friend, made the trip in safety, and with much pleasure.

In the fifty miles of the ride to San Jose the blind cyclist had three falls from his machine, but they were not serious, and he remounted at once and continued the trip. The slipping of his wheel into deep ruts caused the fall in each instance. After resting a day in San Jose the blind rider made the fifty-mile run back again to Oakland, piloted by his friend.

AN OMAHA CYCLE SHOW.

It Will Be Open to the Local Public All This Week.

The Omaha Guards Bicycle club's cycle show, which opens at their armory Tuesday evening, bids fair to eclipse anything of the kind ever held in the west before.

The management has worked faithfully, and have all arrangements completed. Exhibitors have been working on their spaces since Thursday morning last, and one would not recognize the old armory, as it has been transformed into an electrical palace. The local dealers, who are to exhibit, and the list includes all of the prominent ones, are heating up expense in fixing up their booths. Spaces will not permit a description of the fine exhibits, which are all nearly completed, but one must visit the show in order to get the full idea of its magnificence. There will be nearly 200 exhibitors in all, besides the sundries and accessories that nearly every cycle dealer carries. John S. Johnson, probably the fastest rider in the world against time, will arrive in the city tomorrow, and will be in daily attendance at the show. With him comes his trainer, the silver-haired Tom Rank, who probably nearly everybody in Omaha knows, and the old time professional, who figured prominently in local cycling circles during the days of the good old ordinary bicycle. Many of the manufacturers who have been exhibiting their wheels at the Chicago, New York and Denver shows, will bring them here for the local agents to show, and thus Omaha people will practically have a chance to see about the same as was at the two big eastern shows, only on a smaller scale. The management has engaged Prof. Dworzack's orchestra for each evening; also Captain H. B. Mulford, who is probably Omaha's finest cornet soloist. Other special attractions, which will be announced later, will be had each evening during the show. As half rates have been secured on railroads in Nebraska, many people from throughout the state are expected to be present.

Whisperings of the Wheel.

The weather of the past week has been delightful for cycling, and it begins to look as though people who are going to buy bicycles the coming spring might as well purchase them now, and enjoy, say, a month or two of good cycling that if they wait until undoubtedly nice. Wheelmen could not ask for any more ideal cycling weather than the past week has given us.

The cycle show and good roads meeting seems to be the main topic of conversation among local wheelmen at present. The show is looked forward to with a great deal of interest, as wheelmen will see the wheels together, and thus have a chance to compare the different makes.

At the meeting of the county commissioners and wheelmen last Wednesday evening, the wheel club of prominence in the city was represented, and papers were read by representatives of the various clubs. Probably the best was that of President Henderson of the Associated Cycling clubs of Omaha. Mr. Henderson is an ardent good roads advocate, and he has been making the rounds of the newly organized Good Roads league. We may rest assured that he will see that the wheelmen's interests are looked after properly.

For a time last month it looked as though the Associated Cycling clubs of Omaha would not live long, but last week the different clubs seemed to realize the necessity of such an organization, as all of the important ones elected delegates to represent them in the association, and it is hoped that the delegates will take interest enough in it to attend every meeting. Local wheelmen do not realize what a splendid thing was accomplished last year, and what is saved them in different ways. If it had not been for the association, Omaha would have had no road race; the streets would have been paved with broken glass, and she might have had a tax placed upon bicycles, which would have driven the wheelmen in the least, as the revenue would not have been expended on road improvement.

Managers Lund and Pixley of the cycling show had several applications for space from different people who exhibited at the Denver show during the past week, but as the space available had been sold before the applications were received it was impossible to accommodate them.

Wallie Wright of St. Louis, who is well known in local cycling circles, was in the city last week. Mr. Wright was on his way to the Denver show, from where he goes to the coast.

Dave O'Brien, "our genial Dave," left for Denver last week. He attended the cycling show, which closed there last evening. He expects to be in the front row, and will spend the greater part of the coming week in the missing regions near Denver and Cripple Creek. Mrs. O'Brien and son accompanied him.

The following reports have been passed upon and allowed by the racing board: Quarter-mile, class A; tandem, unpaired, flying start, against time, 27:1-5, by Phippen and Hughes, at Denver, Colo., December 27, 1895. One-third mile, class B, paced, standing start, against time, 38:3-5, by W. W. Hamilton, at Colorado, Cal., December 27, 1895. Two-thirds mile, class B, paced, flying start, against time, 1:28:5, by W. W. Hamilton, at Colorado, Cal., December 28, 1895. Half-mile, class B, tandem, paced, flying start, against time, 30:1-5, by W. H. Taylor and C. Hewitt, at Colorado, Cal., December 27, 1895. Two-thirds mile, class B, tandem, paced, flying start, against time, 1:08, by W. H. Taylor and C. Hewitt, at Colorado, Cal., December 27, 1895. Ten miles, class A, paced, standing start, against time, 25:15, by William A. Wenzel, at Point Brezre track, Philadelphia, November 28, 1895. One-third mile, class B, unpaired, standing start, against time, 31, by W. W. Hamilton, at Colorado, Cal., December 25, 1895.

The great New York cycle show has come and gone, and proved a great success in every possible way. The manufacturers had a week in the best kind of labor, but by their efforts made the many exhibits extremely interesting and pleasing to every class of society.

It was estimated that an average of 16,000 people a day visited the garden, and every one of them who did not own a wheel probably became enthusiastic enough to be the possessor of one the coming season. The very best society in New York was represented in large numbers every night, and evening dress was seen on every side. Altogether the New York Cycle show of 1896 was everything that could have been expected, and is the plainest possible evidence that cycling this year will be more popular than ever.

There is possibly no one thing in the League of American Wheelmen at present which is causing so much comment and upon which hangs so much as the election of the president of the organization, which will take place in Baltimore, Md., next week. The principal candidates are the present incumbent, Archibald C. Willison of Cumberland, Md., and Sterling Elliott of Boston.

Mr. Willison was elected one year ago and his friends think that, in the face of all that has done for the league, he deserves a second year. He has been a president who has held the office but one term.

The fight has become so bitter that it culminated at the New York show, when Mr. Willison refused to shake hands with his opponent. This action may not amount to anything, but it may bias a great many delegates against him.

Mr. Willison has the support of the south and some from the west; he has also that mover in all cycling and league matters at his back, Albert J. Mott of Baltimore, and it was undoubtedly through the influence of Mr. Mott and by the work which he did in the matter that Willison was elected. It is also a peculiar feature of this campaign that not a word of the wheel papers are opposed to the election of Mr. Willison. They, however, do not advance any particular reasons, but it seems that Mr. Willison has been more independent in his actions than has been generally liked by this section.

The other things which will be considered at this meeting are the amendments by Mr. I. B. Potter of New York for the relinquishing of racing by the League of American Wheelmen, and also his fight against class B, upon both of which subjects he has the strongest of ideas. Then will be taken up the various suggestions to the racing board by Gleason. And the color line of the wheel papers are opposed to the action of Mr. Jaquish of Illinois in to the effect that the anti-color clause be effaced. There can be no question but that the south will fight the amendment and if it should pass the membership of the league will be reduced materially, for there are few south of Mason and Dixon's line who will look kindly upon the idea of belonging to an organization which does not have the color line, and a color line which means something. This question was discussed at Louisville some two years ago and caused sufficient excitement to lead one to think it ad-

visable to leave this matter secretly alone. The threat was made then that if the league allowed the colored man to come in general exodus would take place throughout the south.

The question of where the next meet will take place is also causing a heated campaign, and Toledo and Louisville are neck and neck for the honor.

Among the new novelties on exhibition at the cycle show next week will be a \$10.00 ladies' wheel. This wheel has never been exhibited west of New York City, and will no doubt be one of the greatest attractions.

Questions and Answers. OMAHA, Feb. 6.—To the Sporting Editor of The Bee: Please answer in Sunday's Bee the following question: Who made the longest skating jump on record, also what was it?—Subscriber.

Ans.—S. D. See, Van Courtlandt lake, New York, amateur, 15 feet and 2 inches.

COUNCIL BLUFFS, Feb. 6.—To the Sporting Editor of The Bee: I have a setter pup whelped in September, and I think he is getting distemper. What can I do for him?—R. M. A.

Ans.—If the pup shows no signs of lung trouble give three times a day one of the following pills: Ext. belladonna, three grains; nitre, two scruples; ext. gentian, two drachms, with dash of powdered quassa. Make into two dozen pills. Keep dog in comfortable place with clean bed and plenty of water.

BLAIR, Neb., Feb. 6.—To the Sporting Editor of The Bee: Please tell me in next Sunday's Bee how to count twenty, with the four deuces and a nine in cribbage.—Merced R. Jones.

Ans.—Fifteen 8 and 12 are twenty.

LOUISVILLE, Ky., Jan. 31.—To the Sporting Editor of The Bee: Please answer in Sunday's Bee the number of rounds Sullivan and Mitchell fought in their fight in France and oblige?—Jas. Ingram.

Ans.—39.

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