

the wheel often so stimulates the desire for greater bodily development as to induce the rider to undertake a regular course of physical culture. So true is this that bicycle academies are now included among the great feeders of the gymnasiums. Of late, however, especially in New York, this desire for greater bodily upbuilding has taken another turn. It has been discovered that trick bicycle riding affords exercise to every known muscles, and therefore, man amateur riders, both men and women, who have time and money to spare are going in for fancy riding. Nearly all who have done so are highly enthusiastic, and some go so far as to say that fancy riding will be the standard gymnastic exercise of the future. Men who are competent to teach trick riding are in demand, and points regarding fancy training are valuable. What follows is gathered from a conversations with Ira Johnson, the intelligent colored man who has devoted most of his time for the past two or three years to the teaching of fancy riding to the members of the richer classes in New York, and who spends his winters in the Knickerbocker New York casing. city and his summers at Newport, so as to be near his patrons.

TRICK RIDING EASILY LEARNED. "Young persons," says Johnson, "are easy to teach. Adults, however, should have a careful teacher. Whether young or old, the pupil should have a large stock of patience.



THE STANDING BALANCE

He should remember that no matter how hard he works he cannot become an expert in one or two or a dozen lessons. After you have once begun, you will find trick riding a most physician and got your wheel for you, I will gear your wheel next week and put you once begun, you will find trick riding a most more you will desire to conquer the most difficult trick you have seen done on a wheel. There are two things that should never "There are two things that should never be forgotten, and which, remembered and acted upon, will add greatly to your confi-dence and hasten your progress. First, you have two feet; second, there are two ways in which your machine may fall. When you have firmly fixed these facts in your mind you will instinctively put your foot out on the side the machine seems about to fall on. When you are always able to do this with-out giving the matter much thought you may practice the various ways of mounting. After that practice standing still while mounted on the wheel. This is a vary harmless trick. You cannot bruise or hurt yourself in anyway doing this. You will find that it will take some time to get your muscles in working order and patient endeavor in these pre-

liminaries will help wonderfully in this. ANATOMY ON THE WHEEL, "Next learn to dismount by pulling up your front wheel and dropping off on your feet behind. Then you may learn to ride on one pedal. These things and the hundred and more other possible tricks with the wheel will make you heaten, and strong. Plain riding is most beneficial to the leg and abdominal muscles, but fancy to the leg and abdominal muscles, but fancy to the leg and abdominal muscles, but fancy riding will exercise every part of the body. Indeed, before you have long been at 'trick work' you will discover a lot of muscles of whose existence you have heretofore heen ignorant. At the same time the variety of the work will interest you intensely, for, unlike plain riding, fancy riding is not in the least monotonous. Very likely you will soon begin to study your own anatomy and the names of the muscles you are developing will come to be familiar words to you. One woman who has been practicing fancy riding has learned that the great pectoral muscle is the important muscle of the chest, and that in using her arms to support herself till in using her arms to support herself till the pedal comes up she is developing this great pectoral muscle as well as those under the arms and the various muscles of the back with the names of every one of which she has become familiar?



"A man of my acquaintance," the speaker continued, "declares that he has had a great

PASSING THROUGH THE WHEEL

deal of fun developing the extensor muscles of the log and that he proposes to learn the mames and location of every important muscle in his body and then systematically develop them by fancy exercise on the wheel.
"I have spoken of the necessity of pa-tience on the part of one who would master trick riding. Persistent effort, constant practice, is also essential. So is proper train-

It is a rather interesting fact that riding [ing, and everyone knows that the sures way to ruin a musical education is to allow the pupil to 'learn pieces' on a piano before he has mastered the scales." PUNCTURE PROOF

> A St. Louis invector believes he has disposed of the pneumatic tire and the repair kit at one sweep. St. Louis papers clain the new tire is positively proof, inasmuch as it is not inflated and is armored. The invention, it is claimed has all the life or resilience of the pneu matic article, combined with qualities of sur perior endurance and lightness. The tire is composed of a spiral spring of fine flexible steel, five-eighths of an inch wide. This steel is first cased in a duck covering and cement is then applied and over this comes another coil of steel. Then rubber is ap-plied again, and the affair is allowed to

The second coil of steel covers over interstices between the coils of the first, and the finished article presents almost a solid steel tube, which can be fitted into any casing made for a rubber inner tube. new tire is in fact a steel inner tube. fit, in a casing in just the same manner, with the exception of the lacing, which must extend all around, after the manner of a

The necessary degree of hardness is imparted to the tire by the manner in which it is laced. If a hard tire is desired it is laced tight; for a soft tire it is laced loosely. RIDING TO WIN RACES.

In a letter to the New York World Cham-pion Zimmerman gives his advice on how to pion Zimmerman gives his advice on how to ride a wheel to win. He says in part:
"First of all, consult a physician, a good one. If the physician tells you that your condition is such that you can enter into the work of preparation without fear of injury, the next thing will be to select a bicycle. That the best is the cheapest was never exemplified more clearly than with the bleader. Bear in mind that a few dolthe bicycles. Bear in mind that a few dol-lars saved at the outset is going to cost you much in the end. Do not get a beyone that is too light. There are such, though you may not think so now. Extreme lightness is gained, generally, at the expense of rigidity. With a bleycie that is not absorbed by the company of much in the end. Do not get a bleycle intely rigid you never can hope to win.
"Here let me tell you something that you must keep before you ever. All races are won in the finish. It is in the last few yards that the battles are fought out. Even there, when your fest are going forward so fast that they seem to you to be going back-ward, do not forget that the race is won in

ward, do not forget that the race is won in the end of it.

"You must understand that it is possible to reach a limk in driving a bicycle, not the human limit, but the limit of speed at which the whesis can be driven. I have many times reached the point where it was not possible to drive the wheels around any faster. That was on my wheel with a sixty-eight gear, which is the gear with which I won the championships from onequarter of a mile to fifty miles. In the fierce pounding, which occurs at the end of a race quarter of a mile to fifty miles. In the fierce pounding, which occurs at the end of a race the poor bleycle will give under each motion. You can fell it plainly. Every time it gives there is just so much loss of speed. But with a good blke everyining remains rigid, and you go forward with increasing speed and with less effort. The little things tell the most then.

"The graring is of course, the most im-

"The gearing is, of course, the most important point to be considered after you have purchased the bleycle. But, as I have taken you out of the hands of the

on it.
"I have been asked what I think of bloomers. At the risk of producing a shock among to constitute the only rational costume for a woman when on a wheel. My ideas rea woman when on a wheel. My ideas fespecting bloomers were not so pronounced until I had been in Paris. The first day I was there I stood stock still for three hours in one spot on one of the boulevards watching the women go by. There were thousands of them, and every one wearing bloomers. It was an inspiring spectacle. What struck me as peculiar is that when the women have finished riding they do not go home on their wheels. They dismount, call a cab and ride wheels. They dismount, call a cab and ride home in that. And the bloomers are worn there by those who constitute the most exiusive social circles." WHEELING NOTES.

Rome, the Eternal City, has succumbed to the bicycling craze. Many of the most prominent women in that city have taken to wheeling. Among them are the Princesass Bonaparte-Wyse, Colonni and Orsini and the

vote a specified sum simually for the con-struction and maintenance of cycle paths bar. By turning the grip the chain is tightalong the public highways, to be devoted to ened and the coil applied to the shaft. In

the exclusive use of wheelmen.

Harvard has issued an invitation to the eastern colleges to send competitors to the big college cycling meet in Cambridge on June 3, which promises to equal the ater-

collegiate cycle races.

A feat in bleyeling which many trick riders would find hard to duplicate was accomplished by one of New York's bicycle policemen recently. The officer not only overhauled with case a couple of drivers who were racing their herses furiously down the Boulevard, but, seizing the rein of one hore: he clung to it rad kept his equilibrium on the wheel at the same time, the horse meanwhile rearing and plunging. By dexterous manipulation he slackened his pace gradually manipulation he stacked his base granuary until the horse came to a standstill, when the driver was placed under arrest. To such as think that cycling in this city is impracticable at this seas n of the year, or that the bicycle squad lies dormant during the colder months, this exploit is instructive.

BIGYCLE FASHIONS.

Jackets, Skirts and Knickerbockers In planning her spring bleycle suit the wheelwoman will have a variety of materials from which to choose. Scotch cheviots and tweeds are perhaps the most serviceable. The homespuns, walch come in many new designs, also have great wearing capacity, and sicilianne mohair is a material which remises to be much the vogue not only for pring, but summer wear.

The bloomer costume is on the decline. The bloomer costume is on the decline. For city riding modest women prefer the skirt. The combination divided skirt and kellekerbockers is the most approved. The skirt reaches nearly to the tops of the shoes, and is divided only in the back. The knickerbockers are within the skirt, and for spring wear are made of brilliantine. They fasten at the knee, where they are joined by the boot or legging. In addition to this skirt, in the new spring styles, there is the skirt divided both back and front, specially designed for riding a man's wheel. It makes the backward leap as graceful possibility. The Freuch bloomer costume is also in evidence, and the round skirt, which is not divided, but falls in graceful folds at each side of the wheel, being made with golet plaits below the knees to insure perfect freedom of metion when riding.

One of the newest hicycle costumes for city use is developed in a lightweight brown and tan cheviot. The skirt is divided in the back and made with the combination knickerbockers in dark brown brilliantine. The jacket is a jaunty affait, single breasted and irinmed with brown leether. It has leather buitons connected with leather straps, leather faps to the pockets, leather revers. For city riding modest women prefer the

comfort than appearance will be delighted tions of their mounts through vibrations is with the assortment of new sweaters. In a myth, pure and simple. of the spring are more chic "The notion that a constant jarring, They are all made with puffed vibration, tends to make metals brittle fact, the noveltles this spring are more chic

what the large hat with many plumes is to enware, might be annealed in this manner." the women who don't wheel.

enable, as well as the five-inch silk elastic

Knee protectors are invaluable to the fits over the knee fastening by means of a narrow leather strap and buckle. Though there are suede, cloth and leather leggings for sale, the bicycle boot seems to be the nost popular.

New boote, which reach to the bloomers, are made of storm calf, and are laced. They are warranted to keep soft and pliable. There are other boots, which are buttoned at the calf and laced below, and some which are strapped at the top. When low shoes are worn the bicycle stocking becomes a matter of important consideration. They are all o' thick wool and the newest show the gay Tartan plaid colors. The suede

are also well worth buying.

To be a well equipped wheelwoman costs more money than the uninitiated would im-Here are the New York prices of an bicycle outfit: Bicycle suit, with leather trimmings, combination divided skirt and knickerbockers, \$60; suit, with round skirt and Norfolk jacket, \$25; separate serge knickerbockers, \$8; heavy ribbed wool sweaters, \$5; sweaters in silk and wool, \$8; cap, \$3; belts, from 75 cents to \$2.50; knee protector, \$3.50; gloves, \$1.50; suede legginge, \$5; cloth leggings, \$2; boots, \$6; low shoes, \$3.50; tights, \$4.50; corsets from \$3.50 to \$6-and this does not mention the wheel

most expensive and finest constructe wheel on the market is the wheel least advertized and less pretentious in decorative taste, yet the simplest and richest in appearance. The Winton bicycle is perhaps the best and most perfect wheel before the public today.

WHEEL NOTES.

Various Items of Interest to Wheeler

in General. The Minneapolis & St. Louis railroad has is believed, the honor of being the first in the country to equip some of its cars with a special arrangement for the support of bicycles in transit. It is called a "bicycle standard" and is thus described: "The standard to be used will consist of a base with two short uprights at just the proper distance to catch the front wheel about half way between the ground and the axle on the circumference. The principle is that, with the front wheel held, the entire machine will be stably supported, and in the last possible space." This description is not perfectly clear, but no matter; the main thing is that a railroad is actually making provision for carrying bicycles comfortably and safely. It certainly is time that the general practice of leaning them together, in case a number are carried in one car, with the resulting scratching and other damage, was stopped.

prarance in the east. Few of them are in active use, but the season is young yet. Hickory wood is used, and by a process of steaming it can readily be bent into any shape. These handles seem to be as light as steel, and as they are more elastic it is said that the vibration of the wheels less felt by the hands and arms. Prob ably it is too early to make any positive statement on that point The wooden handle bar can be made adjustable as well as the steel one. It certainly will not rust, and it would be a simple thing to give it a coat of sheliac now and then. A good many people will watch with interest to note whether wood becomes as universally used for handle bars as for the rims of wheels

The new invisible brake, seen for the first time at the Brooklyn show, will possibly make a hit. It consists of a steel coll around the crank shaft inside the hanger Duchess Gallese-Belmont.

The wheelmen of New Jersey are jubilant over the passage of Assemblyman Francis's bicycle path bill, which permits the voters of the various townships of the state to case of a broken chain, of course this brake would be useless, but that accident does not happen often, and the device is apparently capable of superseding the spoon brake satisfactorily. As the chief objections to the conventional brake are its weight and ap-pearance, this invisible brake, if effective in operation, may easily become popular.

The following sound advice is given in-

tending purchasers in the current issue of the Cyclist: Thousands of second-hand wheels bought and sold annually. Many riders ha-bitually purchase machines which have seen a season's use, with the object of saving money. Others, to whom the motives of economy may not appeal, choose them for their first mounts, fancying that the extra wear and tear incident to beginning can be wear and tear incident to beginning can be better devoted to finishing up an old machine than to half spoiling a new one. Every new rider who can reasonably afford it should purchase a new wheel to begin with, but to the first named class the second-hand market unquestionably affords a great advantage. The purchase of a second-hand wheel calls for surer judgment and a more thorough knowledge of values than the buying of a new bicycle, fresh from the factory. Bicycles, as well as buggles, can be fixed up to sell. up to sell.

Before buying a second-hand machine it should be carefully examined inside and out. should be carefully examined inside and out. The deal should never be closed until the buyer has given the machine a practical trial, or, if not an experienced rider, had some one who is try it for him. The bearings should be boked at carefully. Badly worn bearings cripple a machine past redemption except at considerable expense. Before accepting the seller's price as a fair one see how begiv the sprockets are worn.

or bishop sleeves, and the most convenient siys Engineering News, "is one which is button on the shoulder. thoroughly imbedded in the minds of the In color many of them are really acatused.

The wool sweaters with woven silk stripes standing the evidence which has come in white and green, brown and white sented at various times that no such supposed in white and white. They can also be posed effect occurs. To the people who still posed effect occurs. To the people who still posed effect occurs. like a sailor blouse are one of the layele can call it little else—we especially commend novoltle; of the meason. ke a sailor blouse are one of the season.

There are any number of new stapes in page of this issue, in which the claim is page of that cast from is actually made starting and checks, instead of bicycle hats. Caps made of the same made terial as the suit, with a ribbon rose is and quill at the side, are becoming as well as being crystallized and weakened. The interest of this new discovery from a scientific The felt Alpine is always popular. Clota caps with a broad peak in front to protect the eyes are sensible and can be bught in a number of materials. The serge hat with a small rolling brim, quilt at the sife and silk Tam O'Shanter crown is to bicycle riders what the large hat with many plunes is to

One of the greatest impediments with costumes are of suede and made with a which the speedy cyalist has to contend in little pocket at the side. In color these belts are white or green. Kid belts are also fash-cient pacemaking. Co. M. Murphy, who has cient pacemaking Co.M. Murphy, who has just been reinstated by the League of Amerpelts specially designed to be worn with a lean Wheelmen to full standing as racing ment of the Southern Pacific railroad for the women who ride, especially to the amateurs who are in danger of falling. These protectors are made of a piece of leather, which fits over the knee fastening by means of a side shield on the rear of the tender, as well side shield on the rear of the tender, as well as fences on each side of the road to shield the racer from the wind. The distance to be ridden will be one mile straight away, with quarter of a mile additional at the start and finish to secure a flying start and for checking his speed after the finish has been made. The trials are to take place a short distance from St. Monica. Cal., on three con-secutive Sundays. Murphy says that he has never yet been paced properly or found a pacemaker that could run away from him, and he believes that with the aid of a locomotive he can place the figures for the the gay Tartan plaid colors. The shear gloves, with ventilation holes pierced in the palms, are the latest novelty for cycling wear. Suede gloves stitched on the inside to prevent rubbing the seams open inside to prevent rubbing the seams open training at St. Monica for thirty days previous to his first trial.

> One of the new devises in connection with the bicycle-of which there seem to be no end-provides for detachable dress guards on women's wheels. Those who have had ex-perience in cleaning such wheels know how difficult it is to get at the chain and some other parts on the chain side without remov-ing the guard that protects the chain, which is usually fastened by three or four screws or bolts. It is not an operation that one or bolts. It is not an operation that one wishes to undertake oftener than necessary. One wheel now on the market has the guards over the chain, and also over the rear wheel, fastened by hooks attached to short colled springs, so that all of them can be removed in fifteen seconds. It is a little thing, but vill prove a convenience at times.

Among the new patents recently taken out in Germany which are directly or indirectly connected with a bicycle, are the following otable ones:

A leather tool box to fit under the saddle, being invisible from the outside, and closed with a spring lock. A wheel with exchange-able spokes. A bicycle tire made of leather, without a seam, joined by splitting and cementing together the joints. The fastening of handles without cement by a wedge driven into the tubing, which is further expanded by the introduction of a screw. A tire made of eleastic fett, rolled up around a small rubber center tube and cemented to-gether. A folding cover of oilcloth for the cycle, to protect it during transportation or while standing in a room. An elastic tire for wheels consisting of a mixture of soft rubber and cork, covered by braided leather straps. A handle-bar for wheels made of ie piece of bent hardwood, the handles being carved to suit individual taste. An attachment to a bicycle to turn it into an ice-sailing wheel, consisting of two slides joined to the frame, and a belt supplied with spikes to be strapped over the rear wheel.

A high degree of ornament marks this year's bicycle, but those are mounted most handsomely on which the pretty girls ride. Stop Thief.

will go next. You can protect them for \$2.00 per year and get a new one if yours is stolen. Don't fail to investigate this. Its gilt edge.

LOCAL WHEEL NOTES.

Speaking of road races, if you want to se me of the gentine article just take stroll out on the new Sherman avenue asphalt any evening between the hours of 5 and 8 nd you will see seme record breakers, when heelmen going home from their work in bunches reach this smooth stretch of pave ment. It reaches nearly a mile and one-half, and an instant desire seems to strike them to have a little scorch and from then on to the end of the pavement it is the "devil take the nindmest." Durffig the coming summer evenings it is predicted that this street will be turned into a regular race course by the scorchers and we may also look for some straight-away records to be broken.

Arthur A. Zimmerman is now cycling editor of the New York World and has for the past two weeks conducted one of the most interesting pages in the paper. He is now pub-lahing a very comprehensive article on "How o Become a Fast Rider," which is attracting

F. M. Russell sells Ramblers, Wintons and Vaverley bicycles. 313 South 15th st.

We shall publish in this column a complete list of the new racing rules for 1896 as soon as they are compiled by the board. Wheelmen who wish to keep up on racing rules will do well to watch this column and clip them out when published, which, if nothing happens, will be in about two weels.

Will Barnum has accepted a position with a large jobbing house in the city and will represent them through Iowa, Nebraska, Kan-sas and South Dakota. He left on Monday last and has been doing southwestern Iowa he past week.

While waiting for the opening of the bi-cycle season, the Union Pacific Wheel club is not idle. At the last meeting, held on the 7th inst., the constitution and by-laws were considered and adopted. The road rules and b'gnals were also put in shape and will be ready for issuance in about two weeks' time. Much enthusiasm is noticeable among the members, and a strong club may be expected this year. At the present time its member ship numbers sixty-five, and it is expected that as soon as the season opens up the century mark will be reached. Special Notes.

For electric blcycles and carriage lamping to Ak-Sar-Ben Cycle Co., 319 So. 15th st. Call and see them. The best lamp on earth No oil, no smoke, no danger. They are

When a man voluntarily takes chances where death in its most terrible form is almost certain, in order to save his fellows, he reaches the heights of heroism. That is what Thomas Gilbert, private of the Eighteenth New York battery, known as "Mack's Black Horse Battery," did at Baton Rouge. The limber cheeks of one of the guns needed repacking. Corporal Champany was ordered to perform Corporal Champany was ordered to perform the task. The chest contained sixteen carting and this should begin at the very start.

The first lesson should be right, else the pupil has a faire start, which it will be exceedingly difficult to remedy. The first lesson, in fact, may properly be considered the foreground of the wheel, being made with godel plaint below the bases to insure perfect freedom on muchar development, but in mental equipoles and case and grace of action as well.

The main object should be to check rather than create in the pupil a tendency to over the sum of the combination state of the pupil at the start of the start of the pupil at the start of ridges, containing two pounds of powder each

SOME OLD-TIMERS.

Daniel H. Chase of Middleton, Conn., nov in his 83d year, is the oldest and the first graduate of Wesleyan university, having been graduated in 1823. Some time ago his alma mater honored him with the degree of LL D. Miss Jane Douglas Roleley recently died t Swansea, Wales, at the age of 98. Her father served with Lord Nelson on board the Victory, and among the deceased woman's possessions were the trousers worn by Nelson

at the battle of Trafalgar.

There are only two survivors in France of Napoleon's grand army, and one of them, M. Baillod, was recently decorated by President Faura with the Cross of the Legion of Honor. Bailled is 103 years old, and still reasonably active, though after Waterloo he was discharged from the army as a con-

Chief Justice Mercer Beasley of New Jersey, now an octogenarian, has sat on the bench for nearly forty years. "Despite this advanced age," says the Philadelphia Rec-ord, "his intellect is as bright as ever and his sense of humor as keen as it was fifty Charles Salaman, the oldest living musical

composer in England, now in his 83d year, has been continuously before the public for eixty-eight years. He remembers the tolling of the bells for the death of George III. He was present at the coronation of William IV and Queen Caroline, and he was a lad of 16 when he traveled with Charles Kean to Stratford-on-Avon to be present at the third Shakespeare jubilee.

Mrs. Sarah Platt of Essex. Conn., is 94 years old, and has been a persistent smoker for seventy-four years. She smokes a pipe and smokes it regularly after each meal.
William Endicott of Beverly, Mass., is not only the oldest resident of that city, but the nearest direct descendant of Governor John Endicott, of colonial fame. He was an eye-witness of the battle between the Chesa-peake and the Shannon in the war of 1812. Mr. Endicott recently celebrated his 97th birthday.

Mrs. Ann Kantell, who was baptized las week in a Boston negro church, is said to be
103 years old, but it is doubtful if she can
tell her age with any degree of accuracy.
Anderson, Ind., claims to have the oldest Anderson, Ind., claims to nave the order clock peddler in the United States. Henry Whitmore of that city, now in his 90th year, came to Indiana in 1846, and for many years peddled clocks in that and adjacent states. In those days a clock peddler was a welcome visitor everywhere, for, besides his wares, he disseminated news and good stories. Rev. Peter Havermans of Troy. N. Y., the oldest Roman Catholic priest in America, was 90 years old on the 15th inst. Father Havermans came to Troy in 1841, and two years later he became the pastor of St. Mary's church, which position he now retains. Nearly every institution of the Roman Cath-

olic church in that city owes its inception to Father Havermans. The mother of ex-Senator Harlan of Iowa is now a centenarian. On Friday, the 20th, she celebrated the 100th anniversary of her birth at the home of her daughter, Mrs. Hux-ford, near Mecca, Park county, Ind. Nearly 190 relatives, among them children, grandchildren and great grandchildren, formed the company that eat down to the birthday feast and the old lady was among the jolliest the party. Margaret Connelly was born Maryland, and was married at the age (16. In 1822, with her husband, she settle in New Discovery, Park county, afterward moving to Iowa. She is the mother of twelve children and is still sprightly, men-

tally strong and a splendid conversationalist. HOME-MADE SUNSHINE.

Mary D. Brine, in Harper's Bazar. What care I—as the days go by— Whether gloomy or bright the sky What care I what the weather may be? Cold or warm—'its the same to me. For my dear home skies—they are always

And why? Well, here is my baby swee Following me 'round on his restless fee Smiling on me thro' his soft blue eyts, and gladdening and brightening my door skies.

And baby's father, with fond, true heart
(To baby and me, home's better part)—
His face is sunshine, and we rejoice
In the music heard in his loving voice.

with joy—
Father and mother, and baby boy—
We are living each day in the sunshine
we make—
And God keep us and guide us for love's
dear sake!

James R. Lowell published his early essays under the name of the "Biglow Papers," his chosen pen-name being "Hosea Biglow." It is said by one of his blographers that he chose the name on account of its New England twang.



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