



It is a rather interesting fact that riding 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 features 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 muscle, and therefore, man, amateur rider, 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 conversation 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 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 interesting study. The more you learn the more you will desire to conquer the most difficult trick you have done on a wheel. There are two things that should never be forgotten, and which, remembered and acted upon, will add greatly to your confidence 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 without 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 very harmless trick. You cannot bruise or hurt yourself in any way doing this. You will find that it will take some time to get your muscles in working order and patient endeavor in those preliminaries will help wonderfully in the end.

**ANATOMY OF 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, to use the handle and the hundred and more other possible tricks with the wheel will make you healthy, agile and strong. Plain riding is most beneficial 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 been ignorant. At the same time the variety of the work will be developing 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 the pedal comes to rest, she is developing the 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. The speaker continued, "declares that he has had a great

deal of fun developing the exterior muscles of the leg and that he proposes to learn the names and location of every important muscle in his body and then systematically to develop them by fancy exercise on the wheel. "I have spoken of the necessity of patience on the part of one who would master trick riding. Persistent effort, constant practice, is also essential. So is proper training, and this should begin at the very start. The first lesson should be right, also the pupil has a fair start, which it will be exceedingly difficult to remedy. The first lesson, in fact, may properly be considered the forerunner of future failure or advancement, not alone in muscular development, but in mental equanimity and ease and grace of action as well.



PASSING THROUGH THE WHEEL.

The main object should be to check rather than create in the pupil a tendency to over-venturing confidence, and the display of such confidence in an enclosed exercising hall, which is likely to lead to serious disaster on the road. The expert teacher will always study the temperament of the beginner, and strive to develop an unconscious sense of self-reliance from the moment the first lesson is made. The teacher must or makes the pupil at the start. There are details and technicalities inseparable from a thorough preparatory bicycle education which only experts understand. This is as true in expert wheel riding as in piano play-

ing, and everyone knows that the surest 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 inventor believes he has discovered the pneumatic tire and the repair kit at one sweep. St. Louis papers claim that the new tire is positively puncture proof, inasmuch as it is not inflated with air. The inventor, it is claimed, has all the life or resilience of the pneumatic article, combined with qualities of superior 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 wound on a wire net of coating of rubber cement is then applied and over this comes another coil of steel. Then rubber is applied again, and the affair is allowed to dry.

The second coil of steel covers over the interstices between the coils of the first, and the finished article presents almost a solid mass of steel. It is not inflated with air, but is cast in a rubber inner tube. The new tire is in fact a steel inner tube. It fits in a casing in just the same manner as the ordinary tire, which must extend all around, after the manner of a New York casing.

The necessary degree of hardness is imparted to the tire by the manner in which it is laid. If a hard tire is desired it is laid tight; if a soft tire it is laid loosely.

**RIDING TO WIN RACES.**  
In a letter to the New York World Champion 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, who, by 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. The best is the cheapest was never exemplified more clearly than with the bicycles. Bear in mind that a few dollars saved at the outset is going to cost you much in the end. Do not get a bicycle that is too light. There are such, though they are gaining popularity, on the expense of rigidity. With a bicycle that is not absolutely 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 here, when you feel you are going forward, do not forget that the race is won in the end of it.

"You must understand that it is possible to reach a limit in driving a bicycle, not the human limit, but the limit of speed at which the wheels 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 sixty-eight gear, which is the gear with which I won the championships from one-quarter of a mile to fifty miles. In the second round, which occurs at the end of a race, the poor bicycle will give under each motion. You can feel it plainly. Every time it gives there is a loss of speed. The wheels with a good bike everything remains rigid, and you go forward with increasing speed and with less effort. The little things tell the most.

"The gearing is, of course, the most important point to be considered after you have taken your wheel for you, I will gear your wheel next week and put you through the most difficult of a wheel. "I have been asked what I think of bloomers. At the risk of producing a shock among my readers I must say that they seem to constitute the only rational costume for a woman when on a wheel. My ideas respecting bloomers are pronounced. I have had them in Paris. The first day I was there I stood stock still for three hours in one spot on one of the boulevard's. I was not alone. I was surrounded by thousands of them, and every one wearing bloomers. It was an inspiring spectacle. What struck me most was that the women who were riding did not go on their hands. They dismounted, call a cab and ride home in that. And the bloomers, they constitute the most exclusive social circles."

**WHEELING NOTES.**  
Rome, the Eternal City, has succumbed to the bicycle craze. Many of the most prominent women in that city have taken to wheeling. Among them are the Princesses Bonaparte-Wyse, Colonna and Orsini and the Duchesses of Salaparuta and Belmonte. The wheelmen of New Jersey are jubilant over the passage of Assemblyman Francis's bicycle path bill, which permits the use of the exclusive use of the state to vote a specified sum annually for the construction and maintenance of cycle paths along the public highways, and is devoted to the delight of wheelmen.

Harvard has issued an invitation to the eastern colleges to send competitors to the big college cycling meet in Cambridge on the 29th and 30th inst. The meet is to be held on the Harvard campus, and is to be a most interesting one. The Harvard team is expected to be one of the best in the country. The Harvard team is expected to be one of the best in the country.

**BIG GAME FASHIONS.**  
Jackets, Suits and Knickerbockers for Wheelwomen.  
In planning her spring bicycle suit the wheelwoman will have a variety of materials from which to choose. Scotch chevrons and tweeds are perhaps the most serviceable. The homespun, which comes in many new designs, has a great wearing capacity, and a soft, pliable texture. It is a material which promises to be much the vogue not only for spring, but summer wear.

The bloomer costume is on the decline. For city riding modest women prefer the skirt. The combination divided skirt and knickerbockers is the most approved. The skirt reaches nearly to the top of the shoes and is divided only in the back. The knickerbockers are within the skirt, and for spring wear are made of brilliant. They are fastened at the knee, where they are joined by the boot or leggings. In addition to this skirt, in the new spring styles, there is the divided, or double, skirt, which is specially designed for riding a man's wheel. It makes the backward leap a graceful possibility. The French bloomer costume is also in vogue, and falls in graceful folds at each side of the wheel, being made with gold plaits bound with a fine cord to insure perfect freedom of motion when riding.

comfort than appearance will be delighted with the assortment of new sweaters. In fact, the novelties this spring are more chic than clumsy. They are all made with puffed sleeves and high collars, the most convenient button on the shoulder.

In color many of them are really aesthetic. The wool sweaters with woven silk stripes come in white and green, brown and white and scarlet and white. They can also be bought in the college colors. Sweaters made like a sailor blouse are one of the latest novelties.

There are any number of new shapes in bicycle hats. Caps made of the same material as the suit, with a ribbon rosette and quilt at the side, are becoming as well as comfortable.

The felt Alpine is always popular. Cloth caps with a broad brim and a high crown protect the eyes and can be bought in a number of materials. The serge hat with a small rolling brim, quilt at the side and silk trim, is one of the most popular. The hat with the large hat with many plumes is to the women who don't wheel.

The newest belts to be worn with bicycle costumes are those that are made with little pocket at the side. In color these belts are white or green. Kid belts are also fashionable. The new five-inch wide leather belts specially designed to be worn with a sweater.

Knee protectors are invaluable to the women who ride the bicycle. They are made of a piece of leather, which fits over the knee fastening by means of a narrow leather strap. A coating of rubber is there are suede, cloth and leather leggings for sale, the bicycle boot seems to be the most popular.

New boots which reach to the bloomers, are made of storm calf, and are laced. They are warranted to keep soft and pliable. There are also boots made of rubber, which are strapped at the top. When low shoes are worn the bicycle stocking becomes a matter of importance. The stockings which are all of thick wool and the newest show the gay Tartan plaid colors. The suede gloves, with ventilation holes pierced in the palms, are the latest novelty. They are made of suede, which is stitched on the inside to prevent rubbing the seams open as well as to keep the hands warm.

To be a well equipped wheelwoman costs more money than the uninitiated would imagine. Here are the New York prices of an outfit, as 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. The best is the cheapest was never exemplified more clearly than with the bicycles. Bear in mind that a few dollars saved at the outset is going to cost you much in the end. Do not get a bicycle that is too light. There are such, though they are gaining popularity, on the expense of rigidity. With a bicycle that is not absolutely rigid you never can hope to win.

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Hons of their mounts through vibrations is a myth, pure and simple. "The notion that a constant jarring, or vibration, tends to make metals brittle," says an engineering expert, "is a notion which is entirely unfounded in the minds of the majority of so-called practical men, notwithstanding the evidence which has been presented in various instances that no such thing is true. To the people who still adhere to this time-honored superstition—we can call it little else—we especially commend our attention to the following facts. The interest of the new discovery from a scientific point of view is evident, and it promises also to prove of no small practical importance. If cast iron can be treated without the use of heat by simply subjecting it to light jars, it is entirely possible that other metals, and even of some class of steels, may be similarly treated in this manner."

One of the greatest impediments with this new discovery is to contend in trials against time to improve and insufficiently. O. M. Murphy, who has just been reinstated by the League of American Wheelmen to full standing as racing man, has been negotiating with the management of the Southern Pacific railroad for the use of a locomotive as a pacemaker. The idea is to have a board track built between the rails. There will be a semicircle and side shield on the rear of the tender, as well as fenders on each side of the road to avoid the wind. The distance to be ridden will be one mile straight away, with a quarter of a mile additional at the start and finish to give a start and a finish 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 consecutive Sundays. The trials will be held 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 will be able to set a new record on a straight-away course at one minute flat. The present record is 1:34, but down hill. About the middle of April Murphy will leave for the Pacific coast, where he will be training at St. Monica for thirty days previous to his first trial.

One of the new devices in connection with the bicycle—of which there seem to be no end—provides for detachable dress guards on the handlebars. The guards are made of a material which is easy to clean and which is difficult to get at the chain and some other parts on the chain side. The chain, which is usually fastened by three or four screws or bolts. It is not an operation that one would care to undertake. The guards are one wheel now on the market has the guards over the chain, and also over the rear wheel, fastened by hooks attached to the seat. The guards will be removed in fifteen seconds. It is a little thing, but will 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: A leather tool box to fit under the saddle, being invisible from the outside, and closed by a spring. A wheel with exchangeable spokes. A bicycle tire made of leather, without a seam, joined by splitting and cementing together the joints. The fastening of handlebar cement by a wedge driven into the tubing, which is further expanded by the introduction of a screw. A tire made of elastic felt, rollers and center tube rubber center tube and cemented together. A folding cover of oilcloth for the cycle, to protect it during transportation and to catch the rain. A device for contracting for wheels consisting of a mixture of soft rubber and cork, covered by braided leather straps. A handle-bar for wheels made of steel, which is made of a material which is carved to suit individual taste. An attachment to a bicycle to turn it into an ice-milling machine, consisting of a roller which is driven by the pedals and 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 such the pretty girls ride. **Stop Thief.** 12,000 bicycles stolen last year. Yours by no means the season by yours and get a new one if yours is stolen. Don't fail to investigate this, its ill effect.

**LOCAL WHEEL NOTES.**  
Speaking of road races, if you want to see a crowd of the getting article just take a stroll out on the new Sherman avenue asphalt race track, which is in the process of being laid out. You will see some record breakers, when wheelmen going home from their work in bunches reach this smooth stretch of pavement. It is a most interesting sight, and an instant desire seems to strike them to have a little scorch and from them on to the end of the pavement it is the devil take the hindmost. The coming summer events it is predicted that this street will be turned into a regular race course by the scorers 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 the most interesting pages in the paper. He is now publishing a very comprehensive article on "How to Become a Champion Cyclist" and is attracting a great deal of interest among young racing men.

F. M. Russell sells Ramblers, Wintons and Waverly 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 news will wish to see these rules as they will clip them out when published, which, if nothing happens, will be in about two weeks.

Will Brunson has accepted a position with a large jobbing house in the city and will represent them through Iowa, Nebraska, Kansas and Missouri. He has been in the city last and has been doing southwestern Iowa the past week.

While waiting for the opening of the bicycle season, the Union Pacific Wheel club is not idle. At the last meeting, held on the 14th inst., the constitution and by-laws were considered and adopted. The road rules and signals were also put in shape and will be ready for issuance in about two weeks' time. The club is enthusiastic among its members, and a strong club may be expected this year. At the present time its membership numbers sixty-five, and it is expected that at the season's opening up the century mark will be reached.

**Special Notes.**  
For electric bicycles and carriage lamps go to Ak-Sar-Ben Cycle Co., 319 So. 15th st. Call at noon. The bell lamp is safe. No oil, no smoke, no danger. They are wonderful.

**SOME OLD-TIMERS.**  
Daniel H. Chase of Middletown, Conn., now 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 Lorely recently died at Swanton, Vt., at the age of 96. 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. Baillet, was recently decorated by President Faure with the Cross of the Legion of Honor. Baillet is 103 years old, and still reasonably active, though after Waterloo he was discharged from the army as a consumptive.

Chief Justice Merceur Beasley of New Jersey, now an octogenarian, has sat on the bench for nearly forty years. "Despite this advanced age," says the Philadelphia Record, "his intellect is as bright as ever and his sense of humor as keen as it was fifty years ago."

Charles Salaman, the oldest living musical composer in England, now in his 83d year, was born in London, but he has been in this country for many 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 Adelaide, and he was a lad of 16 when he traveled with Charles Keen 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 Endicot of Beverly, Mass., is not only the oldest resident of that city, but the nearest direct descendant of Governor John Endicot of colonial fame. He was an eye-witness of the battle between the Chesapeake and the Shannon in the war of 1812. Mr. Endicot recently celebrated his 97th birthday.

Mrs. Ann Kattell, who was baptized last week in a Boston negro church, is said to be 93 years old, but it is doubtful if she can tell her age with any degree of accuracy.

Anderson, Ind., claims to have the oldest clock-peddler in the United States. Henry Wainwright 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.

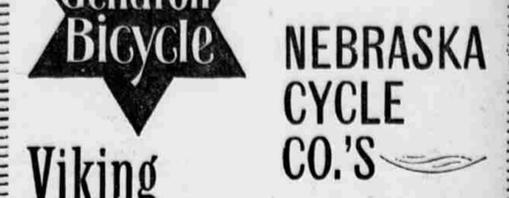
Rev. Peter Havermans of Troy, N. Y., the oldest Roman Catholic priest in America, was 90 years old on the 15th inst. Father Havermans came to Troy in 1841, and two years later he became the pastor of St. Mary's church, and he still preaches each morning. Nearly every institution of the Roman Catholic 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. Harlan, near Mecca, Park county, Ind. Nearly 100 relatives, among them children, grandchildren and great grandchildren, formed the company that set down to the birthday feast, and the old lady was among the jolliest of the party. Margaret Connelly was born in Maryland, and was married at the age of 16. In 1829 she married her husband, who was in New Discovery, Park county, afterward moving to Iowa. She is the mother of three children, and she still springs forth still strong and a splendid sprightly old lady.

The 60th Agency here is James Morton & Son Co., 1511 DODGE STREET.

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The largest and most complete stock of wheels in the city is to be seen at the



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Maybe some dealer though will tell you he has a wheel "just as good." Can't be "just as good" in that case means the dealer is not lucky enough to have the Columbia agency.

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ALL unpaced records from two to twenty-five miles, and the one made recently of twenty-four miles and sixty-five yards were made by A. F. Senn on a Remington.

11,520 MILES over some of the roughest roads in the world, and the one made recently of twenty-four miles and sixty-five yards were made by A. F. Senn on a Remington.

Do not these practical illustrations substantiate the claim of SPEED AND DURABILITY of THE REMINGTON BICYCLES?

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Entire Stock of Max Meyer & Bros.' Surveyors Tapes & Chains, etc.

TAPES—Below best rock prices. Having purchased the entire line of these high grade imported goods at a little over 50 per cent of wholesale price, I propose to give my friends and patrons a special early and early sale. A GOOD ILLINOIS, Architects or Engineers' Lease, \$5.00 and upwards. A COMPETENT CIVIL ENGINEER on short notice to make surveys and estimates of District MAT MAKING and BLUE PRINTING a specialty. Largest glass and only pneumatic frame in the state. THREE CLEAR RESIDENCE LOTS for sale by the owner.

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