



The very best way for a woman to spend three weeks of her vacation next summer will be to make a tour in Europe on her bicycle.

A woman can do it on less by reducing her expenses to \$2 a day, but the above estimate allows for the expenditure of \$3 per day, and that amount when wheeling in England, which means every necessity and comfort will be provided, with plenty of small change for tips and a bit of leeway for indulgence in luxuries and souvenir shopping.

Of course traveling at this rate does not permit passage on an ocean greyhound, putting up at the smart hotels, a couple of big trunks by way of luggage and the attentions of a lady's maid, but it does offer excellent scope for a couple or trio of women who are fond of wheeling and of sight-seeing to do a half of one European country at a minimum of cost and a maximum of solid ease and pleasure.

SOME OF THE POSSIBILITIES. England, as every one knows, is a capital land for the best sort of bicycling and two or three women in a company can scour the counties from Northumberland to Cornwall in absolute safety, on the best of turnpikes and with perfect accommodations in every wayside inn. Now if there is a group of travel-loving spinsters who have any such scheme in mind, they should take the advice of a woman who has gone



ON BOARD SHIP.

the route and insists that July and August are the very best months for the journey. Then the roads are in excellent condition, the weather settled and the inns prepared for the tourists. "We sailed," said the woman quoted, "from New York directly to London, as that is the least expensive way to get at once in the English metropolis. The steamers on these London bound lines are not provided with all the luxuries in the world, but the solid comforts are to be had for their moderate price of passage, and, though the voyage is eleven days long, it is a proper brace and rest before the steady work ahead."

CARRYING BAGGAGE. "We considered the question of luggage maturely, before starting, and each woman settled on a good sized grey canvas telescope bag to hold her belongings, and we rejected heartily and frequently afterward that such had been our decision. Many a time and oft those heavy bags were faithfully carried by porters, maids, etc., for the modest remuneration of a three penny piece, when a steamer trunk even would have cost a shilling or more for its transportation; and besides, when you go on a wheeling tour, a telescope bag full of clothing is needed.

"Our bicycle suits were our traveling gowns as well with the addition of a long skirt. We wore at sea the same dark, and sweaters, short jackets and gray felt alpaca hats, high laced boots and stout gloves we used throughout the tour on land. The long skirt for each one was a straight, unlined affair of heavy storm serge and underneath we were arrayed exactly as for the wheel. From shoulder to toes, every woman was encased in the highest weight of wool combination suits, a corded corset waist and silk bloomers in place of the fussy, bunched and rather impractical lingerie one wears at home. We each carried in the canvas bags extra suits of the combinations, a couple of night robes and some soft silk shirt waists with our toilet articles, and not only felt ourselves reduced to the most sensible light marching order but found we had reduced our laundry bills to the merest trifles.

IN LONDON. "Even before we set out, the itinerary of the wheeling tour was well defined, and getting into London on Thursday morning we decided to stay until Monday in the metropolis. A very decent Bloomsbury square boarding house took us in, giving lodgings, dinner and breakfast, at \$175 per day, and then we hustled around to St. Paul's, Westminster Abbey, the Tower, houses of Parliament, Hyde park, etc., lunched in the A. B. C. restaurants and then we started on our time to get in an hour at the headquarters of the Wheelman's Tourist club, that is to the bicyclist, what Cook is to the globe trotter. It is no exaggeration to say that a wheel through England without its good offices, nor know the best advantages of such a tour when you lack its badge and maps.



STOPPING AT AN ENGLISH COTTAGE.

makes you one of its members on the payment of a fee. Then it gives you a badge that is not only an open sesame to civil treatment and best accommodations in all inns, but it ensures you the discount of just 1 shilling on all your hotel bills through the country. At the club headquarters you may buy a road map and select your round of towns and counties. Specified trips are outlined all over the map, you can at a glance choose a one, two, three or four weeks' tour, and time even your meals, for every good house of entertainment is particularly designated. "At the Tourist club you can also get a list

of lodging and table rates, consult them every morning when you are in possession of it, anywhere along the line, innkeepers try to pinch a foreigner, or neglect or intolerance are offered, you just lodge a complaint at the club by letter or in person and you may be sure your cause will be championed and the matter carefully investigated.

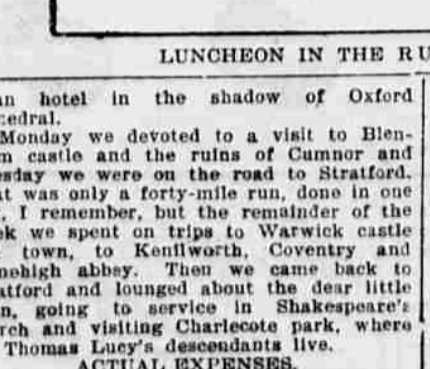
ON THE ROAD. "Early Monday morning we took a train down to Greenwich, and from there to Canterbury. Our traveling skirts had been folded into our bags and our hats sent on to the inn where we would stop in the old cathedral town. Each woman had got into her cycling skirt, we had strapped our tool cases under our seats, and fastened across the middle of our handle bars little leather bags that they sell in London especially for cycling women. They are shaped like our old bags for shopping and hold inside a number of little necessities, a flask of whisky, a roll of paper, a pair of pliers, a pair of hairpins, a knife, pair of scissors, tooth brush, flat cake of castile soap, a fountain pen, note book and thread and needles. On the outside of the little round bag is a water container into the leather. These all fit into straps and cases and the bag does not measure more than six inches square.

"To the steering of every wheel was fastened, by straps, what looked to be a roll of very light varnished waterproof cloth. These contained each a change of under garments, a pair of socks, a pair of knitted boot slippers, some clean handkerchiefs, a bath sponge, brush, comb and whisk broom. Clothes that amount were packed in the bag, and the cap worn on our skirts were the ordinary flat divided sort, for we rode frame wheels, recognizing that bloomers and the diamond frame bicycles are not used to any extent by English women. Our money we carried in little leather pockets on the outside of our leather belt, some of it five pound notes, some in gold and some in small silver change. Wheeling in trios and quartets there is absolutely no danger to women on the high roads, but against storm and sun we found we had safely counted on cottages, etc., as protection. Then too, if an uninitiated American believe it, there are stretches of three weeks at a time in English country when scarcely a shower falls the dust.

THE ROUTE. "The itinerant tour we carried us down from Greenwich to Strood, from Strood to Rochester and then on to Canterbury. We spent more than half a day getting down to Rochester and there made a round of its points of interest, rested one night there, and didn't fetch up in Canterbury until the next afternoon. Here we determined to spend Thursday in Winchester. From Winchester to Canterbury is a pull of forty-five miles and as the crew files it is nearly 100 more miles on to Winchester, but we did it easily in the three days, as we got down to Canterbury had merely enabled us to get our bicycle legs on.

"After that we found thirty-five to forty miles a day not over hard work. Sometimes we only accomplished twenty, but we were bent on giving one Sunday to Oxford and one to Stratford, and so got back to London on the 19th, and we arrived in London after three weeks from the time of our landing.

SOME OF THE SIGHTS. "Going to Winchester, we went so far out of the crowd's track as to pass through Tunbridge Wells, get a glimpse of the channel from Hastings, where the great battle was fought, and cross the loveliest parts of Hampshire. From Winchester we pushed on into Wiltshire and saw the great Salisbury cathedral, and then our course lay through Berkshire and a while by the Thames, and the second Sunday we rested up in a tiny



LUNCHEON IN THE RUINS OF KENILWORTH.

clean hotel in the shadow of Oxford cathedral. "Monday we devoted to a visit to Blenheim castle and the ruins of Cumnor and Tuesday we were on the road to Stratford. That was only a forty-mile run, done in one day. I remember, but the remainder of the week we spent on trips to Warwick castle and tower, Kew, the Tower and Stonehenge abbey. Then we came back to Stratford and lunched about the dear little town, going to see in Shakespeare's church and visiting Charlotte park, where Sir Thomas Lucy's descendants live.

ACTUAL EXPENSES. "Monday morning we were all aboard for London and bound for home. To Winchester, Oxford and Stratford our telescopes bags had gone on before us, and as our washable garments consisted only of night dresses, handkerchiefs and the woolen things, laundry bills were never over 25 cents apiece. Now for expenses along the road, we had each set out with \$75 in cash. That is \$33 for the actual cost of daily living and \$12 extra in case of accidents. "Two of us got back to London with \$15 in gold in our pockets. Others had bought a pair of the assets of the most extravagant individual amounted to \$8. "The items in our account books ran rather like this: A night's lodging and breakfast at the White Horse inn, \$1.25; dinner, 75 cents; luncheon, 25 cents; tips to care takers, etc., in historical buildings, 25 cents. Mind you, that is a night's dinner, not a week's. We considered rather threw her mind around. The heedful ones got dinner for 2 shillings, which amount to 50 cents, and luncheon for 25 cents, which is equal to 20 cents of our money, but everywhere we went the food was clean, plentiful and served with a sense of civility that charmed us. A 2-shilling dinner gave us such a good dinner as five roast beef, bread, butter, two vegetables, a stout slice of pie and a cup of tea. Moreover, there were flowers in abundance on every table at which we sat down, snowed floors under foot, polished white linen on the boards, and for breakfast I could get a cup of coffee, eggs, a big chop, toast and jam for six shillings. The beds were four or five where of the best, the service prompt and no extra charge for stabling the wheels. A 6-pence tip was all the doctress we each left in the hand of the chambermaid, who showered blessings on us at our departure, and often for the merest trifle we made our luncheon at some cottager's table on fresh milk, eggs and strawberries. Altogether we concluded that with care a delightful outing is to be had to England at \$2 a day, and all the

while maintaining our proud reputation as a sensible American, but a trifle eccentric.

BLOWERS ON THE WANE.

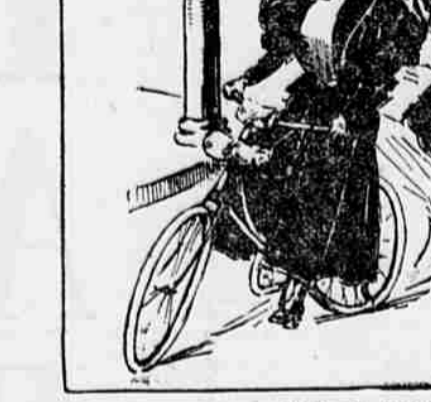
Pretty and Stylish Costumes Suitable for Wheelwomen.

There are plenty of chic suits for those who hold aloof from bloomers. One of the newest of the suits is of tan cloth, trimmed in a military, with brown braid, and is very inspiring for a long spin. All the shades of brown are popular, from tan to soot, though the lighter tones are preferable on account of showing the dust less.

A pretty suit, that will serve nicely for a model for those who are fond of the "broadcloth" suit, is of plain brown broadcloth, the little cap opening over a buff vest, fastened with gilt buttons. The same buttons are used for the skirt, that opens at the left.

These suits are decidedly attractive, but not so serviceable for ordinary wear as others of tweed or serge. One of the tweed suits of the season is of a dark green, with a skirt—buttoned on one side—and closely fitting skirt, both blind buttoned, so that there is nothing to catch. The cap worn there is also closely-fitting, and the entire suit will stand well the wind and weather.

Serge is cooler than tweed, for it can be made without lining. The correct serge suit has skirt buttoned at the left side with three large buttons. The jacket reaches just a little below the waist line, and is trimmed only with two rows of machine stitching, and fastens with a strap and two buttons.



RIDING THROUGH OXFORD.

A silk waist of corresponding color could be worn without the jacket in extreme hot weather. Suits of linen and canvas, in browns and grays, are among the novelties for cycling. These are cool and show neither the effect of dust nor sun, but create very easily and do not look so well at the end of a long ride as the woolen suits.

Notwithstanding all this bloomers are a necessary adjunct to the bicycle costume still, but only beneath the skirt. The bloomer long or short the skirt, the bloomers are made to accompany it. The best made of mohair, and the few number can be worn bicycling. The fewer number of folds the more comfortable will the rider nearly as comfortable to the skirt in color. The mohair bloomers are a mesh, as they are as cool and defy the clinging of dust. The favorite hat for the rider this summer is Alpine in shape and made of straw, ribbon and a smooth little wing at one side.

It is a woman anxious to preserve a neat appearance when riding, cannot do better than consider her hair. Little loose wisps and waves may look pretty enough when she starts out for a spin, but unless she knows flying locks will not detract from her appearance, she will wish she had secured them all well back and straight, before she returns.

The high boots are again trying to assert themselves, but they are so uncomfortable that women are sensible declaring against them in favor of leggings. The high boots are again trying to assert themselves, but they are so uncomfortable that women are sensible declaring against them in favor of leggings. The high boots are again trying to assert themselves, but they are so uncomfortable that women are sensible declaring against them in favor of leggings.



LUNCHEON IN THE RUINS OF KENILWORTH.

fashionable leggings, for the most part, are made to match the dress. The popular skirt is a trifle longer than the one of last season, reaching just below the top of ordinary boots. Gloves are heavy and stitched broadly on the backs with black or color. The gloves to be worn with the tan suit, above described, are of tan colored dressed kid, stitched with brown.

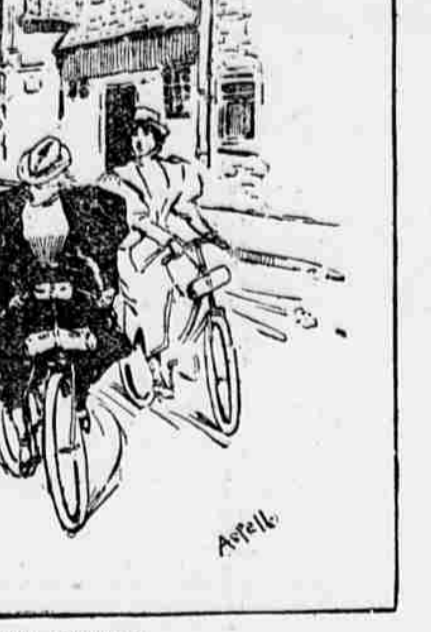
There is no economy in buying a poor quality of gloves. The good qualities clean easily and the cost of keeping them fresh is a mere trifle.

BIKE ACCIDENT RISKS. The Extra Charge Imposed by Mutual Accident Companies. Discussing the recent action of the Mutual Accident companies respecting the comparative hazard of cycling, The Wheelmen's Tourist club has examined a list of 2,000 claims allowed by one of the largest companies, and finds that the cause was falls on pavements in 531 cases, on bridges and wagon accidents number 243; there were 11 cases with tools and glasses; in ninety-six cases the bicyclist came down on his head, and in 47 cases the bicyclist was injured by a horse or other animal. The total number of claims was 2,000, and the amount paid was \$1,000,000.

upright riding may be assumed reasonably sensible and careful, and one who affects the bent-over "scorcher" position may be assumed to be the contrary. Now need the rider himself be so categorical at a look at the handle bars of his bicycle? If the handles on them are upright, permitting a proper position, class him as a safe rider, without extra rating; if the angle of the lower bows kind, class him as a dangerous rider, and rate him accordingly.

There may be a further test soon in the presence of an adequate brake. The common council of New York City has lately considered an ordinance making brakes compulsory, and has tentatively laid it aside, but nothing is settled until it is settled right, and the subject will come up again.

There have been attempts to insure bicyclists against theft, and these have in some states notably in Massachusetts—been met by the insurance authorities as being forbidden, except on compliance with the state laws concerning the formation of insurance companies. There is plainly a field for such insurance. More than that, there is a field for insurance against accidents to riders, against liability of riders for injuries to others, and for injuries to the bicyclist. A case within our own knowledge occurs to mind, where a wheelman had his front fork broken by collision with another rider of the reckless sort, who was proceeding, just at dusk, at an improper speed, and was unable to stop in time. The person was of the "Arry sort—pipe in mouth and head down—rough, irresponsible and indecent, refusing even to give his name.



RIDING THROUGH OXFORD.

and attempted to remount and proceed without even stopping to see what injury he had done. The injured party, who is of the opposite sort, had to get home as best he might and to procure a new fork, with the understanding that the cyclist should be held responsible for the cost of the new fork. It is a pity that the cyclist should be held responsible for the cost of the new fork. It is a pity that the cyclist should be held responsible for the cost of the new fork.

SHAKESPEARE REVISED. Harper's Bazar. And all the men and women merely courted. They have their heads and their punctured tires. They are in his time-rides many bikes, his acts being seven ages. At first the infant, Wheel and squealing in his nurse's arms. Then the screaming school boy, with his hair curling, and his eyes like wild things. And peeped, cycle face, wheeling like time and waves may look pretty enough when she starts out for a spin, but unless she knows flying locks will not detract from her appearance, she will wish she had secured them all well back and straight, before she returns.

High placed upon his safety, plunges on. Like unto that which not even cable cars can wrangle. Next comes the father, portly and obese, who rides a forty-pounder to hold down his fat, increasing girth. The sixth age Into the lean and slithered bloomerhood. (These lines must be left to the imagination.)

And finally, last scene of all, That ends this strange eventful history, Sans teeth, sans eyes, sans everything but whiskers.

Whiskers of the Wheel. The past week has been an unusually quiet one in local cycling circles. The sudden change in temperature, the greater dampness and the duller weather, have put a damper on enthusiasm and dulled the report business somewhat. However, there is every indication that with the return of pleasant weather things will open up in grand shape again.

Sunday last there was an army of wheelmen out and the well paved streets presented a scene such as one could hardly imagine. Sherman avenue seemed to be the popular route, and there were one continuous string of riders from early morning until late in the evening, and about one-third of the cyclists was composed of the fair sex, which goes to show that the wheel is greater in popularity in this city. While there were a number of bloomer costumes to be seen, the short skirts seemed to predominate. Omaha women, left for their morning hurry to don the costume of the new woman, and while bloomers or knickerbockers are the most comfortable costume that a woman can choose at the same time it is very doubtful that they will be worn much here this summer.

The Omaha League wheelmen stirred up their little "stunt" by getting the Commercial club interested in the state meet project, and unless the board of officers show partiality to Lincoln it is pretty certain that the meet will be awarded to Omaha.

Commissioner Ut of the Commercial club, with Messrs. Howe, O'Brien, Randall, Walbridge, and others, left for Lincoln to be present at the meeting of the league board, and also to submit their bid for the meet. They propose to spend \$1,500 on the meet, and if they are successful they will have a high grade bicycle for \$55.00 at Dickey's, 1403 Douglas street.

Members of the Charles Street Bicycle park has secured a sanction from the racing board of the League of American Wheelmen for a six-day race, beginning Monday, July 23, and continuing through the week. It will be held every day, two hours and a half each day. Just what the first prize will be has not as yet been announced, but Mr. Mardis says that it will not be less than \$100. He is at present negotiating with several speedy eastern riders, whom he hopes to be able to induce to enter.

The Tourist Wheelmen will make their first regular call of the season today. It will be to Bennington, a distance of seventy miles, and will be a party of about twenty men, Lincoln ten to twelve, making a total of about forty for these two cities, which is undoubtedly more than the balance of the state contains. Therefore this important official should be held in either Lincoln or Lincoln. It may be, however, that we

will have two handicappers in this state, as is the case in Iowa, and that the other appointment will follow soon. A number of the local wheelmen have been preparing for Omaha's second annual race, which occurs on Decoration day. While the matter of over what course it will be run has not been definitely settled, the Assn. of Cycling Clubs, it is pretty safe to say that the lodge street course will be the scene of battle, as was the case last year. It would be hard to find a better place to hold the race than this. It is just high enough to test a man's hill climbing propensities, while there is down grade and level places enough to give him a chance to show how fast he can make his feet go, and another great point in its favor is the fact that there is only one railroad track to cross, and upon this day there is little travel over it. Another thing to be considered is the view of the course which the spectators have. They may get a splendid view of nearly two miles from the hill top at about Fifty-seventh and Dodge streets. It must be admitted, however, that this course is somewhat unhandy to reach; but at the same time it is the proper amount of pressure brought to bear, the railroad companies that have tracks in the near vicinity could be induced to run special road-race trains, which would carry the spectator within a few blocks of the starting point.

Tourist Wheelmen in the Saddle. The riding season of 1906 is near at hand and a glance at the April run card of the Tourist Wheelmen for 1906 indicates many pleasant country trips ahead. By reference to the captain's report it is observed that the club had 5,437 miles to its credit at the end of the April, 1905, runs and as each succeeding month passed away the number was greatly increased until the grand summary was made after the last run in November it was found that 60,290 miles had been ridden by members of the club. The present year will doubtless be attended by a similar showing on the part of the Tourists, who have always been recognized as the largest riding clubs in the west. Notwithstanding the inclemency of the weather throughout the entire season of 1905, the boys were always ready when the season sounded the alarm. The "hatmakers" were ever accorded a generous welcome wherever the run chance to be, and when one of the boys chanced to miss a run he felt that he had missed a very pleasant trip. It has always been the custom of the club at the close of the riding season to present the member having the largest number of miles to the club with a gold medal, and the next with a silver medal. Last year the boys decided that perhaps it would possibly prevent a certain feeling of dissatisfaction between the members of the club unless the list were increased and more prizes offered. Hence they appointed a committee to raise a large list of prizes, which included medals, helmets to cycling papers, sweaters and other bicycle accessories. Ere the season was over the competition for the first prize only was looked forward to, and only for the direct manner in which the captain settled the little differences which constantly arose and the good judgment which was manifested by the parties who saw the impending danger of breaking up the club unless the rules were strictly adhered to and lived up to, resulted in the settling of the matter of mileage in a very amicable manner. The season of 1906, however, it is safe to say, will be ridden without any prizes being offered, as in the end it does more harm than good and many members will be found at a distance who would otherwise prefer to remain at home. Not until after due consideration and a thorough canvass of the members were the officers for 1906 chosen, and elected. The officer of captain falling to the lot of Thomas Spencer, who proved himself to be well fitted for the position during the riding season of 1905. John Hynes, who has served the Tourists in various ways in the past, was chosen as first lieutenant, and will doubtless continue to perform his part in a very efficient manner. Peter Peterson made many friends in the Tourists last year, and was chosen as second lieutenant for the coming season. Mr. Peterson has recently received a new wheel, and as one of the best officers will be able to command any set of men who may be placed in his charge. Cycling for pleasure and health were the sentiment of the club last year, and will continue to predominate this year. The road rules which were adopted at the beginning of the riding season of 1905 were lived up to, and the absence of "scorcher" was a very commendable feature, and was the result of the club gaining several new members. The result this season will be such that any rider may easily keep pace with the boys, and Captain Spencer says that none of the pleasure and enjoyment which the club runs have been noted in the days of yore will be missed. The weather permitting, the run today will be to Bennington, a nice little spin of thirty-two miles, round trip, start at 8:30 from the club rooms, Fifty-seventh and Dodge. Next Sunday the run has been called for Fort Calhoun, a distance of thirty-five miles, round trip; start 8 a. m. This is a nice run through a country where many have seen some beautiful scenery and a few hills. Sunday, April 19, Bellevue via Fort Crook, twenty-two miles round trip, start at 8 a. m. This is one of the finest runs out of Omaha. Sunday, April 22, Glenwood, Ia., fifty-two miles round trip, start at 8 a. m. A chance to see some of the magnificent scenery to be seen only on a trip through Iowa.

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GREAT STRING OF STEPPERS

Many Horses Being Trained for the June Meet.

Great preparations are being made for Arbor day, when Governor Holcomb and ex-Governor Furnas and others will be present to assist in the planting of 8,000 trees and to make speeches to the assembled crowd. An excellent program of horse racing is being arranged, similar to the roadsters' races which were held at the end of the old fair grounds. The association will hang up some purses for bicycle races, which will be of especial interest, as being the first of the season since the old fair grounds were broken up, as it is being surfaced, but it will be harrowed and rolled and put in good condition before the week is out.

TRACK BEING PREPARED FOR RACING

Promise Made that Many of the Best Flyers Will Be Brought Out to Show Their Speed.

The selection of the fair grounds and track, which will be held at the grounds in June, is a very successful meet is already assured. McCoy is no stranger to Omaha horsemen, as in '87 he drove McCloud in the great race with Elmwood Chief, with Robert Knobs on the sulky.

Last year McCoy was superintendent of the Boston track and the year before had charge of the horses of J. Malcolm Forbes, and as an exceedingly good driver he has a number of horses which he has trained for the season. Among the horses which McCoy will handle are N