

against the scorcher. It is particularly number of revolutions made in a mile loud and vigorous in the crowded thoroughfares of the east, and is echoed with in- Gear in inches, creasing force in western cities. Arrests and fines have no terrors for the wheel terror. He is multiplying so tapidly and his gait so like a forty-mile breeze that municipal authorities seem belpless before the speeding wheeler. The multitude yet on foot is not likely to tolerate long this menace to life and limb, and drastic measures will be taken in self-defense. Wheeling clubs in the larger cities are moving to put on the brakes and co-operate with the authorities in suppressing an unmitigated | 100

The scorcher has not yet reached dangerous proportions in Omaha. He is 'n evilimits of the law or suffer the consequences. Pedestrians have some rights which wheelers should be compelled to respect.

The all-conquering bicycle is rapidly adding the pulpit to its collection of traphies. Clerical wheelers are not a rate spectacle in the procession, and sermons on the whirring wheel are not uncommon. But a bicycle stable as an annex to a church is comething new under the sun. Rev. Jenkin as it passes. Lloyd Jones of Chicago is the apostle of the new dispensation and his success is beyond expectation. In accordance with previous announcement, the stable or check room was permanently opened last Sunday. "The day minds of the devout turn to thoughts of stained glass and pulpit orecory, it looked as if rain might, descend at any moment. ber-footed steed were out in the morning than would have been awheel had the weather conditions been more propitious. Enough came rolling up to the church however, to give Janitor Livingston an idea of what was in store for him the first perfect Sunday morning to follow.
Tall, spectacled young men, with an air of seemly wee and hymn books protruding from the shallow pockets of their curtailed jackets, were among the number of mounted worshipers, but these were sadly in the minority. For the most part those who pedaled up were great resy checkel, brawny fellows, with an air of health that was almost obtrusive in its intensity and stockings done in such brilliant combinations of red and green and yellow and pur-ple that, as a man who sat next to a pair of them facetiously remarked: "They are loud enough to drown the hoarse tones of the organ."

A suit has been brought against the Missouri Pacific railroad in St. Louis to test the right of railway companies to discriminate for them when the baggage of passengers who want them transported does not exceed the limit allowed by the company. The theory of the case is that the charge for bibycles is an unjust discrimination against passible does not the woman, so that you may have your right arm ready to assist her. If named of the woman, so that you may have your right arm ready to assist her. If the position. The position to the left also places the man between the woman and any wheelmen. The bicycle is a personal belong-ing in common use for business and pleasure

Speaking of bicycles as baggage, the New York wheelers, who secured the passage of a bill prohibiting the bloycle charge, have not yet pulled the bill out of the woods. It New York Central. Even if the bill is signed it is feared the baggage smashers. will put an effective veto on the law. The way that the average baggageman treats baggage is no joke. While a bicycle is the strongest vehicle taking also like a bicycle is the strongest vehicle, taking size into considera-tion, ever known to man, its mechanism is world would certainly put a wheel out of rather than giving an exhibition of trick gear. It is too much to demand of human riding and fancy dodging.

In riding through city cycle with care when anywhere from fifty to 200 men and women are making the same

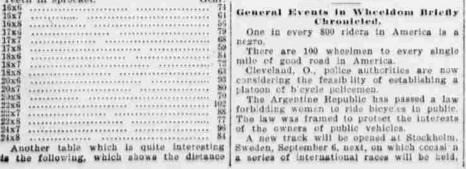
cle trunk the greatest invention of the day, It's a godsend to tourists. Those people who confine their rûns to Jersey and Long Island have little need for a bicycle trunk, but it will pay every man and woman who expects to go any distance and carry his wheel with him to get one of these trunks. You can sleep well and enjoy your meals knowing that your wheel isn't being banged about expected and conscally about a high the conscally about a property of the services. about, scratched, and generally abused by one of these baggagemen, who have as great an autipathy to a bicycle as a woman has

is a compact trunk, built strong and

solid, and is long enough and high enough and just wide enough to hold a bicycle that is, the single ones are; those con-structed for holding two machines are a lit-tle wider. The trunk opens in the middle at the top like a dress-suit case; about a fourth of the way down the lids are faste each with six hinges so strong that the lids do not have to be propped up when opened out. And this is a point in their favor, for if there is anything that will make a man swear it is a trunk cover that must be braced while he is packing. It always manages to take him across the back of the neck or on the nose before he is through. "To put the wheel in the trunk is a simple matter. The handle bar and paddles are re-moved and the wheel is set in and braced across the center by means of an iron bar. There is a place for the handle bar in one lid, and the other has a large kit of tools. One style has the lid cut off at the corners, but it has compartments large enough to hold a whole bicycle outfit. A person can take enough clothing along for a month's time in the corners of one of these trunks and not be bothered with another crunk."

REGARDING THE GEAR.

fitted with twenty-eight inch wheels, the fol-lowing table is based on that size of wheel: TO COMPUTE THE GEAR.



There is a widespread roar of indignation | covered at each turn of the pedals and th

THE DISTANCE TRAVELED. WILL RIDE TO THE CONVENTION.

Joseph R. Clark, a delegate to the national dence, however, but, with wide streets and plenty of them, he manages to escape parplenty of them, he manages to escape parHe is president of the board of aldermen of ticular notice. This fact suggests that the Brooklyn. Mr. Clark is about 40 years old authorities should nip the few scorchers and has been prominent in Brooklyn politics abroad, and serve warning on budding imi-tators to confine themselves to the speed chine man in politics. He is an artism wheel man, and has made many long tours over Long Is and and in the mate. As soon as he announced his purpse others said they would accompany him, and, as they are all Norton men, they organized the Morton Cycle legion. The legion will take two weeks to reach the convention. They will carry a banner inscribed "Morton and Victory" on one side and with the state cont of arms on the other. Mr. Clark is already in receip of letters from cycle organ zations along the reute which will meet and greet his legion

BICYCLE ETIQUETTE.

Bleycle etiquette is simple, having for its basis the thoughtful consideration of others. An all-important rule is to always offer ant. One may take a ten or even twenty assistance to a dismounted wheelman or mile joint at a moderate pace and not be wheelwoman who appears to be in df-bathed in perspiration when he returns, but was cool and cloudy," says the Chicago ficulty of any kind. Wemen, if the para-Chronicle, "and about the time when the dox be permitted, put themselves on the same footing as mon when they mount the wheel, and are bound to encounter practically the same conditions; but, for all that, no man will forget to extend In consequence fewer devotees of the rub- her the same courtesies that she should receive under any other circumstances.

She will need assistance frequently.

Don't 'plug' up a bill just because you are able to do it, when the woman, whose muscles are weaker, and who is probably riding heavier wheel, is obliged to dismount and walk up.

walk up.
Some men are fond of displaying before women their prowess in that direction. She will admire you much more if, instead of waiting at the top of the hill for her, you dismount and assist her up the hill.

It is the duty of the men in a party to see that the women get out of the trip as much enjoyment as possible, while at the same time it is incumbent upon the women to trouble the men as little as they can.

In following a narrow path, permit the In following a narrow path, permit the woman to precede you.

RULES OF THE ROAD. Always observe the rules of the road. Pass an approaching wheelman, vehicle or pedestrien on the right-your right-and any thing going at the same direction as yourself on the left. When approaching any one

from behind, ring your bell. Ride on the left hand of the woman, so that you may vehicles.

When escorting a woman, should you come Ing in common use for business and pleasure and is as much entitled to free transportation as any other necessary or convenient article a passenger may carry. If hunting and fishing appliances and stores are carried free as baggage, certainly a bicycle should be placed in the same class. The agents of the railroads handle them as baggage and not as

WHEN MEETING A CYCLE PARTY. At a corner, if you see a party of cyclists on the cross street, slow up a bit until you ascertain which of the three possible is held up by Governor Morton pending a hearing which the governor granted at the request of Chauncey Depew, president of the bill is signed it is feared the baggage smashers

Never be ashamed to dismount. If you meet a runaway, a brass band, a lot of quite delicate, and a few flings such as children or a group of wheelmen, filling the trunks get in their journeyings around the street, you will do better on the ground world would containly not a white the street, you will do better on the ground

In riding through city streets always re member that, though the car you see may be going away from you, and you have demand at the same time and it is only three minutes until the train starts. three minutes until the train starts.

"There's just this much about it," said a wheelman to a New York Sun reporter.
"Next to a bisycle itself I cenader the hiey-cle trunk the greatest invention of the day. If cyclists will adhere to these rule far as practicable, there will be fewer "read hogs" among riders and an end to complain-

POOR LO ON WHEELS.

But He is Not a Poor Rider by a Large Majority. "There is likely to be a panic among some of these crack 'pro' riders of yours this summer," said Max Stevens of Sioux City to a Journal man the other day. "I've got a young Indian on my staff, carrying mail through the Winnebago reservation on a wheel. Ho's been at it now for the last four years, and I don't believe there has been a day in the whole time, when the roads were at all passable, tnst he has not covered his fifty miles straight. That is pretty good, taking it day in and day out, but it isn't that that makes me believe he's a world beater. I have seen him ride on the track in Sioux City a mile in two minthe track in Sioux City a mile in two min-utes flat, without a sign of pacemaking, and there isn't another man in the state that can beat him. The time was made, much to my regret, with only a couple of men holding watches on him, but it was abso-lutely on the square, though, of course, not according to official requirements as to ref-erse and timekeepers. I have several times tried to get young Bill to go in for pro-fessional riding, but he gets \$25 a month from the government, and he would lose that if he stopped the mail carrying busi-ness. I phould like to see him put in the hands of some good man, like Moulton, for hands of some good man, like Moulton, for instance, and you would see some speed work this season that never has been equaled.

within a small space, which tell more about bike gears at a glance than a long string of explanation. The gearing of the bike is an operation of extreme importance. One of these tables will tell you about the gear and the other will tell you how far a particular gear will carry you, and how many revolutions are necessary to carry you over a mile of road. As almost every you over fitted with. west this summer I expect to see him walk

off with the whole bakery." WHEEL NOTES.

General Events in Wheeldom Briefly Chronicled. One in every 800 riders in America is

There are 100 wheelmen to every single

mile of good road in America.

Cleveland, O., police authorities are now considering the feasibility of establishing a platoon of hoyele policemen. The Argentine Republic has passed a law

It has grown to be a regular business and for a small result subscription your wheel will be called for, cleaned, olded and returned as often as you may require the

Sir Salter Pyne has been busily engaged at Coventry purchasing bicycles for the ameer, and has given an order for several machines to be dispatched to Cabul immediately. The members of the ameer's harem are all to be supplied with bicycles of the

A patent has been taken out for a coinin the slot attachment for use on rented wheels. The hirer by means of this will be able to pay as he goes, and to go only as he pays. Failure to feed the mechanism with

payo. Failure to feed the mechanism with a due quota of coin is followed by the machine locking the whoel so it can only be ridden with great difficulty.

The curtain of night fell athwart the blue and a diamond star pinned it to the zenith; a loaf trembled into silence and naught was heard but the gnaw of a yellow dog in the alley, fraying out a bone, when—a shock—a tremble—a squeat and all was over. The heavy lady had dismounted from her bicy-

A wheel with a desk and all necessary materials for writing is called a stenographer's cycle, and an accomplished rider can accompany his employer on a spin and take down noises as they go along country lanes or the boulevards of the city. It is also intended for the use of tour is who wish to take notes of the points of interest in the country through which they travel.

Bicycle riding among congressmen has riginated a new expression descriptive of a nan who is not fixed in his opinions or steady in his purpose, or who does not know what he is there for or how to get it. They say of such a man that he "wabbles on his handlebar." When a man is suspected of trying to get on both sides of the question. ie is said to wabble on his handlebar. member who is erratic and flighty, or lame in his logic and incoherent in his argument. is said to wabble on his handlebur.

Whisperings of the Wheel. There are but few months in the year that are as pleasant for cycling as April and May; the evenings are just cool enough to make wheeling delightful and the days are not hot and sultry, but warm and pleaswill feel almost as fresh as when he started. Last Sunday was an exceptionally fine day for riding, and nearly every club in the city was their pleasures, and that was the bad roads, but owing to the heavy traffic upon them now they are growing better day by day, and ere many more weeks roll around will be in what may be called first-class condinust not leave them out, bless them, for they are joining our ranks in simost count-less numbers, realize the number of flat country rides there are in the vicinity of Omaha, and it may surprise some when we say that there are about twenty roads leading cut of this city in different directions and through some of the prettiest country imaginable, to small towns, villages, hamlets and burgs, where one may go of a Sunday, enjoy a good country dinner, lay around in the grass all day, return home and feel like a new person on Monday morning. For the benefit of those who are not familiar with the popular runs in this vicinity we publish below a list of them, together with the direction and distance from Omaha of each:

irection and distance from Omaha of each:
Bellevue, twelve miles, nouth.
Bennington, seventeen miles, northwest.
Blair, twenty-six miles, north.
Couriland beach, three miles, northeast.
Council Biuffs, five miles, east.
Cres ent City, thirteen miles, north.
Caffician Station, thirteen miles, north.
Cathoan, seventeen miles, north.
Eikhorn, eighteen miles, worth.
Eikhorn, eighteen miles, worth.
Eikhorn, eighteen miles, worth.
Florence, seven miles, north.
Fremont, thirty-seven miles, northwest.
Glenwood, twenty-four miles, southeast.
Honey Creek, twenty miles, northwest.
Little Sieux, fifty miles, northwest.
Menawa, eight miles, southeast.
Millard, thirteen miles, southwest.
Millard, thirty-six miles, southwest.
Mallard, thirty-six miles, southwest.

malvern, thirty-six niles, southeast.
Malvern, thirty-six niles, southeast.
Neola, thirty miles, northeast.
Neola, thirty miles, northeast.
Pries' lake, thirty miles, northeast.
Pries' lake, thirty miles, northeast.
Papillion, twelve miles, southwest.
Plattsmouth, twenty-two miles, south.
Ruser's park, four miles, west.
Red Oak, fifty miles, southeast.
South Omain, five miles, southwest.
Sarry Mills, seven miles, southwest.
Springfield, twenty miles, southwest.
Tekamah, forty-five miles, north.
Waterloo, twenty miles, west.

The resolution of Delegate Doyles to exclude the entries of riders from the Decora tion day road race who were not members fact that it will har out riders from throughout this state and Iowa who might wish to ompete, and also a very small portion of ur riders are members of local clubs, and ome of these unattached wheelmen who ight compete otherwise will undoubtedly of joining a club. If the association wishes to make it a club race only, the resolution is all right, but if it wishes to have a successful road race, which will be attended by thousands of people, it should immediately reconsider its action and announce that the race will be open to everybody and that the race will be open to everybody, and therefore source a large list of entries, where otherwise it would have a comparatively

A practice with most wheelmen, that of smoking while riding the wheel, is one of the most dangerous pastimes that rider adhere to. It not only injures the wind but is directly responsible for various kinds of lung disease. Physicians have argued that the wheel is injurious; physicans who do not ride. But let them examine other features of cycle riding, and they will come to the speedy conclusion that it is not the exertion dependent upon propelling a wheel but the dissipation of the riders in practicing cigarette and cigar smoking, when they should be mindful of the fact that they wheel chiefly for exercise and the health this recreation brings them.

The most emphatic and important victory the League of American Wheelmen has ever won was that which was wen last week in the New York legislature by the passage of the Armstrong bill. That the bill was one of the most popular ever considered by that legislature is attested by the fact that within ten microtes after the passage of the bill by the assembly by a vote of 127 to 1 it was substituted for a similar bill in the senate and passed that body by a vote of 36 to 4. The bill is 'n part as follows;

"Bleycles are hereby declared to be bag-gage and shall be transported as baggage for passengers by railroads, and subject to the same liabilities, and no such passenger shall be required to grate source or specific state. be required to crate, cover or otherwise protest any such bicycle; provided, however, that a railroad shall not be required to transport under the provisions of this act more than one bicycle for a single person."

Riders all over the United States are sing-ing the praises of the men who fathered the measure and who worked like Trojaus to get it through. Especially is there great credit due Isaac B. Potter, chief consul of the New York division, who was responsible for the introduction of the measure. Mr. Potter worked earnestly for the passage of the bill and that wheelmen recognize his efforts was evidenced by the scores of telegrams which poured in on him after the war was over.

Floyd McCall and W. A. Fixley will ride a tandem together during the coming season and hope to establish a few state tandem

The Omaha Wheel club will indulge in its second run of the aeason teday, going to Calhoun. The start will be made from the club house about 9 o'clock. A game dinner will be the treat the wheelman will collide with at the other end of the line.

While long distance bleycle races are becoming very popular in this country, a com-

Fladere

The Tourist Wheelmen of Omaha will be represented on the path the coming season by a racing team composed of the following ordinary old style machine and contains the riders: Flayd McCall, H. E. Frederickson proper principles for this class of mounts, and W. A. Pixley. Each of these men have good records, and the Tourist colors are not being placed for this wheel. likely to be trailed in the dust during 1896.

The Boston Store Cycling club organized April 17 with twenty-five charter members. Regular meetings will be held Friday evening of each week at the Boston store recep tion rooms. D. J. O'Brien was elected delegate to the Associated Cycling Clubs. The club run for today will be to Papillion. The and on the 10th to Biair. Officers elected were: John Goodlett, president; A. S. Whitworth, secretary and treasurer.

More than \$5,000 in gold and other valuable prizes have been offered by the Rambler people for records, mileage and club runs wheels fitted with G. & J. tires. These are the most liberal prizes, and within the reach of all, ever made by any cycle manufactory. These prizes should bring thousands of dellars into the state and are worthy an effort on the part of all riders to win any F. M. Russell, local agent.

Tourists in the Saddle.

With eager anticipation of a happy time and a pleacant trip on Sunday, April 12, to Fort Calhoun, every Tourist made the necessary preparations, but, alas! was doomed to disappointment, for when the appointed on account of rain" occupied the page on the register in place of the usual score of names of merry wheelmen, whose signatures are to be found carefully penned as the control of the cont time to start came around the rain was fall-ing in torrents, and the words "Abandoned are to be found carefully penned as the only memories of the many pleasant trips awhoel in the good old days of yere. A year ago the same kind of weather pre vailed, and incidentally it is noted that the run had been called to the same place. Howwer, last Sunday morning, at the appointed ime, a score of the boys donned their riding habit, and, with an array of variegated col-ors represented in the different makes of wheels, lined up in front of the club rooms presenting a very neat appearance, and when he familiar orders "Mount wheels," reconded to by Bugier W. H. Potts, resounded a the morning mir, the first division started for Bellevue, headed by Lieutenanta John Hynes and Poter Peterson. The seclater, in command of Captain Spencer, was composed of a jolly lot of cyclists, and both ections returned at an early hour to the club house, where the usual accounts of rec-ord breaking yarns were indulged in by the members of the club-of course they true. During the afternoon a number the boys, not content with the morning spin to Bellevue and home via Fort Crook, went out to Florence and back, and thus brought to a pleasant close the second day's uting of the Tourists.

A few accidents occurred during the day, but the injured member always found ready sympathy and a helping hand to assist, if possible, in repairing the wheels. Robert A. Haye was observed in assisting some of the weaker members up the hills, which was duly appreciated, we are certain, and his example might be emulated by others, and thus lessen the burden of the trip by those who might otherwise not accompany us on our country spihs. We are giad to see the ladies with us, and believe it will have a refining effect, as well as reduce the pace to such a marked degree that the ordinary rider may go out on the runs with some en-joyment and not be compelled to search along at a very high rate of speed.

Benny Hosford was along-of course he was—and helped to make the journey a source of real enjoyment by some fancy trick iding and other feats, which the majority the members have not yet attained as the result of their short riding career. He bids fair to rival "Cyclone Pete" with his fancy riding, but, by the way, we wonder why he was not out, and not only him, but others. You don't know what you are miss-ing. Among the many who enjoyed the run to Bellevue Sunday were: Thomas Spencer, John Hynes, Peter Peterson, H. Potts, Frank Newcomb, Herman Gunther, Charles Wille, of some club which is represented in the Associated Cycling Clubs of Chaha, which was passed at the last regular meeting of slick, Robert A. Hays, Miss Collie Hample, this club, seems to be very unpopular with most of the local wheelmen owing to the H. H. Neale, L. A. Marsh, Charles Thomas, Bert Graham, Ben Hosford, W. C. Bsuk, Ed Howe, H. Kelly, Charles McMillan, H. King and John D. Howe.

The smiling countenance of Eddy Yates and another friend from Logan was observed

Dave Harding was keeping in trim during the winter at Daxon & O'Brien's skating rink, we thought, for the riding season, but he says a little trip of twenty-five or thirty miles is not far enough for a day's outing. That will be all right. Captain Spencer will lengthen out the distance somewhat after the rest of the boys get in better trim. If you want to make the initial run a century— over the Tekamah course—perhaps we could keep within hearing distance with our cook stove, eh?

Last Monday evening the Touriets and their friends to the number of about 190 occupied the center section of Boyd's theater to witness the production of "The Bicycle to witness the production of "The Bicycle Girl," which was rendered in a very pleasing manner, if the hearty applause which was accorded her by those present may serve as any criterion. This is the second party of the kind which the club has given since the clove of the riding season of 1895, and the success which characterized the occasion is due chiefly to Frank Newcomb, whose untiring effects toward getting the whose untiring efforts toward getting the members resulted in the very large attend-ance which was had on that evening. The easy manner in which Miss McHenry won the race gave ample proof of the racing abil-ities of the Tourists, as she were the colors, which naturally gave rise to the fact that she was a Tourist at heart if her name does not appear on the list of members.

A casual observer in the Tourist club rooms is soon attracted by a little verse, which is self-explanatory, which is sus-pended over twa clay pipes filled with the once attractive whiskers which adorned the face of the editor of the local cycling paper, and which was presented to the boys on the night of the opining of the rooms. It reads as follows:

He gave them to us, you know, Just for a show, you know, But if he wants them to grow, you know, There are others.

There are others. -John E. Howe.

Remember today the run is over to Glenwood, the land of apples and cider, and we believe that a little bird has been sent to warn the inhabitants that the Tourists would be there. That is sufficient. You know the root, Of course you will so. The the might be well for chief consuls of some of our western divisions to follow in the footstart of the root. Of course you will go. The members of Mr. Potter and make efforts to have similar hills passed by the legislatures of their respective states.

That is sumicient. Tou know the root of course you will go. The members of the Commercial club will ever find a warm spot in the hearts of every loyal Tourstaining the course of the c bers of that organization. Also to the Daughters of Rebekah, who so kindly ministered to the wants of the hungry cyclists with a feast which any body of people might have envied, could they have seen the table. bles, which were loaded down with every delicacy of the season. You can't afford to miss this run.

The familiar face of Luuis Reichenberg, an old-time Tourist, was observed in the club house last Sunday, and the writer was pleased to renew old acquaintance and re-vive some of the memories of bygone days.

in which riders from all nations are invited to compete.

Now comes a Maine rider who claims to hont deer successfully from his wheel at high to the temporary cover fitted to the lamp makes a flashight of it; the deer is first dazzled with a load of buckshot.

In Philadelphia there are cycle-cleaning establishments on all the prominent streets. It has grown to be a regular business and if the country wheel of the existing our heart of a high five tournament, in which records throughout the world'gives the supremacy to England. America ranks fourth, but the fact that little attention has been paid to long distance racing in this country heretofore should be taken into gong deration. We predict that before another year passes into history. America will be where England is now in the long-distance record race.

The existing our-hour records K." Smith, Culley, Potter, Daxon, Conneran, Yates, Barrium, Walker and a score of others which we might name, enjoyed many a pleasant trip to some neighboring town or courter in the old club house at Twentieth and California streets and plunsed into the excitement of a high five tournament, in which Frederickson proved a winger. Yards at a club smoker or banquet, and while ment, in which Frederickson proved a win-ment, or enjoyed a pleasant evening together at a club smoker or banquet, and while today many of them have been succeeded on the road by others, yet the same feeling of friendship exists that held full sway at that time, and it seems like olden times to look back over only a few short years and note the changes which have taken place.

Since the club uniform has been adopted we hope the members will fall into line and leave their orders with Secretary Hosford, who will be glad to take your measure. The Uniform Rank will be almost ecilpsed when all the boys turn out in their bran new

uniforms.

Within the past ten days the cycling people of Omaha have had their ideas greatly breadened on the tandem question, which has in the past been a perplexing one, by the introduction by F. M. Russell, 313 South Fifteenth street, of the Tally-Ho tandem. This Tandem is a radical departure from the

Union Pacific Club Notes. It is rumored at headquarters that the club's membership will soon be increased by more than a dozen new members who are low contemplating the purchase of a well known wheel.

It was thought advisable by Captain Reid, who is always mindful of the welfare of members, to change the trip to LaPlatte scheduled for Saturday afternoon, the 18th, to the Dodge street run. The country roads were in so deplorable a condition on account of the rains which had fallen in the latter part of the week that the change was in the right direction and appreciated, especially For full particulars see by the greener members.

> The mornlight run to Irvington on Tuesday last was a delightful one and was ejoyed immensely by those who participated. Lieutenant Coleman, who had it in charge, is to be commended for his thoughtfulness in considering the wants of members who have not yet

> the club made the run to Millard yesterday instead of to the former place, as per schedule. It is not intended, however, to abandon t altogether, but the Manawa trip will be

What was Hultman trying to do with his new "blke" the other day? Some say he is u the pay of a curbstone contractor.

The High School Athletes The date of the Omaha High School fieldlay has not as yet been definitely fixed, but it is probable that it will be held during the first week of June. Already a targe number of the boys are in active, hard training in anticipation of the contests and many good records may be looked for, as they are enter-ing into the work with a vim that is sure to bring success. The good results of the "satting up" exercises of the drill are very apparent in the work of the young men and too much cannot be said in their favor, for they force the shoulders back and give an erect carriage, with plenty of room for the working of the lungs. The base ball team was beaten by the Creighton college boys recently, but of course they have their exupas and it will probably not happen again, for the high school students are working every day harder than ever and are of the kind that do not know the definition of 'quit."

Questions and Answers. SOUTH OMAHA, April 19 .- To the Sporting Editor of The Bee: I wish you would decide a bet in your next Sunday paper. In a game of casino A takes two cards from the table and one from his hand and makes a six, which is a three-card build. Can B take a card from his hand and build it higher? As I am stakeholder, I would like ou to decide it for me.-J. P. A. Ang.-He can.

SOUTH OMAHA, April 24 .- To the Sportog Editor of The Bee: State in next Sunday's paper: A and B are playing seven-up each having two points to make; A make high and game. R makes low and wins the game?-P. Brosnihan. Ans.-B

COUNCIL BLUFFS, April 24.-To the Sporting Editor of The Bee: Do straights ount in whisky poker?-J. H. Q. Ans.-Straights are not played in whisky poker, unless players agree before game com

OMAHA, April 24 .- To the Sporting Editor of The Bee: Where can I get the official standing of the Western league clubs from 1887 to 1892, and American association from 1881 to 1892? Please answer in your ext Sunday's Bee.-Henry Nelson Ans .- Any base ball guide will furnish the

nformation GREELEY CENTER, April 23.—To the Sporting Editor of The Bee: In playing seven up, eleven points game, A has three points to go, B has one. A has high, low and game, B makes jack. Who goes out?-Ans.-B.

Thos. Slater has a message for every man on page 11. Don't fall to read it.



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