

formerly held at \$80 have tumbled to \$60 formerly held at \$80 have tumbled to \$50 stitute the ordinary means of conveyance and \$65, while a shave of \$10, and in some Yet, according to the report of the British Instances \$20, have been made in \$60 makes. A few of the high grade wheel makers hold the queen of the Adriatic has succumbed to the chatma of the wheel, which monopolizes firmly to the \$100 rate, but this figure is for cash cales, and therein is the opening for a shrewd purchaser. A foxy buyer can effect a saving of from \$10 to \$20 with little exertion. Then there are a vast number of so-

Cutting prices is quite common in Omaha, and the size of the cut depends on the shrewdness of the buyer. Recently a make selling in Omaha for \$100 was purchased in Council Bluffs for \$75. The Omaha agent attempted to stop the sale by telegraphing to the manufacturers, but failed. It is doubtful if the dealers can much

longer maintain the standard century price. A public cut is sure to follow private slash-

Conditions such as recently existed in small town in New Jersey, twelve miles from Philadelphia, form a fitting object les-son of the profit in good roads. In consequence of the bad roads the wagon-makers thereabout constructed four-horse vehicles thereabout constructed four-horse vehicles to carry fifty-five bushel baskets as a maximum load, which was regarded as heavy hauling. Real estate had gone a-begging for years; there was no possible market for it. It had been impossible to settle up estates because no purchaser could be found for the land. But a few years ago the people of the community woke up. The town issued \$40,000 worth of bonds and ap-piled the proceeds to better roadways. As a result New Jersey wagon-makers of the vicinity of Philadelphia are making twohorse vehicles to carry, not fifty-five bushel baskets, but loads made up from ninety to 125 bushel baskets, and still the loads are not regarded as heavy. Two horses are able to do more work than four horses, and with much more ease.

On the old roads two men and four horses, with a wagon weighing 1,900 pounds, could take two and a half tons of produce to market and bring back an equal weight of fertilizer, making one trip a day. Now, on the good roads, one man with two horses, and a wagon weighing 2,300 pounds, takes four tons to market, bringing back an equal veight and making four trips a day.

weight and making four trips a day.

When Colonel Pope, the apostle of good roads in America, made such predictions as these early in his crusade, they were received with little enthusiasm, but he has been borne out in his statements time and time again, until the vast road improvement going on all over the country is a monument to the energy and persistence of the man.

Billie Bainbridge, the old-time English crack, is in training for road racing this season with the most remarkable looking freak wheel that has ever been seen on a The frame is of ordinary construction, with an extremely narrow trend, and fitted with twenty-two inch wheels trend, and fitted with twenty-two incu who instead of the customary twenty-eight. The extreme of freakiness is manifested in the society took the case up to the appellate division for feelow.

The opinion in that branch of the court is the court is consistent of the court is consistent of the court is t ing one spoke, and the right-hand pedal is attached just at the rim of the sprocket The rear sprocket is much larger than usual, to arrange for a seventy-one inch gear, and the power is transmitted, not by the regulation but by an endless band of spring pierced at intervals of about two finches to receive rivets which project through the inner side. The heads of these rivets engage with small slots cut into the periphery of the two sprocket wheels. With light racing bars and a new pattern of wood anddle the new wheel tips the scale at thirteen pounds, about the lightest weight thirteen pounds, about the lightest weight of actual racing wheel ever turned out. The advantage is claimed in the fact that the wheel sets extremely low in the wind, and that in following pace it enables the rider to get the advantage of every bit of air ressure saved him by the pacemaker. Bain-ridge claims that the hand gearing is unbreakable, requires no lubricating, and saves every atom of power applied to it.

A wheelman of ripe experience cave that cyclists should accustom themselves to "rid-ing the pedals" as much as possible, allowing only part of the weight to rest on the saddle. Practice has shown that the best position on the saddle is in front of the post, so that a plumb line dropped from the nose of the seat to the ground would intersect the crank when in a horizontal position when on the upward turn, about two and one-half inches back of the shaft. This puts the rider well over his work, and allows him to exert more power with less fatigue than would be possible with the seat placed behind the saddle post. The elevation of the saddle should be such that the rifer may easily reach the pedal with his heal while at the lowest point. If the country to be ridden over is rough, it is well to place the caddlelower than this, but a saddle placed too low is not adapted to fast riding. The ends of the handle bars should be higher for road riding than for track use, and should be placed nearer the body. Narrow handle hars are much more comfortable for any kind of riding than the very wide ones which were in use a few years ago. A bar seventeen inches from tip to top in a straight line will be found about right for any but short men.

There are no end of devices to aid one in taking care of a bicycle, or whose inventors at least make claim to that. Many of them serve to take a few cents or a dollar or two out of the pockets of a good many wheel-men, without giving them much in return. One of the newest is an apparatus for cleaning the chain. It is clamped to the frame

fort leave the pedals as quickly when toe clips are used as when they are not. Those who ride with toe clips affirm that they can make no difference whatever in this respect. The ease of them can be quickly learned, two or three days being all the time needed in or three days being all the time needed in most cases. At first it seems a little awkward to get the feet into them, but it soon becomes easy. When the feet rest in the clips it is almost impossible for a pedal to be best no matter how rough the road or how steep the hill one is descending. They are a decided help in pushing up hilk and also sid in took-pedalling when going down.

while an outward calm and seeming content pervades the bicycle market of the country, competition is so keen that prices are being slashed in every direction. Rate cutting is secret, and is confined largely to second-grade wheels. In this class there is an all-round drop of \$15. Machines formerly held at \$80 have tumbled to \$60 While an outward calm and seeming con- the too familiar bell startles the broncho consul at Venice, just published in London, sales on time. A discount is permitted on all her interest, moment all her attention and

The bicycle has at last been tested against he locomotive in a seven-mile race, and has ucceeded in beating the latter by over four called high grade wheels in the market that are really second class, which are disposed of at any price above \$60 that the sellers can obtain. A common practice in Chicago is to femove the name plate from standard wheels and dispose of them at one-half the results of the Mercury Wheel club, was informed of the bet and volunteered to do his beat to beat the train. He appeared regular price. in front of the Queens county court house, Long Island City, one afternoon about a week ago, with a bicycle and attired in a natty costume.

There were a few of his friends there to see the start, and at 5.32 %, when the signal was given, he darted away in the direction The train left the station close by, two minutes previously, thus making the start a pretty equal one. The road for the bicyclist was in good condition, and he covered the seven miles between Long Island City and Flushing in good shape. Case reached the Bridge Street station at 5:51 o'clock, and was greeted with cheers by a number of friends who had collected there. The train steamed into the station four min-Case covered the distance in ites later. 18:31. The train stopped at the intermediate stations, thus giving the bicyclist the winning advantage.

#### IMPORTANT DECISION. Bicycle Racing and Its Relation to

Accident Insurance. The relation of bicycle racing to accident asurance is the cubject of a recent decision by the appellate division of the supreme court sitting at Albany, which is of considerable practical interest and importance to wheelmen, says the New York Sun.

The National Accident society of New York issued an accident policy to one John J. Keefe. Mr. Keefe was a wheelman and sustained injuries while riding in a bicycle race, on account of which he brought suit against the insurance company upon his policy. That instrument contained a clause in these words: "This policy shall not ex-tend to or cover injury resulting from voluntary overexertion, either voluntary or un-necessary expasure to danger, or to obvious risk of friury." The company asked the trial court to dismiss the complaint on the ground that this exception necessarily em-braced the act of riding in a bicycle race, hecause a competitor in such a contest from because a competitor in such a contest, from because a competitor in such a contest, from its very nature, rejuntarily overexerted him-self or expense timself to danger or obvious risk of injury relifully and without neces-sity. The judge before whom the case was tried refused to hold that participation in a bicycle race was, as matter of law, a violation of the policy, but left it to the jury to say, as matter of fact and in view of the circumstances of the accident, whether the plain-tiff was injured in consequence of voluntary overexertian or needless exposure to danger which was obvious. The jury found in favor of Mr. Keefe, and the National Accident

written by Judge Charles E. Parker of Owego, the new presiding justice in the Third department, a son of Judge John M. Parker, who was on the general term in the same department upward of twenty years age. "It cannot be said as matter of law." Judge Parker declares, "that the plaintiff was overexerting himself, or that he volun-tarily exposed himself to danger by entering into the race, relifierent and equally intelli-gent and unblased men might fairly differ in opinion as to whether or not, by taking part in such a race, any risk of injury was necessarily incurred, and we think the court was right in leaving that question to the The appellate division therefore up

This decision may be regarded as establishing the proposition that participation in a hicycle race does not operate as a legal har to the recovery of accident insurance on ecount of injuries sustained in the contest.

### ANIMALS AND THE WHEEL. Cycler's Observations on Dogs, Sparrows, Snakes and Squirrels.

The intent of this writing, says the Springfield Republican, is to show the peculiar connection of the bicycle with animals, or, more properly, the contact which is usually conducive to accidents and which the most careful rider cannot always avoid. Such contact is attended with more or less fatality to either the animal riding the bicycle or to the animal with which or whom the bicycle omes in contact, whether it be biped, quaduped or reptile, for all of them occasionally ruped or reptile, for all of them occasionally nearly 200,000 bloycle riders, of whom 80,000 get in the way of the wheel and suffer more are members of various clubs. or less in consequence. The results to the rider depend upon the bulk and solidity of the other fellow. Ask almost any rider you meet, who has had any experience, if he has ever ridden down a dog, and he will proudly admit that he has, several of them. The dogs in the vicinity of Springfield have got the idiosyncrasies of the bicycle pretty well learned now, and it is usually only the fool dog that gets in the way of the wheel when it can help it. Dogs have almost quit sanpling at riders, too, and it is only when they are unusually idiotic or the calves of the rider are especially tempting that one commits such a folly. But it took the dog some time to get used to the innovation, and uome severe lessons in the way of getting is the calves of the rider are capacitally tempting that one commits such a folly. But it took the dog that get used to the innovation, and uome severe lessons in the way of getting is and was covered in nine hours and uome severe lessons in the way of getting is a capacitant. The distance is some time to get used to the innovation, and uome severe lessons in the way of getting is the capacitant of the property of the pro got the idesyncrasies of the bicycle pretty well learned now, and it is usually only the some time to get used to the innovation, and some severe lessons in the way of getting knecked down. For a time there was a custom in vogue in some localities for the bicyclists to carry dog killers in the shape of a section of a base hall bat, fixed upon the bandle hars by convenient clutches.

133 miles and was covered in the cighteen minutes.

The Technology Summer School of Architecture of Bosion will soon embark for Europe and will then proceed, teachers and a section of a base hall bat, fixed upon the students alike, to make a tour of Europe handle hars by convenient clutches.

and then the wheel is revolved, and it is asserted that the chain is thus more effectually cleaned than in any other way. As a matter of fact, it is not difficult to keep a chain is good condition if it he not allowed to become dirty. A carefut bleyelist cleans his wheel after every ride, and the chain ought to be cleaned as well as the nickeled and enameled surfaces. A small, fairly stiff brush, that can be bought for a few cents is a good as anything for this purpose, and it takes only a few seconds to run over the chain and take the dust and dirt off. Such a brush is also useful in cleaning around the nuts and in keeping the spekes sear the hub in good shape. These parts cannot be easily reached with a cloth.

The clips seem to be growing in favor and the chain ought in cleaning around the satisfaction of security got from wheel is going. But, that stage and rolling along with you, and crunch the flux of the further off. Such and the spekes sear the hub in good shape. These parts cannot be easily reached with a cloth.

The clips seem to be growing in favor and the chain ought in cleaning around the many hold the feet.

The clips seem to be growing in favor and the chain ought in cleaning around the many hold the feet.

The clips seem to be growing in favor and the chain ought in cleaning around the many hold the feet.

The clips are the purpose, and the chain ought is somewhat stable, and you don't know where your front, wheel is going. But, that stage parts and rolling along with you, and crunch and rolling along with you, and crunch cannot be easily so the parts around the multiple of the parts and rolling along with you are getting your money's worf front wheel is going.

The clips are the purpose, and the chain ought is correspondent of a London fournat any that was more remarkable was the great number of young women who were chain and take the dust and dirt off. Such and rolling along with you, and crunch the flux you are getting your money's worf front wheel is going to late the form the parts of the f tan over a large white building the other day and punished him severely. A young woman on the cidawalk clapped her hands and cried, "It's good enough for him!" The way dogs usually get in the track is by jumping up at horses, but occasionally a fool pay dog dogs it for ne other sionally a fool pug dog does it for no other reason than that he doesn't know enough to keep out of the road.

keep out of the road.

But speaking at running over animals, the most curious case of that is the way sparrows get run over on State street hill and other than such faces where sparrows congregate be best, no malter how rough the road or how steep ine hill one is descending. They are a feeded help in pushing up hill and also aid in tack-pedaling when going down.

Bicyclies have pushed their frozen way to sheet have suppled perspering faces under the search of t

one-pound Juggernaut and their blood tells the sad tale to other bicyclists. Occasionally, a butterfly meets the same sad fate. One bicyclist a day or so ago caught a large yellow one, with handsome black stripes, on the fly. The butterfly was fluttering along eight or ten inches from the ground and brushed against the rubber tire. The suc-

tion carried him under and the rider passed on, leaving death in his wake. Snakes, too, often fall victims to the bleycle. On country roads they can fre-quently be seen flattened out on the bleycle path across which they have been crawling then the bicycle went over them. One deycle is not enough to kill a snake, but when there are several wheelmen riding in close succession the poor make hasn't very much show. A party dispatched a fair-sland blacksnake in this way the other day. Rid-ing over snakes is pleasant enough in its way unless the reptile in its writhings happens to get caught in the spokes, and then there is a spattering of flesh and blood and a crunching that isn't to pleasant. One of the most peculiar incidents of country riding is the 'jumping' of bicyclists by squirrels. A number of riders have had this experience while on country roads near the city. Either the squirrel doesn't see very wall or to president the squirrel doesn't see very well or it miscalculates the speed of the wheel, for it often tries to run across the road in front of the bicycle and lands up egainst the spoke, usually escaping, how-ever, without injury. The most curious case of this Ried on record happened to a member of the Springfield Bicycle club early in the season. There were two riders going along at a moderate rate of speed, one close behind the other. A red squirrel happened to be wanting to cross the road at this time, for what purpose the wheelmen never found out, but probably to run along the nice rall fence on the other side. But that has really nothing to do with the story. The squirrel tried to cross in front of the first machine, but saw he was too late, and, waiting till that got by, tried for the space between the two bicyclists. Again he was folled, for he landed up against the spokes of the front wheel of the second bicycle. That squirrel must some time have been in one of those cages with a merry-go-round, for he ran up the spokes of the rotating wheel for a second or two and then dismounted, as though nothing had happened, and crossed the road in the rear. That, by the way, is good trick for some animal trainer to And Still They Come.

Every day more are added to our \$1.00 per nonth contract for cleaning and taking care Call and investigate this. Full line of sundries. Ak-Sar-Ben Cycle Co.

## TAKING AWAY THE JAR.

Devices Calculated to Soften the Hard

Knocks of Wheel Riding. Samples of the pneumatic frame bicycle, which has created a commotion in England, have arrived in this country. The device has for its central idea the application of pneumatic cushions between the wheels and the frame. In order to secure this end a piece of mechanism called a pneumatic hub was invented. It consists of a circular inflated rubber ring, through which the axle passes and on which the weight of the frame rests. This air cushion is expected to take up the vibration from the wheel before it strikes the frame, and to give all the advantages of a pneumatic tire with a solid tired wheel.

One of these pneumatic hubs is placed at the axle of either wheel. The tires themselves are of the large cushion variety, said to possess 30 per cent of the resiliency of the pneumatic tire. Not being inflated, they are not liable to puncture, and this fact is expected to make up for many drawbacks. The weight of the pneumatic hubs is said to be one pound in excess of the usual ap-

A spring seat post is the latest jar removing device. In looks the new seat post is exactly like the ordinary article, but consists of a solid rod playing inside of an outside cylinder. At the end of the rod is a tempered steel spring which supports the weight of the rider. The tension on this spring may be regulated by an ingenious screw nut so as to fit the weight of the rider. The tension on this spring may be regulated by an ingenious screw nut so as to fit the weight of the rider. The tension on this screw nut so as to fit the weight of the rider. The tension on this screw nut so as to fit the weight of the rider. All danger of the saddle turning to the rider. All danger of the saddle turning to the rider of the rider of the rider. rider. All danger of the saddle turning to one side is prevented by two longitudinal grooves in the post, into which tongues in his man, who is now under the guardianship the outside cylinder fit. Extravagant claims are made by the users

of these new posts. The lessening of jar to enable a man to ride a much greater distance than on the ordinary oufit. Punctures are also alleged to be much less and the wear and tear on the machine is claimed to be greatly lessened. The inventor thinks the new device solves the saddle problem.

> A Hint to Cyclists. Somerville Journal.
>
> When Mary rides a bicycle,
> She wears a natty suit,
> With leggins trim, and saucy cap,
> And, oh! she is a "beaut!"
> She doesn't wabble on her wheel But sits up straight and fair, nd, seeing her, the men all stop To watch her overywhere.

When Harry rides a bicycle,
He straps his trousers tight
Around his ankles in a bunch,
And, oh! they are a sight!
He humps his back like an old cat, n most ungraceful crooks, nd every one who sees him says; "How bad that fellow looks."

The moral of this bit of verse Is plain enough, I guess, is plain enough, I guess, it is that bicyclists should be Most careful how they drops, A wheel makes one conspiculus, And one brought in the sight of thousands of his fellow men Should try to dress just right.

Bicycle Hospital, 721 N. 16th. Tel. 641.

Short Runs. The latest whim of women cyclists is to have their wheels painted to match their In the city of New York alone there are

A Chicago street car conductor, who was pulled for failing to carry a light at night, now wears a motor car headlight on his wheel.

The patent office statistics show, says th American Wheelman, that 2,388 styles of velocipedes have been patented in the last twenty-five years.

The usual downpour of rain prevented the club from making its scheduled run last Sunday, but all took it good-naturedly and gathered in the club rooms during the forenoon to congratulate one another ever the success of the boys who rode in the road race Decoration day and manfully succeeded

in keeping the Tourists' colors so prominently before the public.

photographs valued at \$\$, a membership in the League of American Wheelmen and a handsome L. A. W. pin, the latter having been donated by D. J. O'Brien. W. A. Pixley succeeded in lowering all previous records some 35 minutes and won the time prize, followed closely by McCall, both mem-

early in the game.

Ed Proulx, an old time Omaha wheelmat

Matched for a Catch-as-Catch-Can Wrestle.

Tom Davies and his backer met at The Bee office yesterday morning and entered

into articles of agreement for a catch-as

fair match, and the best man win. The backers have deposited the stake money-

\$200—with the sporting editor of The Bee; \$25 of which stands as a guaranty that they will be on the mat and ready for work at

the appointed time. The conditions are two falls out of three, both shoulders down to constitute a fall, Police Gazette rules. The

referee will be selected the night of the

Questions and Answers.

OMAHA, June 6.—To the Sporting Editor of The Bee: Will you please state in next Sunday's Bee what date Corbett and Sulli-

van fought for the championship of the world and how old each of them were at the

time?—P. S. H. Ans.—September 7, 1892. Corbett 26, Sul

DES MOINES, Ia., June 5,-To the Sporting

Editor of The Bee: Will you answer the following in The Sunday Bee: Has the

Des Moines team beat the world's record on

number of games won in succession, 24 out of 26? What was the record of the Famous

Red Stockings of Cincinnati or Columbus "Buckeyes?"—Constant Reader.

Ann.—The Des Moines team has the record.

The Red Stockings' record is not to be com-pared with the records since the organization

of regular base ball leagues and associations.
OMAHA, Neb., May 27.—To the Sporting
Editor of The Bee: Please state in your
Sunday sporting column if Peter Jackson
ever defeated Peter Maher and at what place?

Also give a short description of Jackson's fight with Ed Smith at Chicago. This will

decide a bet and oblige.—Subscriber.

Ans.—(1) They bet in a sparring exhibi-

ion in London once, but that was all. (2)

It was the opinion of good judges that Den

ver Ed made a great showing, although Jack-

son won in five rounds.

HASTINGS, Neb., June 4.—To the Sport-

ng Editor of The Bee: Please decide the

following: Game, duplicate whist: First round A and B play the thirteenth hand

without a hitch; playing back we found that D, on the thirteenth trick, was short

one card. On examining his hand we found that he had all of the thirteen cards, but two had stuck together, which

he had dropped on one trick, hence the ap-parent shortage. C and D lost one point on

he hand, but insisted they were not re-

sponsible for the error, and A B played it over under protest. What is right in this

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OMAHA, NEB.

NATIONAL SEWING MACHINE CO.,

BELVIDERE, ILLS.

and the second s

Too!

natter?—A. P. Ans.—To play it over.

Saturday night the club members assemmembers and their friends who were present on this occasion the club register shows the following: W. A. Pixley, J. E. Bell, Dave Harding, Sig. Kalisky, Fred McCormick, John D. Howe, W. C. Beuk, J. W. Parish, Issac Adams, H. A. Oelrich, Ben Hosford, D. J. O'Brien, Fred H. Han-son, Walter G. Clark, Mr. Snyder, G. A. Holton, William E. Kilby, L. Reichenberg, G. H. Homan, E.) Shrader Herbert H. Neals, G. H. Homan, E.) Shrader Herbert H. Neale, Charles Martin (Croice Pete), F. E. Vanden-berg, Tom Spenger, John G. Lund, Rt. Rev. Charles E. Barpam, B. G. Jackson, J. Mill-house, Harry G. Hartry, Charles Wille, C. A. Wilderman, Max Reichenberg, B. B. Coombs, James W. Bouk, H. Gunther, C. M.

Russell, Fred In Lucas, E. D. Hammond, H. H. Jones, Frank Newcomb, besides many who did not register.

Don't forget the Joint run to Papillion this month. Put down, the date and be sure and go.

and go.

The new racing wits worn by Mesera Pixley, Frederickesh and McCall are very neat
in appearance and, show the riders off to
good advantage on the track.

Maxwell isn't doing a thing to the records
nowadays but Nivering them.

nowadays but Nwering them. At the regular monthly meeting held Thursday evening, in addition to the regular routine of business, some twelve or fifteen new members were added to the list. Mr. Ben Hosford handed in his resignation as secretary and Mr. Charles Wille was elected to fill the vacancy. Mr. John D. Howe was elected as a delegate from the Tourist Wheelmen to the Associated Cycling Clubs in place of Mr. F. E. Vandenberg, whose resignation was presented and accepted as a delegate to that association. Charles Martin (Cyclone Pete) proved to be the lucky winner of the watch offered by Mr. Frank Newcomb to the member who brought in the largest number of new members during a specified time. We were unable to learn the name of the winner of the prize offered by Mr. W. G. Clark, the club's genial

Captain Spencer has arranged a very nice schedule of runs for the June tours, as shown in the following:

Sunday, June 7-Bennington, start 8 a. a., joint run with Ganymede Wheel club, thirty-four miles. Wednesday, June 10-Florence, start 7:30,

ourteen miles. Sunday, June 14—Papillion, start 8:30 m., grand joint run in connection with all cycling clubs of the city, also the Gany-

Wednesday, June 17-West Dodge street, start 7:30 p. m., twenty-two miles. Sunday, June 21—Blair, start 7:30 a. m.; elegant spin of fifty-two miles. Sunday, June 28-Ruser's park, start 7:30 m.; state turnfest; a grand time.

The members should rally a little more to the support of their captain by turning out in larger numbers than they have during the past month, which is very discouraging to say the least. Boys, don't forget the good old times you used to have on these club runs. There is just as much real en-joyment in them today and a jolly lot of wheelmen compose the faithful attendants on the country jaunts thus far. Try and

Homed Fairman of Chicago, under the management of Earl A. Norton, arrived in Omaha Tuesday evening. Fairman has been in training at Louisville, Ky., on the Foun-tain Ferry track and is working this way to get used to the light air of the northwest. He is matched for a series of races against the "Terrible Swede," John Lawson— three fifteen-mile heats, best two out of

Bicycle Hospital, 721 N. 16th. Tel. 641. Whisperings of the Wheel.

In reviewing the second annual road race of the Associated Cycling clubs which was held on Decoration day it might be well to compliment the officials of this race on the efficient manner in which the men were started, turned, checked, etc. The thirtyfour riders were sent away without a hitch or break, and when they began to return the thousands of people who lined the course were kept back and the riders given plenty of room in which to finish, without the aid of ropes, which was something remarkable. The prizes were all of good value, and every-body seemed to be satisfied, with the ex-ception of those who did not win any of the spoils, and they, of course, would have felt better had they ridden fast enough to win something, but everybody could not win and there will undoubtedly be another win, and there will undoubtedly be another road race next year, when those who not lucky this time may try next. Fred Barnum, the winner of the race, is prac-tically a new man, but shows remarkable speed, and before the season is over will, in all probability, be a top notcher.

Homer Fairman, winner of last year Chicago road race, arrived in the city last Tuesday and will remain here for a couple or three weeks to train for his \$3,000 match race with John Lawson, "The Terrible Swede," which takes place in Chicago next month. Mr. Fairman trains every afternoon on the old fair grounds track, and is show-ing a remarkable burst of speed. He will have a quintuplet here within the next week, which is to be used in pacing.

Reddy Maxwell, the little flyer from Kansas, will remain in and about Omaha for the balance of the summer. He will follow both the Kansas and Nebraska circuits, and that he will win his share of the prizes goes out saying. He will be a member of Charles Barnum's racing team.

Old "Ned" Reading, who has been reently alluded to as a back number, made a magnificent showing in the six-day race last week, and demonstrated to his friends at least that he is yet as good a long disance man as there is in the west

The Cycle Path is a new Omaha cycle paper, which made its appearance for the first time on June 1. It is edited by Mr. Dan Brewer, one of our popular young racing men, and is a bright, newsy little sheet.

Frederickson is riding in excellent form this year, as was demonstrated by his fast half mile which he made at Charles Street park on Friday evening last. One minute, one and four-fifths seconds is moving along very fast for unpaced riding, and Fred may feel justly proud of his ride.

O. O. Hayman, the Grand Island flyer, will arrive in the city early next week and will begin training at once for the Nebraska state meet. He will ride as an amateur for

E. E. Mockett, the self-styled state cham-

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at the Lincoln races on Decoration day. He was easily defeated by men from his own home, where he claims to be the king. However, he may not be in condition as yet, and therefore it is very hard to judge him this

## ROAD RACE A SUCCESS

ANNUAL

who had quite a reputation as a fast man during 1892-3, returned from a year's stay in Mexico and the southern states. He will remain in the city during the season, and will probably be seen on the path again. on a Munger Lead the Way Across the Tape.

"Chief Googler" Cox of the Omaha Wheel club was married to Mise Lillian Gore on Wednesday evening last. Ed is very popu-lar among local wheel and club men, and all join in wishing him much happiness in DAVIES AND RICHMOND. Also on a MUNGER.

MAXWELL IS A DAISY.

a per cent of the gate, to take place at the Charles Street park on Monday night, June 15. Davies is a California man, while Richmond is a local celebrity, and the public Wins Everything In Sight at Lincoln and Establishes Two New State Records.

> Lincoln, Neb., May 30.-Two thousand people saw Maxwell (riding a World Bi cycle) win his races in a jog.

GRAND ISLAND, May 30. - delivered in four days.

O. O. Hayman, (on a World) won time prize in Road Race.

Homer Fairmon of Chicago member of the World racing Nine Thousand People Saw Fred Parnum team, and direct from Louisville, Ky., will train at the Barnum track (old fair ground) for three weeks. He is TIME PRIZE WON BY PIXLEY matched for a series of races against the terrible Swede, John Lawson, for three fifteen mile heats, best two in three, for a purse of \$3,000, the race to take place in Minneapolis first week in July.

In order to increase our sales on the famous World Bicycle, we will accept \$20.00 down and \$10.00 per month for the next thirty days, Get your order in early. Every wheel made to your order and

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