

this year. The added interest in riding a city it is time that he was suppressed. two-seaters comes from the fact that riders may enjoy each other's company this way, scarrely do so when riding singly Then, again, a lady who is nervous and becomes easily frightened at possible danger, thus losing control of her wheel, is perfeetly safe with a man on a tandem. The exertion for each rider is much less, as is shown in the fact that the more riders on a machine the faster it can go. Again there is the pleasure of a country ride which is denied to many of the women for the reason that they are not able to ride for any length of time, and are unable to pull up the hills encountered. With a man behind, the woman can slack up on her work when she gets tired and does not need to exert herself so much in pulling up hill This feature, however, will not commend itself greatly to the riders of the other sex. The growing tendency to use tandems has been recognized by manufacturers, and now almost all of them are building the ma-

A novel way of hiring conveyances to go from one part of the city to another has been devised by an enterprising bicycle dealer in Berlin. He has recently petitioned the Berlin city council for a concession place some 250 stands all over the city of Herlin and suburbs, where bicycles and tricycles can be hired for a small fixed sum. The wheels hired by the public can be taken out from any one of the stands and returned to any other of the stands of this company. The wheels are painted a light gray, provided with bell, lamp and holder to carry small packages. A large number is stamped upon the tubing in front and at both sides of the frame, so that it would be impossible not to recognize such wheel as one belonging to that company The hire for either buycle or tricycle is to be 10 pfennige (2%c) for the first fifteen From midnight to 4 a. m. the tax will be 10 pfennige for every ten minute the wheel is in use. An exact check i kept on all transactions by means of dupli cate coupons, which are issued when the wheel is taken out and stamped with time stamp, one coupon being kept at the station where the wheel is rented, the other coupon being taken by the rider. At the time he takes out a wheel the rider pays I mark (24c), and when delivering the wheel at any other stand of the company he re ceives his change or pays an addition, what-

Something which women riders ought to study with unusual care is a graceful dia-mount. Few are able, or, rather, few do dismount in a graceful and easy manner Nineteen times out of twenty the woman jumps down from her wheel as though it degeart or some other vehicle She will find it infinitely easier and far more becoming to her dignity and modesty to step off lightly and at the proper time, with the down stroke of the pedal. Another thing how many women riders are taught that they should not dismount on a street until they have wheeled to a curbstone on the right side of the road? Women very often jump from their wheels in the middle of the road as if every vehicle in the rear must come to a standstill and wait until they have walked to the curb. The common rules of the road should be impressed upon all riders, and many women who are not a customed to driving and have spent all their previous existence as pedestrians or passengers on cars have yet to learn that there is a code of rules for the control of the highway. When a woman dismounts in the middle of the road she has no regard for her own safety, and should not expect

A letter from an officer connected with the Italian troops in Abyssinia to an Italian paper speaks of the impression made by his appearance on a bicycle among the children of nature. He says that while riding with a white flag attached to the steering gear toward the lines of the Abyssinians the outposts and picket guards were so utterly sur-prised that they forgot all about asking him what errand he came on. He calmly de-scended when reaching the post and demanded to be shown to the headquarters of Ras Mangasha. He was shown the direction, and, accompanied by two Abyssinian horsemen, continued on his way. They rode at his side in mute admiration. When they arrived at the camp of Ras they informed the latter that a messenger of the Italians had come on a horse sent to him by heaven The wily chief, not quite as gullible as the rest of his troops, was considerably amused, and requested the Italian officer to give an exhibition of riding on the wheel, which the latter gladly did, thinking it would benefit the purpose of his errand. After looking at time the Ras allowed the messenger to return, but gave him no answer to the mes-

A bicycle, the frame of which is constructed with paper fibre, similar to that used in the manufacture of car wheels, is the latest invention to attract the attention of the wheeling fraternity. The invention is the work of a Mr. Wrightley of Chicago. Among other advantages, it is claimed that the paper tubing will not kink or dent as easily as the steel tubing, and that in consequence it is much more dur-able, with the additional recommendation that it is also much cheaper. The inventor has constructed a wheel of the regular roadster pattern which weighs but twenty pounds, and has satisfactorily stood the test of hard riding in Chicago and its and has satisfactorily stood the vicinage. Patents have been applied for and it is expected that wheels surmounted by paper fibre frames will be ready for placing on the market during the present

Bicycles are now geared by the average cyclist up to the highest possible notch to obtain speed and comfort without racing. As a consequence, the subject of gearing is interesting thousands of riders. The average gear is sixty-eight, which is turned out on the regular stock wheels, but special gears seem to be the order of the day. A well known rider, in discussing the ques-

tion of gear, says:
"Gear wheels of great diameter mean less friction, diminished tension on chain, and consequent pressure on rear wheel and crank bracket bearings, also a tendency to prevent bending of rear forks. Taking fifty-six inch gear and a crank of seven inches with the pressure upon the pedal of 100 pounds, with twelve teeth front and six teeth rear, there will be 356.4 pounds tension on the chain; with twenty teeth front and ten teeth rear, 320.1 pounds tension sion on the chain, which represents a les-seaing of the pull on the chain of 39 per cent. The pressure on rear bearings and crank shaft is reduced by nearly the same proportions, and will be found to be 384.3 pounds in the one case and 245 pounds in the other, a decrease of 139.3 pounds pres-sure on the bearings, which is 36.2 of the

load due to driving the bicycle."

While the popular gear last year was in the sixties, the call this season is for from seventy to seventy-three inches for read

The scorcher is doomed. From all points of the compass come reports where munic-ipal authorities have taken it until themselves to suppress this individual in most office the speed at which the cyclist is permitted to fly over the pavements is eight miles an hour, and this should be eight miles an hour, and this should be sufficient. The reckless manner with which the low handle bar "fiend" disports himself is altogether too "killing." People have been maimed for life by failing to escape this juggernaut of the scorcher, but his end is near. It is very well for a rider to speed at any gait over the descrited country roads, but when he brings this

Tandem riding is increasing in popularity | practice into a crowded thoroughfare of

At last the bicycle seems to have comthe relief of women who object to their husbands, brothers or sons using tobacco. It has been asserted that the wheel has made inroads into many branches of com-mercial pursuit. Now wholesale tobacco dealers declare that there will be a falling off this year of 730,000,000 from the con-sumption of cigars for 1835. This estimate is made by them on the basis that there are 1,000,000 wheelmen in the United States, and that they will consume two clears a day less on an average by reason of the time which they will give to riding a

Dan Brewer, the promising young ama-teur, rides a "Sterns" racer.

THAT MILE A MINUTE BIKE.

Took Four Men to Hold it After it Had Killed Its Inventor. S. M. Roper, the inventor of a steam deycle, died of heart disease while making a trial of his machine on the track of the new Charles River Park in Cambridge, Mass., the other day. He had made an independent trial of his machine, accomplishing a mile in 2:01 1-5, relates the Boston Transcript, and at the time of his death was making another trial against Nat Butler, the noted professional. He had completed three-quarters of the mile, giving Butler, who is one of the speedlest men in the when suddenly it was seen that he was

ountry, all that he wanted to do, and was oming down to the turn on the last lap, wavering in his seat, and an instant later he plunged forward onto his face. tremendous speed at which he was going carried man and machine over each other, the bicycle coming down on top of Re who did not move after he struck the The men at the training quarters,

and witnessed the accident, rushed down the track toward him. He had died so suddenly that he had not had time to shut off the power, and the wheels of the ma-hine were flying round at a fearful rate, earing up the track, while the coals had fallen out of the door of the firebox, which had come on the under side in the fall, so that come on the under side in the fall, so that it looked as if both man and machine were on fire. The machine was lifted from him, but the men who did it were unacquainted with its workings, and were unable to shut off the power. As soon as it was set up, with the wheels on the track, it was all that they could do to hold t, and it was some minutes before they build find the throttle, shut off the steam and open the safety valve, to prevent the langer of an explosion. As soon as the machine was quiet Roper was picked up and it was seen that the man was dead. A physician was summoned and pronounce that he died from heart disease. There is no question that he was dead before he struck the ground, as there was no injurpon him which would have been sufficien b have caused his death. It is probable that the tremendous speed at which he was going and the excitement of his success vere the cause of the attack. He mechanicial engineer, 73 years old, living at 259 Eustis street, Roxbury.

The affair is a particularly sad one, a he trial in which he met his death was the nsummation of an idea which had cos m years of study and hard labor. The machine on which he was riding had been tried and altered as defects were found over and over again, and he had just succeded in getting it to suit himself. As far as can be learned, it was a success in every way, as it was worked up to a great speed this morning without showing any of the straining or twisting which has always been the trouble with bicycles operated in any other manner than by foot power. The mile which he did in 2:01 1-5 represents on a fraction of the speed which could be tained by the machine, as the track is small that he was unable to let it out anywhere its full power, and on the turn

if the power entirely and around until he came onto consted straight again. It is the of many good judges of who watched the trial that in the straight where he was able to speed up pretty well, he was going at a speed of nearly a mile a minute, and that he could have attained

quite that on a straightaway course.

There was no one at the track who was familiar enough with the machine to give a detailed description of it, but it is apparently of about three or four horse The firebox, boiler and water tank are all contained in an oak box about three feet high, two feet long and ten or eleven inches wide, placed inside of the frame of an old-style Celumbia bicycle, with the bottom about eight inches from the ground and the top a little above the top of the frame, the whole machine weighing in the neighbor-hood of 200 to 250 pounds. The application of the power is on the right side of the machine, and is much the same as that in use on marine engines, except that the piston works in a horizontal direction instead of vertically, as is the case with most marine engines, and that the end of the erank, instead of running in a bearing is free, with the eccentric red applying to the free end, the other end, of course, being fixed to the rear wheel

It might be thought that this would give a good deal of twist if the power were applied very hard, but this apparently is not so, for in spite of the rough handling which the machine had all this part of it was in perfect condition, although on the other side, where it had fallen, it was a good deal smashed up. Both the piston rod and the eccentric rod ran through sev eral guides, which were attached to the lower side of the frame of the bicycle, that the whole is firm and compact. The throttle is on the cutside of the machine. just above the cylinder, so that if the cord connecting with the handle bar, by which it is usually operated fails to work, it can be shut off by a direct application. The machine is a coal burner, and has a funprojecting backward almost on a out behind the rider. The running of the machine works an automatic pump, which is provided with a cut-off, which operates when the boiler is full. It has also a

but the pressure could be run up to 160. Electric Biercle Lamps. Every rider should have one. They are perfect and cheaper than oil lamps. Special rates made to clubs. Call and see them.

raught regulator by which the fire can be

blown up to almost any height. The ma-chine usually carries 150 pounds of steam,

Ak-Sar-Ben Cycle Co. NOVELTIES FOR THE CYCLIST.

Few of the Accessories Deemed Necessary for the Wheelwoman. There is something wrong about the new woman who is content with a mere bicycle. A wheel without its trappings no longer counts for anything in the eyes of the woman who has realized the fascination of trappings. Accessories almost without num-ber are now demanded by the wheelwoman after meals. has become initiated in the luxuries bicycle riding.

in the first place there is, of course, the kit of tools, and if the cyclist is very modern in her tastes, her tools are mounted in solid silver. It makes a pretty little outfit, which is, of course, kept in a neat loather case is, of course, kept in a neat leather case bearing the owner's monogram in silver. The next item to add to the weight of the wheel and protection of the rider is the biggele rife which is also winder to the bicycle rifle, which is also stowed away in bicycle rine, which is also stowed away in its leather sheath and neatly suspended by straps. This is a novelity, but a very popu-lar one, and it is what makes the wheel-woman the most dangerous animal one can

with an arrangement of straps attach it neatly to the handle bar.
Then comes the bicycle lantern,
its new arrangement for giving light both at the front and at the rear. The wheelwoman is very proud of this pretty and useful novelty, especially when is handsomely got up in silver, as usually the case. It is fastened. course, to the fork of the front wheel, and by shedding a clear light in both directions does its best to avert catas-

The bicycle belt, with its pocket for hange, is a new addition to the wheelwoman's personal outfit, as is also the bleycle glove, the back and wrist of which is of silk, and the palm and under parts of the fingers in kid. The perfora-tions in the palm are made in the form of

a wheel. The way to do it is to do it on a "Sterns,"

CHEAPER WHEELS.

the world's leading bicycle

Further Reduction in Prices Generally Expected. "Blcycles are cheaper this year than ever before," says the New York Sun, "but still

the bottom figure cannot be reached as yet. No longer ago than last year people hesitated before buying a cheap wheel, or one of a model that had not received the test of several seasons; and with reason. Those who bought a low-priced wheel for economy often had to trundle it home as the result of a breakdown, or spend nearly the ma-chine's price in keeping it repaired.

"Wheelmen say that their experience with cheap wheels this year has been different. They believe that the very fact of old bi-cycle makers having made so great a re-duction in the price of their '96 wheels, together with the increased facilities for manufacturing, is proof that there is a

hance for a still greater drop in price. "A few years ago one invested in a bicycle as he would in a horse or a buggy. He had no intention of selling or trading it at the end of six months. A bicycle of any sort was a luxury, and its rider became more attached to it each year. Wheels were but slightly modified from year to year, and to ride one machine five or six years was not at all uncommon. Like flddles, bieveles were said to grow better with age. Now, it may be said, a wheel must be built for the occasion. 'Mine is the latest '96 model,' is the proud boast of cyclists to-

This desire for new wheels of the latest pattern has done much to benefit manufacurers young in the wheel-making business cyclists feel that while a wheel may not have great endurance, it will suffice for a season or two, when they will want a new

of bleveles is likely soon to arrive here from Japan, and that they will sell at a sur-prisingly low figure. Whatever may be the truth of this report, it is generally believed that bicycles should be cheaper than they now are, and that bright prospects await the concern which will furnish a rich man's wheel at a poor man's price."
Regarding the cost of manufacturing

icycle a correspondent furnishes the Sur following astonishing figures: Buffalo recently I ran across an em ove of one of the bicycle works in that Being personally known to him, isked what was the absolute cost of pro-luction of a \$100 high grade wheel. He egan to figure it out.

'The best way to get at it,' he said is to take the highest prices paid to me-chanics to produce certain parts until the wheel is complete and ready for the maret. Taking the wages paid the men to panufacture all these parts, the absolute cost to the bosses to put upon the market a \$100 high grade wheel is \$18.60. The cosses of the shop where I work sell their wheels to retail dealers for \$50. "Now, as an employe, I asked, 'what would you have to pay your employers for

a \$100 wheel? 'Oh, they sell them to us for \$20, but we annot resell them unless we want to get "Don't you think a \$100 high-grade whee

an be sold for \$50 with profit to the manu acturer and still maintain the present rate of wages paid mechanics to make them?"
"Certainly. What is more, sales would be increased also, and more men employed to produce them. The big end of the profits noes to the retail dealers, whereas if the manufacturers had their own selling agents hey could well afford to sell \$100 wheels 150, yes, and \$40, with good profit. They low wages. Their rents are small, the page being generally located in country. of wages paid mechanics to make them

being generally located in country As a mechanic, I know the parts a wheel are not nearly so intricate or delicate in mechanism as those of a sewing machine, yet I am told by brother mechan-ies who make sewing machines that it costs but \$11.75 to produce a \$60 machine for the market. To produce an \$80 bicycle, we figure it out in the shop that the absolute cost of manufacture is but a trifle over \$19. Of course, when as a workman on bicycles give you the cost of their production to ses, I mean the cost of their manufacture by the hundreds. The making of bicycles is generally regarded by mechanics as the simplest kind of mechanical labor, with less loss to manufacturers by imper feetly constructed wheels through bad workmanship than is the case in the construca sewing machine with its finer mechanism.

In the recent six day race at the Bicycle park the Sterling bicycle, ridden by "Kid" Micratein, was the only wheel ridden throughout the race without change and this, too, notwithstanding the three terri-ble falls the Kid had. The Sterling thus sustains its reputation for solidity and speed. Western Electrical Supply Co., 1515 Howard St., are sole agents.

HER BLOOMERS.

The Old Gentleman Thought She Was Something Like Eve in Them. She stealthily descended the stairs and laid her hand on the knob of the front door. She hoped to get out of the house without attracting attention. But the door of the library awung softly open, and she was discovered.

"My daughter," said the white-haired old gentleman, "what is that-what are those She hung her head and turned the door

knob uneasily back and forth between her fingers, but did not answer.

"Did you not promise me," the old man went on, "that if I bought you a bicycle you would not wear—that is, you would She stepped impulsively toward him, then

"Yes, father," she said, "I did; and I meant it. But I didn't know these then. The more I saw of them the better I liked em. They improve on acquaintance, ther. They grow on one—"
"My daughter," he murmured, "Eve's

tarments frew on her. Ned Reading won first in the great sixan eighten-pound Sterns. There are others.

ZIMMERMAN'S DON'TS.

Short and Pointed Advice for the Cy-

eling Multitude. Here is a collection of "Don'ts" from York World, that if heeded will avert trouble: Don't expect to accomplish everything in

Don't go into a century run without train-Don't forget that the race is wen in the last sprint.
Don't begin to ride for at least an hour

Don't occupy more than your own share of the road. Don't drink cold fluids when overheated from riding. Don't lose sight of the fact that you were

nce a novice.

Don't lack confidence in yourself when learning to ride.
Don't lose sight omust pedal straight. Don't race until you have prepared your-self for the strain.

Don't pass a wheelman in distress without offering assistance. Don't ride so long that you return home Don't put all the force of your pedaling

Don't wait until you become tired before Don't rush out on the road before you Don't blame the other fellow for every

Don't forget than others have as much right on the road as yourself.
Don't ride mose than a mile at a time if a greater distance thes you.

Don't try to do too much at the start, particularly if you are a woman.

Don't allow your leg to get perfectly straight at any time while riding.

Don't have your saddle so far to the rear that your positions.

that your position is not easy.

Don't jump off your wheel and throw own on the damp grass. Don't go out on a long run without being repared for accidents to the wheel. Don't think you can get a high grade wheel for anything but a high grade price. Don't forget that in a collision between

wheel and a wagon the wagon never Don't drink the common drinking water the different towns you pass through.

Don't drink cold water. Gargle the throat and rinse the mouth with it when thirsty. Don't permit a feeling of nervous appre

hension to affect you when learning to ride.

Don't deviate from a regular mode of This applies to the track man lving. Don't be afraid of the man who pulls out ahead of you at the beginning of the race.

Don't make any sacrifice to secure light-

Don't fail to remember that those ahead cannot hear you coming unless you ring your bell. Don't imagine you are an expert until you can manage the wheel without putting your hands on the bars.

ness of the wheel. Lightness means less

In the recent six day race at the Bicycle park the Sterling bicycle, ridden by "Kid" Micratein, was the only wheel ridden throughout the race without change, and this, too, notwithstanding the three terri-ble falls the Kid had. The Sterling thus sustains its reputation for solidity and speed. The Western Electrical Supply Co., 1515 Howard St., are sole agents.

The Great Relay Race. The time is drawing near for the start of the great Journel-Examiner Yellow Fellow Relay race. The details are being rapidly perfected. The Bay City wheelmen of San Francisco, who are all mounted on the same make of wheel, will perform the difficult duty of crossing the Nevada desert and mountains with the precious message. It has been decided to run a special baggage buffet car and engine on the Central Pacific, over this part of the route, to assist the relays by dropping out riders in that uninhabitable re gion, and picking them up again when their duties are ended.

Mr. Lyle Dickey, who has been appointed manager of the fourth division, has made arrangements to receive and post telegraph bulletins at his store, from every station between Ogden, Utah, and Carroll, Ia., and comparisons can be made with the time of the overland fast mall, and also with the egular schedule of the ride, showing gains or losses, and reporting accidents or delays This will interest many. Owing to the historical nature of this great ride, as well as the local interest it generates, we predict that the riders participating will long re-member with pride their experiences in covering their relays, and the handsome sliver medal given by Mr. Hurst, the owner of these great newspapers, as a token of the riders loyalty and faithfulness to the trust iders loyalty and faithfulness to the trust mposed in them, will be held as a fitting souvenier of the vitality and effort expended. The names of the riders in the pended. The names of the riders in the fourth division will be given out for publication next week.

Look out for "Faithful Gadke." counted on a "Sferns," the proper wheel.

Tourists in the Saddle.

Just because it rains every Saturday night is no reason why the club can't make its scheduled runs, or at least that is what Fitch says, and, judging from what the writer observed of the country roads in the afternoon last Sunday, he wonders why more of the members did not go to Bennington with the Ganymedes. However, the Tourists with the Ganymedes. However, the Tourists were represented at that place, although were represented at that some series who are not in very large numbers. The majority of the members who are wont to take their accustomed Sunday spin with a state of the resume at \$230 p. m., headed by

wont to take their accustomed Sunday spin left the club rooms at 2:30 p. m., headed by Captain Spencer, and "consted up Leavenworth street" to the park, where they selected a nice, cool, shady place and sat down on the grass to listen to the music. Part of their number thought if they went out a little further parkers the music sends. Part of their number thought if they went out a little farther perhaps the music would sound sweeter (?), so, acting on that belief, withdrew from "de push" and while they were enjoying themselves to their hearts' ontent another of the boys amused him elf by appearing very unexpectedly on the one and took a snap shot with his camera. Refere the club left Hanscom park for ittle spin over the Center street course it bosed in front of one of the large trees in order that the writer might get a photograph of it. Some of the party who had "looked pleasant" before and the would-be hotographer had pressed the button and told them it was all over, but forgot to "pull the slide," gently reminded him of gently reminded him of hat occasion and cautioned him to be sure o point the machine in the right direction his time and not forget to press the button and null the slide

Several of the members have recently rowed a vow that hereafter "The makers" or Tourists (the same club, but a different name) would be represented at the cheduled point every Sunday, rain or shine. 'Are you wid 'em?'' Last year the club nileage ran up beyond 60,000 miles for the cason. Don't let's fall behind this year. 'urn out on club runs. You will find a joily ot of wheelmen and you'll always be ome on our country trips awheel, whether nembers of the club or not.

Today, weather permitting, there will be a grand joint run of the various clubs of the city to Papillion. Last year the number who went to this place numbered several hundred and the universal verdict was that all had a very enjoyable time. You will find that the residents of that place knew just how to entertain visiting wheelmen, and is they have been informed that a large number are expected to be present there today, you can rest assured that you will have a good time.

Leonard Hartson is back from Chicago. He now wears a natty suit of green and he is the recipient of many complimentary remarks from his companions. He expresses himself as having received a cordial recep-tion at the hands of the Chicagoites and conemplates returning to the Windy City some me next fall. He witnessed the Decoration day road race in that city and was able to entertain the Tourists on his return with a graphic account of that day's sport.

Charles Wille, the newly appointed secretary, says he is going right out after delin-quent members, so if you know you are indebted to the club it would be advisable pay up before he calls on you, as he will no doubt go "loaded for bear."

We have a good assortment of second-hand bicycles. Condrons, 1895 and '96 pat-terns; Ramblers, Crawfords and others. Wm. Lyle Dickey & Co.

Are you going to the state meet at Lin-coin? A number of the Tourists are con-templating a visit to the Capital City and may possibly pedal up over the country roads on the 3d, returning on Sunday, the 5th. If you are thinking of making the trip hand in your name to Wille, the club's

present secretary, some time in the near future, and if the trip is made let's turn out a good delegation. The writer recalls to memory a trip to Lincoln one day last fall, when Charles Wille, Herman Gunther, Mr. Wilderman and himself pumped over the hills via Louisville against a heavy wind and the Capital City yeling club delegation met them at Greenwood, piloting the party on over the balance of the road. Were we tired? Ask Gunther or Wille, they will tell you all about it. The Lincolnites are all right and if it had not been for them setting the pace for the party over the last fifteen or twenty miles of the trip we're a little afraid that we wouldn't have caught the train, as the special train which was expected to come back failed to connect on account of the small crowd and the boys came back on the

The "Sterns" combination and diamond fame tandems are to be seen at Dickey's

F. H. McCall, who rede under the Tour colors during the six-day race which closed at the Charles Street park last Tues-day evening, secured third place, notwith-standing all of his bad luck in getting a fall tured on another, necessitating the changing of wheels, in which he lost a lap each time. He displayed some fine abilities for fast riding as well as enduring qualities.

After the finish of the six-day contest challenges flew thick and fast for a time and it is announced that there will be several exciting races during the coming week.

Buy the best, don't be helf content with a "Just as good" bleycle when a few more follars will buy a "Sterns," finished in black or orange. Wm. Lyle Diekey, sole black or orange.

Some little difficulty was experienced last year at Papillion for all the wheelmen to owing to the fact that the hotels and restaurants had not been informed of the fact that the cyclists expected to come in such large numbers and of course were unpre pared. This year it is confidently expected that there will be an abundance for all. At all hazards, a good dinner can be obtained in Papillion at a nominal cost and those who miss this run will ever regret it as it is expected to eclipse that of an previous year and a general good time anticipated.

The writer was very forcibly struck with an act of a Tourist who chanced to be riding along the street and struck a rock or some thing, which came near throwing him, to see the rider turn around and go back to the spot and remove the same from the street. In this connection we think this would be a very good plan for all wheelmen to follow, even if you don't chance to hit the article. It takes but a moment's time to stop and remove it and thus avoid any possible chance of accidents to yourself or any other cyclist who might come in contact with it after dark. Bear this in mind and cycling will thus become more of a pressure to you than if you are constantly harboring fears that you will be thrown from your wheel from me such thing which might lie in your path.

What did Dad Holten ride? A "vellow of course. They are always in the lead.

ABORIGINAL WOMAN POLITICIAN. Achievements of a Chevenne Indian

Woman Worker.
The recent announcement of the death of 'Washee'' Block, the Cheyenne Indian voman politician, has caused a renewal of nterest in her unique personality. Accusomed as people had become to the fads and ecentricities of the end-of-the-century omen, writes a Kansas correspondent of the Boston Transcript, they were hardly prepared to swallow at one gulp the story that an Indian woman had achieved amo her own people a reputation as a politician and manipulator of public sentiment that even Mrs Lease might envy. Your correspondent visited the late home of this rerespondent visited the late home of this remarkable woman, near Watonga, Oklahoma, and is warranted in declaring that Mrs. Block was not a myth, but a character from real life, and that she actually did possess the distinguished traits that are attributed to her.

For twenty-two years she was one of the leading lights of the Cheyenne tribe. She was a strong champion of everything having a tendency to improve tribal conditions and was as fearless in denouncing men and measures that conflicted with her ideas of

and was as fearless in denouncing men and measures that conflicted with her ideas of justice toward the Indian. She saw with prophetic vision that the tribal governments could not withstand the onward march of Americanism, and that their ultimate disintegration was only a question of a few years at most. Holding these views, it is not to be wondered at that, when the government began overtures looking to allotment of Indian lands in what is now known as old Oklahoma and the opening up of the residue to homestead settlement, the commissioners appointed to treat with the Indians and secure signers to the jetitlon dians and secure signers to the petitio found a willing and valuable ally i

Some of the most powerful men in the Cheyenne and Arapahoe tribes—among them old Chief Whirlwind and his sub-chiefs, Red Moon. Little Big Jake, White Shield. Old Crow, Little Bear, Cloud Chief and Wolf Face—arrayed themselves with the opposition and steadfustly refused to sign the petition. A stubborn Indian is the hardest person in the world with whom to deal, but "Washee" Block, nothing daunted undertook the tusk, and a goodly portion of the credit for the uitimate success of the movement belongs to her.

She spent months in visiting the camps and "log-rolling" for the government's plan, riding horseback most of the time. She was an expert horsewoman, and her love for "Old Isilly," her favorite animal, was so great that, at her dying request, the horse was killed over her grave.

Philip Block was a German who had lived Some of the most powerful men in the

was killed over her grave.

Philip Block was a German who had lived among the Indians all his life. If "Washes" was a prototype of Mrs. Lease, Fill was a veritable Mr. Lease, for he allowed his brilliant and ambitious wife to have her way

mong the Indians all his life. If "Washee was a prototype of Mrs. Lease, Fiell was a veritable Mr. Lease, for he allowed his brilliant and ambitious wife to have her way in everything.

"Washee' was a prepossessing woman of medium height and fine form, straight as an arrow and with soft brown eyes that steatly added to her charms. She could speak good English, and but for her squaw dress, which she refused to give up for stylish gowns in ther fabrics, might easily be mistaken for a white woman. Some of her costumes were beautifully ornamented after the Indian fashion, but with better taste than is usually displayed by squaws. Her finer sensibilities kept her from participating in many of the semi-barbarous amusements indulged in by her tribe. But she regarded the Messiah dance as an important religious rite and shared, in part, the strange beliefs of her tribe respecting future rewards and punishments.

She was married twonty-two years ago on the North Canadian in what was then the Cheyenne and Arapahoe country of the Indian territory. Her husband had previcually been married to a dozen different squaws in other tribes, but when he married "Washee" they had all been provided for in some way that satisfied the Indian sense of honor. Phil Block gave \$30 and six ponies as a present to Muscotah is alive today, though in Leeble health, and is conceded to be the greatest Indian medicine woman now living. She is said to be over 100 years old. "Washee' Block had learned from her mother a great deal about the virtues of Indian medicines, and this knowledge, from an Indian view point, comprises the highest education one may possess. Like her aged mother, "Washee' was a very angel of mercy in the scourges of sickness that periodically visit the Indian camps. She would have become the medicine woman of the Cheyennes had she survived her mother. As it is, Muscotah's mantle will probably fall upon the shoulders of the brightest of her grandehildren.

There is scarcely a reform that has been suggested or worked out among the

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