

WINDING UP, CLOSING OUT, GIVING AWAY AND THROWING AWAY BANKRUPT GOLDEN EAGLE SHOE STOCK

114 SOUTH 16TH STREET,
BETWEEN BOSTON STORE AND HAYDEN'S.

The Creditors in a bad fix—Notified to vacate the building at a moments notice—They beg permission to occupy it a few days more and are given

SIX SHORT DAYS TO WIND THE SALE UP

There are fully (\$20,000.00) Twenty Thousand Dollars worth of shoes still in the building, and only 6 days left to get rid of them—Already selling at a fearful loss, it is necessary to incur a still greater sacrifice in order to close out all these shoes in such few hours, Tomorrow you'll find every pair of shoes in the Bankrupt Golden Eagle Shoe Stock

MARKED DOWN TO ALMOST A QUARTER OF THE FORMER PRICE

All Single Pairs SMALL LOTS Men's Gait Shoes WHICH COST UP TO \$6.00 A PAIR go at \$1.75

Small Sizes Ladies' Shoes and Oxfords WHICH COST UP TO \$5.00 go at 59c

Full Lines, ALL SIZES Ladies' NEW STYLE \$3, \$4 and \$5 Shoes, \$1.50 and \$2.50

Full Lines, New Style Men's \$5 AND \$6 WINE, TAN, BLACK, Shoes ALL SIZES GO AT \$2 AND \$3

LADIES RUSSET OXFORD TIES COST \$3.00 GO AT \$1.50

BOYS' AND YOUTHS' BLACK AND TAN SHOES COST UP TO \$3.00 GO AT 85c, \$1.00, \$1.25, \$1.50

25c Giltedge Polish 10c Large Size French Blacking 5c to 15c Bottles Tan Polish 5c Bargain Counter Shoes 29c a Pair.



Two trials have been made within a month of the relative speed of the bicycle and the locomotive. The first occurred on July 28, near Syracuse, N. Y., between a six-wheeled cycle and the Empire state express. The run was for half a mile, and while the train was not under full headway, nevertheless the speed was very rapid. The bicyclist pedaled along a cinder path between the tracks and were at a disadvantage, but succeeded in pulling ahead of the train at the finish. The time was not taken.

A more elaborate trial was made on the Blue Line road near St. Louis last Sunday. Cyclist E. E. Anderson covered a mile in one minute and three seconds with apparent ease. In fact, he would have cut the time to one minute had he not mistaken the road for the train for the torpedo at the finish and reduced his speed before crossing the line. The test was made on a plank track between the rails. One car was attached to the end of the platform rail down to the end of the truck was covered with a firm shield, making an effective windbreak. Anderson, who was dressed in a red and white bicycle costume and wore long, black gloves, reaching all the way up his arms. He wore a pair of smoked glasses to protect his eyes from cinders. At 2:50 o'clock he gave the signal to start and the great run began in earnest. As the starting point was reached the train was going at the rate of fifty miles an hour. Anderson was riding easily behind it. After going about half the distance he dropped back about twelve feet. A quick start put him directly behind the train again. Anderson hung on like grim death, and when the engine had struck the torpedo, announcing that the finishing point had been reached, Anderson was less than fifteen feet behind the coach. He then bent to back-pedal, and in less than a sixteenth of a mile had brought his machine to a full stop.

Joseph W. Robert and William P. Laing were chosen as the timers. An accident to Mr. Robert's watch prevented him from getting the correct time, but Mr. Laing, who is rated as one of the best timers in St. Louis, caught the cyclist's speed at one minute and three seconds. Anderson put in gear, and starting the last sixteenth of a mile, he experienced no trouble in keeping up with the engine. His wheel weighed nineteen pounds.

There have been some curious bicycle accidents lately. In one case the victim was a girl whose shoelace became entangled in the pedal, and getting wound up, gave her a severe fall. The first inference from this might be as to the wisdom of wearing shoes that are laced when riding a wheel, but then laced shoes or boots are virtually a necessity. It is plain, though, that care should be taken in leaving any long ends exposed; probably the safest way is to have one's shoes equipped with fasteners that do away with dangling loops and loose ends. Another strange accident is that of the young woman who was struck by a bicycle and knocked down; in falling she bit a piece out of her cheek, exposing an artery and causing infinite trouble. For a time her life was almost despaired of, but at length the physicians succeeded in taking up the artery and stopping the flow of blood. As for bicycle accidents in general, many more occur than most people suppose, but the majority are of trifling importance.

Nothing brings on fatigue more quickly

than riding in one position. An occasional change in position relaxes certain muscles and brings others into play, making it possible to accomplish greater results or to return from a journey without being all "used up."

Fatigue at the wrists may be relieved by change of grip, so as to catch the handle with palms up; also by raising or lowering the shoulders, so as to change the angles at which the wrists are bent. This, as well as changing the grip, will relieve the outer side of the arm, but the practice of leaning on the arms and throwing all the weight on the handles is a poor one at best.

The rider's weight should be distributed between the saddle and the pedals, with just enough thrown on the handles to keep his balance, and while riding with the hands off the bar is not to be commended except for the trick and fancy rider, the body should be so poised as to make this possible.

Leaving over often brings fatigue to the chest muscles, while pain in the back is often due to the same cause. Sit up straight as applied. The purpose of the cap is to keep out dust and dirt. It ought to have nothing to do with the air-holding quality of the valve. An important purpose in keeping the air in. A rider thought that he must have received a puncture a few days ago when he had merely lost the cap of his valve, and another found his tire getting flat unexpectedly owing to the fact that the valve cap had not been screwed on tightly. It is easy to test a valve by turning the wheel until the valve is at the highest point, and then holding a full glass of water so as to cover the valve. It is well to make this test, in case any suspicions are aroused, with the cap off as well as on.

The ordinary starched outing shirt is a wretched thing to wear for cycling. It sticks to the flesh in most annoying fashion, and is likely to cause colds to persons easily susceptible to them. A loosely woven, woolen shirt is best. If a sufficiently light material can be secured, but closely woven stuff should be avoided. Gray woolen shirts are best, and will answer to the requirements, but they are not some to look on. A mixture of silk and wool is also on the market. This may be bought in attractive colors, and will be found far more desirable than the ordinary chevrons, etc., which have to be starched.

A new automatic saddle, which embraces several novel ideas, has been marketed by a Syracuse firm. In shape, the seat is comfortably wide in the rear and narrow at the pommel. It is made of leather, with a wood castle. The feature of the device is its tubular base, in the ends of which plungers are inserted, attached to the cantle and pommel, and which work against spiral springs. The springs are intended to automatically keep the leather taut. By working laterally instead of horizontally the springs make, it is claimed, an easy movement that cannot be obtained from any other kind of spring. Another commendable feature of the saddle is that it has a rocking motion, conforming to the movement of the body.

Following is the text of the recent decision by Judge Thompson of Louisville in a case

where a wheelman was tried for riding on a sidewalk.

"In these cases the burden is on the defendants to prove that the road is actually in such condition as to render it unsafe for the bicycle to pass; there is not in justification but in mitigation of the offense, for, even where such condition exists, it gives them no legal right to ride on the sidewalk, except by rule of necessity, which must be justified in each case by the fact, and then it does not authorize them to ride at all if the sidewalk is occupied by pedestrians; they should remount and pass the obstruction on foot wherever the sidewalk is frequented by pedestrians. In the business part of the city—crowded thoroughfares—they have no right whatever to ride on the sidewalk at any time nor for any purpose. Women and children and old and infirm persons have a right to pass along the sidewalks not only free from danger of collision with bicycles, but free from apprehension from such danger. The proof, I think, shows conclusively in these cases that the road-way was in an unsafe condition for bicycles to pass by reason of its being out of repair and being deluged with water so as to render it dangerous, even impassable to the vehicle, and that the neighboring streets were in no better condition, and it does not appear at what rate of speed the defendants were riding, nor whether the sidewalk was or was not at the time occupied by pedestrians; under these circumstances, I think, it would be unjust to assess a fine in this case, and they are dismissed. I think it the duty of the city to regulate the sprinkling of the streets so as to keep them reasonably safe for the passage of this vehicle, as well as others."

WOMEN AND THE WHEEL.

Sensational and Theoretical Assumptions Refuted by Experience.

There is no stronger or more gallant champion of wheelwomen than the New York Sun. Referring to recent sensational and theoretical attacks on the physical and moral side of bicycling, the Sun says:

"A discussion has been started as to the influence of bicycle riding on the physical and the moral health of women. So far as we have observed, the practice of the exercise is deleterious to nothing at all experimentally. They are not themselves bicycle riders. Their opposition to the exercise is theoretical purity, or is due to the effect they imagine has upon those who engage in it. We have seen no notable medical opinion which sustains their assumption as to its necessarily injurious physical consequences, and we questionably there is no general agreement among physicians that it is hurtful to women especially.

"If bicycle riding produced the immorality which a few sensational writers attribute to its use, the evidence by this time would have become indisputable and overwhelming. In many a rural community the great majority of the young women are wheelers, and in all the large cities there are many thousands of the daughters of the most respectable families who indulge regularly in the amusement. Great numbers of mothers also are bicycle riders. This number there are twice, probably many times, as many feminine wheelers as there were last year. Wheeling has become a fashionable feminine practice, and such an opportunity is at hand for obtaining a mass of evidence as to its moral and physical consequences upon which to generalize with certainty. The evils charged as almost inseparable from it really existed, they would appear beyond the possibility of concealment. They would be manifestly and palpably in many thousands of households to the watchful eyes of physicians and the anxious scrutiny of parents. Who has seen them? Where have the deleterious consequences been made apparent? Could they be all about us without exciting the remonstrance of the clergy and the denunciations of priests and clergymen? How is it that there are so many clerical wheelers if the exercise is demoralizing?

"It is enough to ask these questions to show how evil are the minds, if not the deliberate intentions, of those few who raise the cry against the use of the bicycle by women. It is not a new device to cater to vicious tastes by pretending to discover depravity. That is an old trick, and its revival under the guise of pointing out a danger is an insult to bicycle riders.

"The charge against the practice by women that it fosters immorality is a strident tale to the depravity or the narrowness of

the minds of those who make it. So far from being immoral, the special bicycle costumes of which the so general use of the wheel by women has caused the fashioning are both modest and suitable. They are also becoming. Moreover, they are tending to a change in the outdoor dress of women which is altogether desirable. The bicycle is producing a dress reform demanded by good sense, which otherwise would have been long delayed. Women are learning the convenience of shortened skirts for wear outdoors and in business occupations. They are getting accustomed to them, and the novelty which once attracted unwelcome attention to such a costume has passed away. Women have discovered, too, that the dress can be made very becoming, more especially to young and graceful figures. Pretty girls in pretty bicycle costumes are wonderfully pretty to look upon as they stand by their wheels or walk about in the intervals of road riding. Neither is there anything in their appearance which indicates that they are suffering from the physical ills attributed to the use of the bicycle by writers or readers. Neither is there anything to attract attention. They look strong, hearty, and vigorous, and seem all the better for the exercise. They have acquired a new freedom of movement which is graceful in its nativeness.

"Nothing in recent times has done more for the desirable advancement of women than the bicycle."

TO WHEEL ON THE WATER.

A Frenchman's Invention to Revolutionize Travel by Boats.

Count Gramont, in a report to the State department from Zurich, Switzerland, tells of a new invention made by the French ship engineer, Bozin. It is called "Bozin's Roller Express," and it is claimed that by this system the movement of boats will be increased to about sixty-two miles an hour. It consists of a large platform, supported by movable wheels, which rollers. The platform holds the boiler, machinery, cabins, etc. The propelling power of the machinery is used partly in a conventional way, by means of screws or paddle wheels, but principally to propel the mighty hollow side rollers which will not insure a speedy inventor. In using his new system, it is said, is considerably reducing the resistant friction of the water, and thus attains a minimum of expense and consumption of power, a maximum rapidly up to fifty knots an hour and over. The results obtained with a model boat have so encouraged him that he now has his intention to make further trials with one of greater dimensions. This vessel, the Ernest Bozin, is in course of construction. It will be of 250 tons capacity, and have engines of 160 horse power. The length will be forty meters and width twelve meters. The three pairs of side rollers will be ten meters in diameter.

Mr. Bozin, it is stated, intends his boat to make the first trial trip within a few weeks by way of the Rhine across the English channel, and up the Thames to London. It seems, Mr. Germain says, that a problem has been solved, and if the vessel can be used on the high seas this system may produce the fastest boat in existence.

The Run Across the Continent.

The tide of interest in the Examiner-Journal Yellow-Fellow Relay ride has turned from its low ebb caused by the postponement and preparations are now rapidly nearing completion. The couriers already selected by the clubs are among the best riders in the country and insure a speedy conveyance of the document of the War department placed in their charge. The couriers have taken a strong interest in the handling of the packet on the portion of road assigned them, and they will, if hard work and attention to detail counts for anything, see that no mishap comes to it while in their possession. From the many riders who have crossed the continent this season it has been ascertained that the route which it was thought would be impassable are in fact in good condition for riding and average time will be made over them. The most difficult portion of the route is from San Francisco to the Sierras and then through Nevada. This has not deterred the hardy riders, many of whom have volunteered to cover the ground made famous by the Pony express

riders of olden times, and Manager W. Lytle Dickey, at this point, says he will give us a great race through Omaha and all of his territory.

THE LOVE OF CYNTHIA.

A Summer Novel of Almost Pathetic Interest Without Any Motive.

CHAPTER I.

"At midnight, darling," murmured Harold, clasping the sweet Cynthia to his bosom, "I don't think that these two young people are the New York Sun."

"And papa?" she asked, trembling, for her father was a fierce old man who had more than one occasion spoken very unkindly of her lover.

"Fear him not," responded the fearless youth.

"He will follow," she insisted.

Harold clasped her once more to his bosom.

"I don't think," he said solemnly, "I know he will," she cried.

"Nonsense," he said, "I shall see that his fire is extinguished and his hands kept dropped in the well."

With an almost impassioned embrace she flung her arms about his neck and then hurried away.

"Darling, darling," she called, as she threw him a kiss.

"I will be with you," he called in response, and disappeared in the rapidly gathering twilight.

CHAPTER II.

It is scarcely necessary to explain to the reader that these two young people were planning an elopement and that the steels which were to carry them beyond the limits of paternal wrath and revenge were bicycles.

With an almost hurried haste the second chapter got along to the third.

CHAPTER III.

Harold stood beneath the window, gazing heavenward, where Cynthia sat waiting for his call.

"Darling," his voice floated upward in a whisper and fell upon her entrance door.

"Waiting, darling," she murmured, as she leaped far over the window sill and peered down in the very mid of the night.

"In a moment he had thrown a ladder against the wall and in another she was in his arms.

"Nothing on earth shall part us now," he said, fondly, shaking his clenched fist toward the window behind which the father slept.

"Nothing, darling; nothing," he said, and white arms clung about his neck passionately.

CHAPTER IV.

Harold held her in his throbbing bosom for an instant only.

"We must fly, darling," he said, as he drew the bicycle from the darkness. "Mount as I do and follow me close. I know the way."

For an instant the trembling girl hesitated, then she stopped resolutely.

"What make of wheel is this?" she asked.

"The Wigwag, of course, darling," he replied.

"Good evening, Mr. Jenkins," she said coldly. "You know I ride only the Zig-zag."

And Cynthia climbed back up the ladder.

sort of way and instead of remarking that "You're off your trolley," he simply says: "My friend, your tire is punctured. If he thinks that your statements are reckless rather than malicious he tosses his head knowingly and says: "You're coasting, now, ain't you?"

The term "cheatman," as applied to an ancient story, has passed out of use upon the boulevard. Suppose, for instance, that you and she are trundling along between the hill-lined avenues and you say that she is the only girl whom you ever loved. She, if she is thoroughly familiar with the language of the wheel, will give the bell of her bicycle a merry tinkle and say: "Oh, Mr. Blank, what a century!"

The use of the verb to scorch, as applied to fast bicycle riding, is strictly correct. It has crept in within a very few years. According to Mr. Worcester, it means to "burn superficially." So rapidly do bicyclists ride these days that they are supposed to parch the very pavements under their swift-flying wheels. One of these days the dictionary will say that scorch also means "to ride a bicycle at an extraordinary high rate of speed."

"No," the bicycle young man will say, "I do not care especially. Mr. Van Skuler. He's a high wheel and his talk is a century. I hope you won't think I'm coasting, but my pace-maker says that I'm likely to take a header and find myself in love with him."

The covert suggestion is that she thinks her chaperon has wheels.

This bicycle craze has given a variety of names to the young woman who rides the wheel. Here we call her the "bicycle girl," and the youth who carries them beyond the limits of paternal wrath and revenge we call her as a "blonnie." In Chicago, where the ordinances against fast riding are not so strict as they are here, the young woman who carries them beyond the limits of paternal wrath and revenge is called a "scorch," while in New Zealand remains the glory of coining the musical expression, a cycle "scorch" or, if you please, "bicycle lady."

The New Zealanders are a polite and courteous race. "Cyclo donna" is a much more musical term than "bicycle girl," and one of these days you may see in the book stalls "A Glossary of Bicycle English," by Thomas Spinning Doubletree, or some such noted author.

WELL RECEIVED AT LOUISVILLE.

The flag dedication by Omaha Turner Wheel club, musicale and hop, will take place Thursday evening, August 20, 1896. Program: Vocal duet, Misses Tille Larsen and Eda Andrea; zither and guitar duet, Messrs. William Zitzman and Carl Ederer; piano solo, Mr. Otto Wiedewieser; flute and piano duet, Mr. Ernest Lehmann and Miss Augusta Lehmann; flag dedication address by Phil Andrea, president Omaha Turnverein. A very noticeable attraction of the evening will be the Omaha Turner Wheel Club March, which will be rendered by the composer, Mr. D. E. Pederson, and several well known musicians. Wheelmen are requested to attend in uniform. At a regular meeting of the club Thursday, J. B. Woodard and George W. Hart were admitted to membership.

Whisperings of the Wheel.

While Omaha did not send as large a delegation to the national meet at Louisville as it expected to, it sent a gang of hustlers, who seem to have made a most favorable impression among the wheelmen who were in attendance at the meet from every state in the union and who nearly all have pledged themselves to pull for Omaha in '98.

Many inquiries have been made as to why Fredrickson and Pixley did not ride at the state circuit meet last Saturday. Fredrickson has been suspended for thirty days and Pixley for one year for violations of the League of American Wheelmen racing rules, and will not be seen upon the path until after their suspensions have expired.

Theories of cure may be discussed at length by physicians, but the sufferers want quick relief, and One Minute Cough Cure will give it to them. A safe cure for children. It is "the only harmless remedy that produces immediate results."

Some Tall Men Here.

Out of the 1,000,000 men who are full grown natives of the United States, 600,000 of them are more than six feet in height, and 200,000 more than six feet four inches.

holding the national meet of 1888 in Omaha, Neb., and in 1890 in Chicago, Ill.

Whereas, From June to November, 1888, there will be held in said city the Trans-Mississippi Exposition, for which low transportation rates will be made from all points in the union, and

Whereas, Said city of Omaha is located midway between the east and west, north and south, and has the most efficient trunk lines of railway; therefore be it

Resolved, That it is in the best sense of the Kentucky division of the League of American Wheelmen in meeting assembled that committee recommending as they now are, we favor and recommend the meeting of the League of American Wheelmen the building of the national meet for 1898 at Omaha, Neb.

In the parade Wednesday the Omaha '98 club, dressed in their natty uniforms, were greeted with many complimentary remarks by the vast throngs of people that lined either side of the street as they passed by.

In the evening Omaha tendered an informal reception to the league members at the Louisville hotel, where cigars and refreshments were served, and while the hundreds of visitors were listening to the sweet strains of music from the orchestra, that composed one corner of the parlor, the boys busied themselves in distributing badges and incidentally booming Omaha, and in return were assured of their unremitting support in obtaining the national meet in 1898.

The train which conveyed D. J. O'Brien and family to Louisville came near being wrecked by a tree which had been struck by lightning falling on the front end of the sleeping car. Fortunately, however, the only damage was that the steps were completely torn off, but no further damage was done to the train.

Just prior to leaving the Omaha and Louisville delegations exchanged compliments for the hospitality extended one another, and the national meet of 1898 will over be remembered with much pleasure by all the league members who were in attendance.

The "pacemaker" who regulated the speed along Michigan avenue in Chicago was pronounced by all to be a promising aspirant for the track and ring honors. J. E. Howe will cut you all about it if you will take the trouble to ask him.

The Turner Wheel Club.

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