

Models for 1897 are already subjects of in- | charged through the bicycle, to the injury terest and discussion in wheeling circles. Will there be many changes, and what about prices? are questions of general concern. At peculiar one in many respects. After spending most of the day at the office of the firm has come to stay, while wheels of lesser of Bauer & Scott, of which he was junior price will be as numerous as ever. According to the New York Sun, "the oldest makers of \$100 wheels say that it would be disastrous to their buziness to sell machines had gone but a short distance, however, at the low figures which several younger when the storm overtook him. He did manufacturers have named, and at the same net stop, as the first burst of rain had thortime furnish each customer with a guarantee. On the other hand, it is said in some quarters that enough money is made by way of a house near the corner of Calumet many concerns which have cut their prices avenue and Fifty-second streets, watched to warrant their continuing the experiment to warrant their continuing the experiment next year. It is understood also that certain of them have promised to offer even heavily from the wheel. They thought he had fainted, and, running out into the better wheels at a cheaper price next year carried him to the curb and had laid him

Experienced wheelmen seem slow to be lieve that the difference in quality of the component parts of high grade bicycles is so marked as some of the makers of those machines would have the public believe it is. These riders say that skillful workmanship is required in the construction of all durable wheels, and if it is true that some of the high grade wheel makers employ more skillful workmen than others, the fact is often indiscernable both in their wheels' appearance and use.

Whether the wooden bicycles which are promised for next year will materially affect the wheel trade remains to be seen. Their advocates say that the wheels will have many advantages over those with

Cyclist Zimmerman reports in the New York World that a \$150 wheel will be one of the notable features of next year's trade. caused the rear wheel to keep in continual | the danger. motion for about six minutes and a quarter.
"That is remarkable when it is remembered that the best of high grade wheels now made will swing only from one to two minutes. It shows that a great deal of attention and study has been paid to the adjustment of the bearings in the wheel and that the work has been done by men who are artists in their respective lines. The firm, I was told, has been almost a year planning and experimenting before wheel was completed. The preliminary work cost them many thousands of dollars, and now they think they have a perfect wheel. So careful has been the construcof these wheels that they do not pect to be able to turn out more than a thousand of them during the season.

Regarding the price, Zimmerman says the manufacturer is likely to go broke if he sticks to the price-\$150.

The latest mechanical movement for imparting motion to bicycles is unique. In this instance the bub of the rear wheel carries two crank pins on each of which a fork connecting rod is mounted. These con necting rods have pockets at their ends for engaging the teeth of the sprocket wheel, When the pedals are revolved the teeth of the sprocket wheel engage the pockets and alternately raise and lower the pockets and rods, which operation causes the axle of the tion to the bicycle. It is asserted that the device is less costly than the ordinary chain gearing, and has the advantage of propelling the machine with great speed without entailing greater muscular energy.

The question of using graphite on bicycle chains has been thrust to the front, and a considerable number of riders can be found who vehemently assert that it is not good, that it collects and holds dust, that it makes a chain dirty, and that the best thing is to oil the chain freely and then wipe as much of the oil as possible. other hand, some riders who affect coasting are loud in their praise of the virtues of graphite, and say they get the best results out of their wheels when they pack the bearing with this substance and use no oil at all. Probably the truth lies somewhere between the two extremes. Certainly graphite is unpleasant stuff to handle. and undeniably it makes a chain dirty. That it collects dust is also not open to But it is also true that it serves as a lubricant between chain and sprocket wheels, and doubtless makes the running No one should suppose, however, that it can serve as a substitute for oil on the chain bearings. These ought to be ciled at frequent intervals. A drop or two of oil applied between each pair of links will answer the purpose, and the effect in the case of a chain that has not been so treated ir a long time will be perceived instantly by the rider. Perhaps the best way to apply graphite, oil or any other lubricant to the chain is by placing it on the finger of an old glove, which can then be rubbed along the chain, bringing the lubricant into contact with every part. If oil is applied from a can care should be taken to wipe off as much as possible with a dry cloth.

The Tobacco Trade Journal ridicules the assertion that bicycling has had an appreciable effect on the consumption of the weed. The Journal speaks truly when it says that the two or three hours of wheeling by the average rider on Sundays is more than balanced by the vigor with which he hits the weed after dismounting. "Let any stu-dent of this matter," says the Journal, "visit any of the hundred and one road houses, etc., in the vicinity of any great city, note the great influx of bicycle riders, the way they lay off for the rest of the day, smoking almost all the time, until returning calls them to the wheel. Further than this the figures of production do not point to any such decrease as a million cigars a day, but, on the contrary, the pro duction of cigars for the fiscal year of 1895-6 closing June 30, 1896, shows a gain the record of the previous year of 7. 504: cigarettes increased 722,256,543: manufactured tobacco, 5,397,500 pounds; and snuff, 1,717,125 pounds; while the increase department for the fiscal year of 1894-5 was nearly as great over the record of 1893-4.

BICYCLES AND LIGHTNING.

Is the Wheel Saddle an Extra Haz-ardous Seat in a Storm? The killing of Walter Scott, the bicyclist, who was struck by lightning during the heavy thunderstom in Chicago last Thursday afternoon, has opened up a field of somewhat uneasy speculation among the

riders of the wheel, says the Chicago Tri-Did the bicycle attract the lightning? The immediate inference on the part of many persons was that it did, and in several facts connected with the occurrence there was found more than a little reason for the belief. It is a problem which touches all riders closely, for nothing is more likely, especially with a climate subject to such sudden changes of temperature as that of Chicago, than for the cyclist to be caught in a thunder storm. The danger of such a thing has in common opinion seemed not at all increazed by the opinion seemed not at all increased by the resence of the bleyele, and, in fact, it has been more than once stated that a bicyclist on the city streets it better protected against and runs less risk from lightning than a pedestrian. The killing of Scott has brought the matter into more particular notice than it ever received before, and has

of the rider. The statement, however, is not upheld by authorities on the subject. The accident of Thursday was a most partner, Scott started out on an erranding his wheel. When about ready to r When about ready to return he was warned by the thickening clouds and rumbling thunder to hasten his return. He oughly drenched him, but rode slowly on. Three men, Swan Carlson, John Usher and John McKee, standing for shelter in the deorsecond street there came a blinding flash of lightning, and the watchers saw Scott fall

on the grass. It was then found that he was dead, The bolt, according to the accounts, had struck him on the head, burning to a crisp the corduroy cap that he wore. It had then passed downward along the middle of the were no other marks except four slight burns on the face. A ring which he wore had been turned black, while a silver watch in his pocket seemed unaffected. The bicycle was not damaged. According to the statements of the witnesses he had been killed instantly, and had not moved after striking the ground.

There are but two possible ways for the

accident to have occurred. Either Scott rode into the lightning, that is, happened to be at the precise point where the would have struck had there been no bicycl there, or the wheel furnished a conducte for the electricity with which the air He says 'the wheel is put together in a charged, and was the primary cause of th manner that is as nearly perfect as human accident. According to experts, the first of manner that is as nearly perfect as human skill can make it. The adjustment is well nigh marvelous. A few vigorous twists of the crank caused the rear wheel to make complete would to swing backward and forward for a creased rather than diminished, and it is minute and ten seconds longer. I know said that the "little knowledge" which this time is correct, because I held a stop "a dangerous thing" has its excuse for the watch on it. A single twist of the crank belief that the presence of the wheel made

It has always been contended that the rub ber tires furnished insulation and made the rider safer from the discharge of electricit from the air than any other preventive couldo. The difficulty with the argument is found in the fact that the danger of such discharge occurs commonly during a rain storm, when the tires are wet and their us fulness in that particular destroyed. such a case, and more especially if the ride happened to run into a puddle deep enough to cover the rim and touch the spokes, th wheel and rider would furnish a perfec conductor. There were houses in the imme diate neighborhood, any of which unde common conditions would be almost certain to receive the bolt. A man in the street be low would be commonly considered absolutely safe unless close to a house, tree, or telephone pole. In fact, there are numerous circumstances which can be construed into proof that the presence of some unusual factor, presumably the presence of the wheel, converted by the wet into a good conductor, brought about the accident.

To this, however, electrical authorities do not agree. That there was some unusual factor present they are willing to admit, but that it was the bicycle they do not believe. Lightning is, they say, an uncertain thing; probably there is. It may do anything at all in the line of freaky actions, and has been known to depart from all the laws by which it should, according to theory, be governed. The chief reason given for the belief that the wheel had nothing to do with it is that the accident is an isolated case. Neither electricians nor bicycle dealers can call to mind a similar one, though undoubtedly many wheelmen have been caught in thunder storms, when the conditions for the discharge of electricity from the air were of the best. The bolt, it is said, may even have struck one of the neighboring buildings and been deflected without doing damage Both electricians and bleycle men lay the occurrence at the door of that uncertain factor, chance, and exempt the wheel from all share in it, though they admit that at the time it was in all probability a go

conductor. Superintendent Barrett of the city electrical department gave as his opinion that the presence of the wheel could have af-fected the lightning little, if at all.
"It was, in my opinion," he said, " a freak. The wheel might be in such a con-

dition as to readily conduct electricity with out increasing the danger for a rider under such circumstances as in the accident of Thursday. So far as rules can be assigned to the action of lightning, it may be that the discharge is always through the highest thing in the neighborhood, whether it is a church steeple, a tree, or anything A man on a bicycle with wet tires would be in danger in open country, only because there was nothing near him so tall as himself. In the city streets, if not close to the tallest building in the neighborhood, or to wiring of any sort, he might be considered safe. Mr. Scott would have been safe but for that uncertainty in the action of lightning which now and then makes it break away from all rules. How it was that he came to be struck it is impossible to say. The fact that the wheel was not damaged would seem to show that it could not have attracted the lightning and, I think, may be taken as proof. I must be borne in mind at the same time, however, that while the tires are wet a man might be killed on a wheel without damage to the metal work or even to the tires. There are strokes of lightning both big and little, and a small one might be carried off through the dampness on the tires without injuring the rubber."

CARE OF THE WHEEL.

Suggestions for Bicyclists Who Value Their Mount.

Every man who owns a wheel cannot run a complete repair shop. In most cases he had better not try, for a good wheel is like a fine horse, easily set on edge and just as easily set off. Unless the owner is a good mechanic he can make money by observing a few general rules for the care of the wheel from the time he gets it, and repairs, such as the replacing of tires, tight ening spokes, and repairs, which, if unskill-fully done, may throw the wheel out of plumb and result in a visit to the dry dock because of the lack of skill of the

According to the testimony of a man who has put in several busy years in building wheels and repairing others returned the factory, if the owner of a wheel taker as much care of his machine as he naturally would of a fine suit of clothes he will have but very little trouble. He says that a thrifty man carefully brushes his garments when he removes them before restoring them to their places in the closet or dressing case. The same rule applies to the wheel When a rider has been out on his wheel the first thing he should do on returning is to examine the machine, and, if there is any dust on it or any mud, whether on rim, tire or frame, he should remove it at once. Many a man, tired with a long spin, puts a dirty wheel away with the remark that he will clean it after it gets dry and he has rested a bit. This fault is the cause

of more trouble than anything short of a violent collision. No man who values his wheel will allow mud to dry on it. Neither will he permit water to remain on the nickel parts of the machine. His first duty after a ride, howciates its value more rapidly than anything It is as delicate as a watch, and is en-

After a time the owner becomes accusomed to the make-up of his wheel and can take it apart and readjust it. One of the first things he has to learn is to stop any wabbling of the wheels. When it has been in use a short time, if the machine is not adjusted exactly—a happening almost universal because the machine never is properly adjusted until use discloses the weaknessthe bearings should be tightened. A ma chine will wabble slightly when the bear-ings are loose. Then it is the duty of the owner to tighten them until there is but little lateral vibration. This should be just enough to permit free action. Frequently new wheels the front fork does not freely. It is adjusted too tightly. should be looked after before the wheelman, if he be learning, essays to use that wheel. If the fork refuses to turn at the slightest touch the green rider runs the risk of serious damage in his awkward efforts to

AMERICAN BICYCLES ABROAD.

The Number of Countries to Which

Wheels Are Exported. Prior to July, 1895, there was practically no exportation of American bicycles. Since the and up to April of this year the exportations have amounted to more than \$1,000,000. That this increase of exportatourist and his wheel-and her wheel-is possess uperior qualities over its foreign rivals it would not be in demand in foreign countries. If it were not graceful in its lines, light in weight, strong in its parts, easily managed and still more easily propelled, it could not have made a place for itself in the shops of foreign dealers. for itself in the shops of foreign dealers.
But it posseses all these qualities in a marked degree, and, as a natural result, there has grown up a healthy foreign demand. The returns for May show that from New York alone wheels of the value of \$220,176 were exported. This is at the rate of more than \$2,600,000 a year. The shipments for May are classified thus by the New York Commercial Bulletin.

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France					10.
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Porto Rice					
Brazil					
Chill					11
Colombia					3.
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greater than in May, and the number of American wheels sent abroad has so greatly up to all sorts of tricks to stop the invasion. The greatest anxiety so far has been felt in England, where the American makers gone by.
have spent most of their efforts. It is not
only about bicycles that England has had to

At the worry, but about the tubing as well. Not long ago nearly all the American bicycle tubing came from England. Last year the last Thursday evening, the follow makers in this country imported \$507.041 tion was unanimously adopted: sold in Europe as have been sold ar. The people over there demand this year. them in preference to any of the European

THE POETRY OF MOTION.

Awheel in the Moonlight. For from the din of the city streets,
When the cares of day I no more feel,
In the cool of eve to moss-grown glades
I love to fly on my steed of steel.
I love to kneel by the gushing spring.
To drink from its sparkling crystal tid
To hear the voice of the whip-poor-will
As 'long the moonlit roads I ride.

The running brook and its old-time bridge churchyard grim, with its slabs of

gray, steep hillside and its lonely glen, meadows sweet with their new-mown

hay. And her tranquil lake with shores of green Among whose rushes the curiews hi All touch a wave in memory's wake, As along the moonlit roads I ride.

How She Acented Him.

"I longed to kiss you," he softly said,
"As we passed the turnpike, dear,"
"Oh, that was the place," and she tossed
her head, "Where my saddle was out of gear."

"How much I loved you I longed to tell, When we stopped at the inn, you know." 'Oh, that was the place," and her glances "Where my front wheel wabbled so."

And then, when we reached the clover farms.
Under the old oak tree,
wanted to clasp you, sweet, in my arms.

And ask you to marry me. And the maid, with her rapt gaze turned

away, Blushed deep at his words of fire, 'To think,'' she said, "that I rode that Ten miles on a punctured tire!"

"And so with pleasure and real delight I note what your words reveal; For I've longed some time," and she clasped

him tight, "To ride on a brand new wheel."

A Fair Cycler.

Irving Gelmere in New York Sun,
See her spin down the street,
Natty from head to feet,
Saucy, bewitching, sweet
Gay as a linnet!
By all the gods; but I'd
Mightily like to ride
By that fair cycler's side
Just for a minute!

Ah! what nymphean grace! What a poise! what a pace! Surely, were she to race. She could win medals! Gown trim, yet flowing free, Hat what a hat should be, Boots pressing prettly Down on the pedals.

Presto! the vision's gone.
Passed like the blush of dawn;
Seem from the scene wi rawn
Love, light, and laughter,
Bless me! how glum I feel!
By Jove! I'll get my wheel,
Mount in a trice and steal
Speedily after!

GOSPEL CYCLERS.

an Embryo Organization of Preachers on Wheels. propose to consecrate the bicycle to God, and my plans for accomplishing my purpose are to organize federated groups of Christian workers, who shall travel from town to town, from city to city, preaching on the journey, and going without ostentation or sensation. This proposed body is to be called 'The Gospel Cyclers, and this country and Canada will at first be its

Thus spoke Rev. J. F. Hazel of Chelsea. in explaining his embryo organization of a body of religious workers whose characteristic will be that they will travel on bicy-cles that will be the name of their organ-ization, and that they will go in any idirec-

tion they may feel called upon to follow by their work of preaching. "Our routes will not be exact." said the seemed to assail, if not overthrow, the idea that the chance of accident is reduced rather than increased, and has given rise machine after it is cleaned will do much to a general idea of our destinations. For increase, that the electricity in the description is as it will prevent rusting. Bust prised after a little practice to find that the machine does not require so much pushing as it used to. Especially in hill climb-ing will be discover its advantage, and the under certain conditions, may be dis- will cause a wheel to run badly and depre- land. Me., but stop at all places where we

find enough people to listen to us. We shall diverge from the most eise. It is as delicate as a watch, and is clititled to just as much consideration. The
wheel should be oiled for every fifty to seventy-five miles traveled with it. It is not
necessary to flush the bearings, but a little
oil should be injected in order that it may south, thus keeping in climatic conditions that will permit us to be constantly "Gospel Cyclers."

BAGGAGE CAR FOR WHEELS.

A Chicago Rattrond with Equipment Up-to-Date.
There was exhibited in the Union depot in Chicago one day last week a baggage car equipped with a new device for supporting bicycles. The bracket is made to attach to the ceiling or to the side of the car or wall. The overhead support consists of an Lshaped bracket about twenty-eight inches in height, the lower arm of which is provided with two pivoted V-shaped holding plates in which the bicycle frame is firmly held.

The holding plates are pivotally supported on the lower part of the arm, and automatically adjust themselves to the diverging frames of any bloycle, no matter what its make or construction may be. A single spring holds the plates in their proper positions so that they are always ready to engage the frame rods, and as they are cushioned with rubber or felt it is impossible for marred. It the frame to be scratched or carries the bicycle in an averted or upside-down position, and when fastened to the ceiling of a baggage car, baggagemen of an ordinary height can walk under the wheels. tions is due somewhat to the American About twenty-five machines can in this way be carried in the cupola of a baggage car without doubt. But if the wheel did not and thus utilize space that has never been used heretofore. It makes the safest method for the owners, as there is no possible chance for the wheels to get scratched or damaged. Not the least important item to the railroads

> getting the machines out of the cars The wall bracket consists of a malleable iron socket secured to the wall, and adapted to receive a malleable iron arm twenty-one inches in length with a six-inch downward curve at its outer end, to which is attached a V-shaped holding plate in which the bicycle is rigidly supported to the wall. The holding plate, which is kept in position by a spring, is cushioned to prevent marring the frames of the wheels and is so shaped as fit all the various sizes of tubing used in wheels.

and to the owners is the saving of time in

A Whirl with the Tourists. The members of the '96 Meet club are feeling more than jubilant over the success which characterized their efforts in establishing a friendly feeling among the wheelmen in attendance at the Louisville meet

Among the Chicago wheelmen who aided in making the Omaha delegation's trip a source of real pleasure during its sojourn in that city, while enroute to Louisville, as well as upon the return trip, were B. B. Ayres, F. D. McGuire Charles Eager, A. Harrisch, W. Crock, Charles Brown of the Thistle club, F. Sparks and Ed Porter of the Illinois club and H. M. Gardner of the

North Shore club. In addition to the many interesting places which the Omaha contingency visited that were recited in last Sunday's issue the Mammoth cave was among the many points of interest which received a portion of the time of several of the Omaha crowd, as shown by the register at the hotel, and none of the boys regret the amount of money and time spent, but on the contrary felt amply repaid for the trip. The scenery was very magnificent and afforded much food for thought and reflection as the beauties of nature were witnessed, and the American wheels sent abroad has so greatly many points of interest were visited in alarmed foreign manufacturers that they are turn and severally explained, together with much valuable information respecting what had transpired within the cave in years

> At the adjourned meeting of the Associated Cycling Clubs of Omaha, held in the Young Men's Christian association building last Thursday evening, the following resolu-

worth of tubing from Birmingham. Only a short time ago an order for 1,000,000 feet of tubing was received by an American firm from a Birmingham bicycle manufacturer. on Tucsday evening, July 21, 1896, in deputon Tucsday evening, July 21, 1896, in deputon Tucsday evening, July 21, 1896, in deputon of the promoters of the recent invitation race at Buffalo offered the menton Tucsday evening, July 21, 1896, in deputon of the promoters from the discretion of the promoters of the recent invitation race at Buffalo offered the menton Tucsday evening, July 21, 1896, in deputon of the promoters from the discretion of the promoters of the recent invitation race at Buffalo offered the menton Tucsday evening, July 21, 1896, in deputon proposing to amend section of the first the discretion of the promoters of the recent invitation race at Buffalo offered the menton Tucsday evening, July 21, 1896, in deputon proposing to amend section of the first the promoters of the recent invitation race at Buffalo offered the menton proposing to amend section of the first the promoters of the recent invitation race at Buffalo offered the menton proposing to amend section of the promoters of the recent invitation race at Buffalo offered the menton proposing to amend section of the promoters of the recent invitation race at Buffalo offered the menton proposing to amend section of the promoters of the recent invitation race at Buffalo offered the menton proposing to amend section of the first promoters of the recent invitation race at Buffalo offered the menton proposing to amend section of the first promoters of the recent invitation race at Buffalo offered the menton proposing to amend section of the first promoters of the recent invitation race at Buffalo offered the menton proposing to amend section of the first promoters of the recent invitation race at Buffalo offered the menton proposing to amend section of the first promoters of the recent invitation race at Buffalo offered the menton proposing to amend section of the promoters of th ercepting, stopping and attempting to ar rest for no just or reasonable cause the combined wheel clubs of Omaha and their guests, the members of the Commercial Law League of America, who accompanied them, and commanding the boy deputies to shoot down the first man who attempted

pass,' and "Whereas, No city ordinance or state aw was violated by said wheelmen and their guests or company on said occasion, "Whereas. Said action of said marshal

has proven injurious, detrimental and damaging to the prospects of encouraging a path between Omaha and Floren and detrimental as well to the prospects of securing the '98 meet of the League of American Wheelmen in Omaha, and caused general regret and much feeling among the 3,000 wheelmen of the city of Omaha and vicinity, and among the business men of Omaha, and

"Whereas, A majority of the good citizens of Florence regret and deplore the action of the said Green so acting as city marshal and denounce his acts as cowardly, disgraceful, unwarranted and the acts of a bravado, cowboy and desperado, and

"Whereas, From the passion, nervousness owardice and bad language used and exhibited by said Marshal Green, on said oc casion, we believe him unfitted for the po-sition of a peace officer, and unfit to be clothed with authority of any kind or na-ture connected with the public, and Whereas. The run to Florence is cor idered by wheelmen generally to be the favorite run on account of the level roads

"Resolved, By the Associated Cycling clubs of Omaha, Neb., now assembled, "First, That we denounce, condemn and reprehend his acts, and conduct on such oc-

easion. "Second. That we request from the thorities at Florence his immediate removal in case he refuses to resign, and in case he neither resigns or is removed from office that impeachment proceedings be immediately begun against him, and the money for initiating and prosecuting such proceedings be immediately raised by the wheelmen and wheel clubs of Omaha.

Third. That all wheelmen from this time forth refuse to trade with, patronize, or in any manner countenance residents, business men or citizens of Florence, Neb., who are known to sympathize with, uphold or support, countenance or abet said Williard Green as marshal aforesaid, in said acts hereinbefore related.
"Fourth, That we ask the proper author-

ities of Florence to applogize to the Com-mercial Law League of America, who accompanied said expedition, their friends and associates for the acls of the said Green. while so acting as marshal of Florence. Florence refuse the removal of said Green. that the entire matter be properly laid be-fore the governor of the state of Nebraska

for the proper redressa "Sixth, Resolved, That a copy of these resplutions be sent to the mayor and city council of Florence, Nebs, and their co-operation asked and solicited aand that the same be published in the dady(tampers of Omaha and vicinity and the various wheeling fraternity papers and the Commurgial Law League offi-

cial paper. You have to learn the art of bicycle riding so do you have to learn the art of pedaling. Watch any half dozen cyclists as they pass and you will see that five of them do know how to pedal properly. If they had but a slight knowledge of the fast motion with the same expenditure of power they If they had could accomplish far greater results. The art of pedaling is to push the pedal more than half the circle, taking care to lift the foot immediately after it has done its effective work, so as not to burden the rising This necessitates the dropp the heel at the top of the stroke which helps the cranks over the dead center, pushing right down to the bottom of the stroke and bringing the foot back with a clawing m tion to get over the dead center at the If a rider who has been content with piston-like up and down pedal motion

will try this, slowly at first, he will be sur

ankle motion involved will be particularly beneficial.

RACE FROM OCEAN TO OCEAN.

A Message Carried by Four Hundred Wheelmen. Preparations are about complete for the New York Journal and San Francisco Examiner great transcontinental Yellow Fellow relay race, which is to be started on

Tuesday, August 25. The route lies in almost a straight line from San Francisco to New York, passing over the Sierra Nevada and Rocky mountains, through Ogden, Cheyenne, Omaha. Cedar Rapids, Chicago, Toledo, Cleveland, Buffalo, Syracuse and Albany. The old overland pony express route, traveled by the Wells-Fargo messengers in the early days of western development, will be followed and the states of California, Nevada, Utah, Wyoming, Colorado, Nebraska, Iowa, Illinois, Indiana, Ohio and New York will be crossed. Four hundred bicycle riders will furnish

miles. Each rider will be followed by a substitute at a distance of from fifty to 100 feet, in order that should any accident or breakdown occur to the man in advance there need be no interruption of the race. A leather packet will be carried on the shoulder, containing a War department message from the commanding officer at the Presidio, the headquarters of the army on the Pacific coast, at San Francisco, to the commanding officer at Fort Hamilton, in New York harbor. General Miles, who takes a lively interest in the usefulness of the bicycle, has given instructions that a message be sent in this manner in order to test the practicability of transferring information long distances by wheel in cases of

the relays in this great transcontinental bi-cycle race against time. The average dis-tance covered by the riders will be ten

emergency. Arrangements have been made with the postal authorities to have the postmasters in the towns through which the relay passes affix their date stamps to the message order that there may be no doubt about the

validity of the record.

Official recognition of the importance the relay race will be shown by the governor of each state through which the relay passes. Accompained by members relay passes. of his staff, each governor will be at some onvenient point along the line, and will stop the passing rider only long enough to vise the message

many of the large towns through which the message will pass on its light-ning trip preparations are being made by local wheelmen to make the occasion a festive one. News has plantly been received of many bicycle parades and tournaments that are to be held in henor of the race. Each of the 400 riders will be presented with a hardsome souvenir medal of solid silver, designed in heavy relief. A yellow ribbon suspends the pendant, the design of which shows the Golden Cate of California and two relay riders in the fore-ground, both mounted and in motion. One is in the act of passing the packet to the other. The packet will arrive in Omaha Thursday, September 3, at 3 o'clock.

Gideon for Pure Rocing.

Members of the racing board of the League of American Wheelmen are making a firm stand for clean sport in the professional class. The practice of some race meet promoters in paying a special bonus to crack riders to appear is directly discountenanced by Chairman Gideon in a special bulletin sent out recently from Philadelphia.

"It is a detriment to the sport," says Mr Gideon, "and calculated to ruin both the business of the men who compete and the promoters. The practice of making it a consideration for certain men to ride seems to be of recent origin and must be stopped immediately. Race promoters are therefore required to enter into an agreement that they will pay nothing whatever except in prizes for the appearance of any rider. Failure to live up to this rule will result in prompt withdrawal of sanction and demands for money for appearance by riders themselves will be treated as an infringement of the track rules of the league and the offenders

tourneys in the west since the beginning of the season. The racing wheelmen have had too many meets to interest them and frequently the big events conflicted and there was no real choice to be made as to where to ride. Crafty promoters, appreciating the opportunity, would forward a special offer to the riders who would be drawing cards and the deal would soon be consummated The racing board, by its special bulletin. has nipped the plans of tournament men for Labor day. More sanctions for that holiday have probably been granted than for any other in the calendar. Every city in the country that boasts of a wheel organization, no matter how small, will have its entry blanks distributed and will try to secure the presence of the big men.

PROPOSED CONSTITUTIONAL **AMENDMENTS**

The following proposed amendments to the Constitution of the State of Nebraska, as hereinafter set forth in full, are submitted section one (1) of article five (5) of the Conto the electors of the State of Nebraska, to stitution of Nebraska, relating to officers of be voted upon at the general election to be held Tuesday, November 3, A. D. 1896;

A joint resolution proposing to amend sections two (2), four (4), and five (5), of article six (6) of the Constitution of the State of Nebraska, relating to number of judges of the supreme court and their term of office. Be it resolved and enacted by the Legis

ature of the State of Nebraska; Section 1. That section two (2) of article

rid of them in the next few days --

J. J. DERIGHT, Manager.

Second Hand Wheels____

We've been compelled to take back a number of good wheels-

different makes-and must close them out-if prices will do it we'll get

Unions.....\$50.00 | Gendrons.....\$25.00

Nationals..... 35.00 | Waverlys..... 25.00

Napoleons 45.00 | Crescents (ladies). 12.00

Ramb'ers. 25.00 | Road King 30 00

time. Now is your opportunity if you intend buying a wheel.

These wheels are as good as new-and have been used only a short

six (6) of the Constitution of the State of railroad con Nebraska be amended so as to read as fol-

ction 2. The supreme court shall until Section 2. The supreme court shall until otherwise provided by law, consist of five (5) judges, a majority of whom shall be necessary to form a quorum or to pronounce a decision. It shall nave original jurisdiction in cases relating to revenue, civil cases in which the state shall be a party mandamus, quo warranto, habeas corpus, and such appellate jurisdiction, as may be provided by law.

Section 2. The section four (4) of article six (6) of the Constitution of the state of Nebrassa, be amended so as to read as follows:

Nebraska, be amended so as to read as follows:

Section 4. The judges of the supreme court shall be elected by the electers of the state at large and their term of office, except as hereinafter provided, shall be for a period of not loss .5; a five (5) years as the legislature may prescribe.

Section 3. That section five (3), of article six (6) of the Constitution of the State of Nebraska, be amended to read as follows:

Section 5. At the first general election to be held in the year 1876, there shall be elected two judges of the supreme court one of whom shall be elected for a term of two (2) years, one for the term of four (4) years, and at each general election thereafter, there shall be elected one judge of the supreme court for the term of five (5) years, unless otherwise provided by law; Provided. That the judges of the supreme court whose terms have ret expired at the time of holding the general election of 1876, shall continue to hold their office for the remainder of the term for which they were respectively commissioned.

Approved March 29, A. D. 1895.

A joint resolution proposing an amendment to section thirteen (13) of article six of the Constitution of the State of Nebraska,

Sec. 13. The judges of the supreme and district courts shall receive for their services such compensation as may be provided by law, payable quarterly.

The legislature shall at its first session after the adoption of this amendment, three-fifths of the members elected to each house concurring, establish their compensation. The compensation so established shall not be changed oftener than once in four years and in me event unless two-thirds of the members elected to each house of the legislature concur therefore.

Approved March 29, A. D. 1895. Approved March 30, A. D. 1895.

A joint resolution proposing to amend section twenty-four (24) of article five (5) of the Constitution of the State of Nebraska, relating to compensation of the officers of the executive department.

Be it resorved and enacted by the Legislature of the State of Nebraska:
Section 1. That section twenty-four (24) of article five (5) of the Constitution of the State of Nebraska be amended to read as follows: of article five (5) of the Constitution of the State of Nebraska be amended to read as follows:

Section 24 The officers of the executive department of the state government shall receive for their services a compensation to be established by aw, which shall be neither increased nor diminished during the term for which they shall have been commissioned and they shall have been commissioned and they shall not receive to their own use any fees, costs, interests, upon public moneys in their hands or under their control, perquisites of office or other compensation, and all fees that may hereafter be payable by law for services performed by an officer provided for in this —de shall be paid in advance into the state treasury. The legislature shall at its first session after the adoption of this amendment, three-fifths of the members elected to each house of the legislature concurring, establish the salaries of the officers named in this article. The compensation so established shall not be changed oftener than once in four years and in no event unless two-thirds of the members elected to each house of the legislature concur therein.

Approved March 29, A. D. 1895.

ection one (1) of article six (6) of the Con-

stitution of the State of Nebraska, relating to judicial power.

Be it resolved and enacted by the Legislature of the State of Nebraska. Section 1. That section one (1) of article six (6) of the Constitution of the State of Nebraska be amended to read as follows; Section 1. The judicial power of this state shall be vested in a supreme court, district courts, county courts, justices of the peace, police magistraires, and in such other courts interior to the supreme court as may be created by law in which two-thirds of the members elected to each house concur.

lating to increase in number of supreme

lows: Section 11. The legislature, whenever two thirds of the members elected to each shall concur therein may, m or afte year one thousand eight hundred ninety-seven and not oftener than on ninety-seven and not offener than
every four years, finerase the nun
judges of supreme and district cour
the judicial districts of the state
districts shall be formed of compactory, and bounded by county line such increase, or any change is boundaries of a district, shall not the office of any judge. Approved March 30, A. D., 1895.

A joint resolution proposing to amend section six (6) of article one (1) of the Cor stitution of the State of Nebraska, relating

to trial by jury. to trial by jury.

Be it resolved and enacted by the Legislature of the State of Nebraska:
Section 1. That section six (6), article one (f) of the Constitution of the State of Nebraska be amended to read as follows:
Section 6. The right of trial by jury shall remain inviolete, but the legislature may provide that in civil actions five-sixths of the first may render a verdict, and the legislature by also authorize trial by a jury of a less number than twelve men in courts inferior to the district court.

Approved March 29, A, D. 1895.

A toint resolution proposing to amend

the executive department. Be it resolved and enacted by the Legslature of the State of Nebraska. Section 1. That section one (i) of article five (5) of the Constitution of the State of Nebraska be amended to read as fol-

Section 1. The executive department shall section i. The executive department shall consist of a governor, lieutenant governor, secretary of state, auditor of public accounts treasurer, superintendent of public instruction, attorney general, commissioner of public lands and buildings, and three

1116 Farnam St.

railroad commissioners, each of whom, except the said railroad commissioners, shall hold his office for a term of two years, from the first Thursday after the first Taesday in January, after his election, and until his successor is elected and qualishe?. Each railroad commissioner shall hold his office for a term of three years, beginning on the first Thursday after the first Tuesday in January after his election, and until his uscessor is elected and qualified; Provided, however, That at the first general rection held after the adoption of this amendment there shall be elected three railroad commissioners one for the period of one year, one for the period of three years, and one for the period of three years. The governor, secretary of state, period of one year, one for he period of two years, and one for the period of three years. The governor, secretary of state, andfor of public accounts and treasurer small reside at the capitot Curing their term of office; they shall keep the public records, books and papers there, and shall perform such duties as may be required by

Approved March 20, A. D., 1895.

A joint resolution proposing to amend section twenty-six (26) of article five (5) of the Constitution of the State of Nebraska, limiting the number of executive state officers. Be it resolved and enacted by the Leg-islature of the State of Nebraska: Section 1. That section twenty-six (26) of article five (5) of the Constitution of the State of Nebraska be amended to read as State of Nebraska be amended to read as follows:
Section 26. No other executive state officers except those named in section one (i) of this article shall be created, except by an act of the legislature which is concurred in by not less than three-fourths of the members elected to each house thereof;

hercof; Provided. That any office created by an ect of the legislature may be abolished by he legislature, two-thirds of the members lected to each house therest concurring. Approved March 30, A. D., 1835. Be it resolved by the Legislature of the State of Nebraska:

Section I. That section thirteen (2) of article six (6) of the Constitution of the State of Nebraska be amended so as 10 read as follows:

Sec. 13. The judges of the supremental supremental section of the investment of the parameters of the parameters.

He it resolved and enacted by the Leg-slature of the State of Nebraska; Section 1. That section nine (9) of article eight (8) of the Constitution of the State of Nebraska be amended to read as folws: Section 9. All funds belonging to the state

Section 9. All funds belonging to the state for educational purposes, the interest and income whereof only are to be used, shall be deemed trust funds held by the state, and the state shall supply all losses thereof that may in any manner accrue, so that the same shall remain tare or inviolate and undiminished, and scall not be invested or loaned except on United States or state securities, or registered county bonds or registered school district bonds of this state, and such funds, with the interest and income thereof are hereby solemnly pledged for the purposes for which they are granted and set apart, and shall not be transferred to any other fund for other uses.

Provided, The board created by section 1 of this article is empowered to sell from time to time any of the securities belonging to the permanent school fund and invest the proceeds arising therefore in any of the securities enumerated in this section bearing a higher rate of interest, whenever no opportunity for better investigation bearing a higher rate of interest, whenever no opportunity for better investigation bearing a higher rate of interest.

wherever no opportunity for better investement is presented.

And provided further. That when any warrant upon the state treasurer regularly issued in pursuance of an appropriation by the legislature and secured by the levy of a tax for its payment, shall be presented to the state treasurer for payment, and there shall not be any money in the proper fund to pay such warrant, the board created by section I of this article may direct the state treasurer to pay the amount due on such warrant from moneys in his hands belonging to the permanent school fund of the state, and he shall hold said warrant ar an investment of said permanent school fund.

Approved March 29, A. D., 1895.

A joint resolution proposing an amendment to the Constitution of the State of Nebraska by adding a new section to article A joint resolution proposing to amend twelve (12) of said constitution, to be numbered section two (2), relative to the mergstitution of the State of Nebraska, relating ing of the government of cities of the metropolitan class and the government of the counties wherein such cities are lo-

cated. cated.

He it resolved and enacted by the Legislature of the State of Nebraska;
Section 1. That article twelve (12) of the Constitution of the State of Nebraska be amended by adding to said article a new section to be numbered section two (2), to read as follows:
Section 2 The government of any city of the metropolitan class and the government of the county in which it is located may be merged wholly or in part when a proposition so to do has been submitted by authority of law in the vaters of such city.

tion so to do has been submitted by au-thority of law to the voters of such city and county and received the assent of a majority of the votes cast in such city and also a majority of the votes cast in the county exclusive of the cast in such metropolitan city at such election. Approved March 29, A. D. 1895.

A joint resolution proposing an amendment to section six (6) of article seven (7) of the Constitution of the State of Nebraska, prescribing the manner in which votes shall be east.

be cast.

Be it resolved and enacted by the Legislature of the State of Nebraska;

Section 1. That section six 10, of article seven (7) of the Constitution of the State of Nebraska be amended to read as follows:
Section 6, All votes shall be by ballot, or such other method as may be prescribed by law, provided the secrecy of voting be Approved March 29, A. D., 1895.

A joint resolution proposing to amend section two (2) of article fourteen (14) of the Constitution of the State of Nebraska, relative to donations to works of internal improvement and manufactories.

provement and manufactories.

Be it resolved and enacted by the Legislature of the State of Nebraska:

Section 1. That section two (2) of article fourteen (4) of the Constitution of the State of Nebraska, be amended to read as follows:

Section 2. No city, county, town, precinct, contribulity or other subdivision of the

municipality, or other subdivision of the state, shall ever make donations to any works of internal improvement, or manustate, shall eve many state, state, shall ever manifactory, unless a proposition so to do shall have been first submitted to the qualified electors and ratified by a two-thirds vote at an election by authority of naw; Provided, That such donations of a county, with the donations of such subdivisions in the aggregate shall not exceed ten per cent of the assessed valuation of such county; Provided, further. That any city or county may, by a three-tourths vote increase such indebtedness five per cent, in addition to such ten per cent and no bonds or evidences of indebtedness so issued shall be valld unless the same shall have endorsed thereon a certificate signed by the Secretary and auditor of state, showing that the same is issued pursuant to law.

Approved March 29, A. D., 1895.

I. J. A. Piper, secretary of state of the state of Nebraska, do hereby certify that the foregoing proposed amendments to the Constitution of the State of Nebraska are true and correct copies of the original enrolled and engrossed bills, as passed by the Twenty-fourth session of the legislature of the State of Nebraska, as appears from said original bills on file in this office, and that all and each of said proposed amendments are submitted to the qualified voters of the state of Nebraska for their adoption or rejection at the general election to be held on Tuesday, the 3d day of November, A. D. 1896.

In testimony whereof, I have thereunto set my hand and affixed the great seal of the state of Nebraska.

Done at Lincoln, this 17th day of July, in the year of our Lord, One Thousand Eight Hundred and Ninety-six, of the Independence of the United States the One Hundred and Twenty first, and of this state the

Thirtieth. J. A. PIPER, Seal.)

Secretary of State. Aug I DtoNov3-morn only.

Notice.

To C. E. Elving and to Whom it May Concern: Notice is hereby given that on, towit, the 25th day of February, A. D., 1886, the beard of managing trustees of the Texas Colonization company levied an assessment of \$10 per share upon the capital stock of said company, payable within sixty days from said date; that said assessment upon fourteen and one-half shares of said stock belonging to said C. E. Elving is now delinquent, and that said shares of stock or so much thereof as shall be necessary to meet such assessment, together with interest and costs, as provided by the by-laws of said company, will be sold at public auction to the highest and best bidder for cash at the office of said company in Grange City, Slowx county, Is., on the Sist day of August, A. D., 1896, at 2 o'clock in the afternoon.

TEXAS COLONIZATION COMPANY.
By A. VAN DER MEIDE,
Secretary and Manager,

GYMNASIUM AND RACING SUITS AT HALF FORMER PRICES. THE TOWNSEND WHEEL AND GUN CO., 116 SOUTH ISTH STREET. W. D. TOWNSEND. MANAGER.

Hunting and Fishing

New is your opportunity to buy Guns, Rifles, Ammunition, Fishing Tackle, Rods, Base Ball Goods, Gymnasium Goods, Lawn Tennis Goods-at cost and below-the entire stock of the Cross Gun Co. must be sold. These prices will do it,

A. L. DEANE & CO.,

Parker Hammerless Guns.......\$35.00
Smith Hammerless Guns.......\$35.00
Le Fever Hammerless Guns.....\$35.00
Remington Hammerless Guns....\$45.00
Winchester Rifles, \$8 to.....\$12.00
Single Barrel Shot Guns for boys...\$5.00
Loaded Shells, per 100......\$12.00
Hand Loaded Shells, smokeless powder, per 100......\$20

NEW AND SECOND HAND BICYCLES AT WAY DOWN PRICES.