

American bloycles are steadily winning to dispose of its product before August their way to favor in foreign lands. In must look sharp to obtain full prices for its their way to favor in foreign lands. In France and Germany, as well as in the antipodes, they have successfully overcome local prejudice—the "home industry" sen-timent as it is known here—and created a market that is steadily widening. Even in the English market American bicycles are in such demand as to attract atten-tion and to cause some alarm. The Amer-and their ardor is apparently not abating. ican wheels are said by the London Daily but whether they and prospective riders Mail to be lighter, prettier and cheaper will prefer to invest in a cheap '96 wheel there the heat English wheels and it is prethan the best English wheels, and it is preat an unknown price, remains to be seen. It must be said, however, that cyclists have shown less reluctance this year than ever before about giving new and untried wheels a fair test, and the fact that bicycle failures dicted that they will prove a hard commodity to drive out.

The brake is bound to grow in favor. Circumstances during the last few weeks occur is not an evidence that cyclists lack force this conclusion upon the students of sympathy with the cause of good wheels at a cheap price. the cycle trade. Accidents, several fatal SOLDIERS ON WHEELS. ones among the number, have occurred in The Test at Fort Missoula a Success

the east lately, and it has been shown that in each case a brake, had there been one attached, could doubtless have averted the fatality. It now apparently remains for a really clever device to be placed upon the market for it to score a great success. A good brake is really wanted. The cyclists more and more convinced of its necessity. An expert rider has said: "If brakes were the worst roads. The station pleked out was Fort Missoula. The bicycle corps, conwas Fort Missoula. The bicycle corps, conin universal use the number of accidents would be decreased nearly 59 per cent. sisting of seven soldiers, commanded by Lieutenant Moss, left Fort Missoula at 6:20 Even the dreaded and universally condemned scorcher would not be so terrifying if he had a brake on his wheel. It would be of a. m. August 6, and returned on the afternoon of the 9th, having traversed 125 miles decided benefit even on level places, where a stop could be made quickly. No one needs to be told that it would be a decided advantage on hills. The novice, above all others, should not attempt to ride in a hilly coun-try without a brake. The art of back pedaling is an accomplishment which should be acquired by all, but there are times when even that does not avail. The foot may slip at a critical moment, or any one of a dozen minor accidents happen, which makes it imperative that the speed of the wheel be checked at once. That cannot be done suc-cessfully and without risk of injuring the rider or the wheel without a brake, all assertions to the contrary notwithstanding.'

A prominent New York club woman, wh has just returned from a European tour tells of a novel and ingenious bicycle which has just appeared in Geneva, Switzerland It is called "la bleyclette normale," and is utterly unlike any pattern in use in Amer-The wheels are small, and the seat so Jen. low that the rider can almost touch the pavement while sitting. The hind wheel is the larger, and the scat is situated over its axle. Instead of being a saddle, it is a comfortable chair seat, with a strong, rigid back. The pedals are high and on a level with the top of the front wheel. They are so arranged that the rider in propelling them keeps his legs in almost a horizontal The nearest approach to it is the sliding seat in racing boats. The steering who use if say it is very easy and com-fortable, and that the rider's back never gets fortable, and that the rider's back never gets tired, as with many other machines. It goes with great speed, but whether it can rifle and thirty rounds of ammunition. The rifles were strapped horizontally on the left eoual a first class safety in this respect is unknown. It is a good climber, and stands rough usage very well. It looks very queer in use, the rider seeming to be taking it easy, no matter how fast he is going. Like in the frames of their bicycles. Rations, nearly at the very easy is beying the standard stands in the frames of their bicycles. Rations, equal a first class safety in this respect is easy, no matter how fast he is going. Like nearly all European bicycles, it is heavier. clumsler and less artistic than the Ameri-

the bent steering rod or handle give it an awkward appearance. It can be used by women, but is not as modest and nice as the woman's wheel in our own land. The force of the air tends to throw the skirts up, so that knickerbockers, bloomars or sid

THE OMAHA DAILY BEE: SUNDAY, SEPTEMBER 6, 1896.

ure of outdoor recreation is in communion. ure of outdoor recreation is in communion, not in propulsion. He who walks has his hand in nature's. The myriad eyes of the world of light, of shadow, of ferm, look win somely into his and hold him with their spell. The vista of the lake itself is curtained off from the wheel and left to the There is no deeper, more mobile, more dramatic sky in any other clime than vaults our front-door sen. The wheel is as blind to its beauty as if eyes, instead of being made to see with, were to be pasted to an ever-receding geometrical line which forms the wheel's horizon.

WHEEL NOVELTIES.

The Latest Output of Inventions in the Bleyele Line.

A resident of New Haven has invented a ombination rim and tire for bleycles that will be tried next year. The rim is of wood, half round, like an ordinary rim, but smaller, being five-sixths of an inch in thickness and one lich wide. Instead of being concaved, like the ordinary rim, it is flat. The whole is covered with aluminium bronze, which is dust proof. The tire consists of series of steel springs fastened to the rim t equal distances. The springs are made ut of the finest steel wire, which is bent a the form of a circle, with the outer side curved inward, forming a groove around the outer circumference of the tire. The springs are fastened on the outside by small nuts, and, passing through the aluminium bronze and wooden rim, curve back around the outside of the rim. In this groove is fitted a band of aluminium bronze, to which a rubber tread is connected, the whole form ing a tire 1% inches in diameter, with the rim hung on the inside. The groove around the outside of the tire prevents the rubber tread from slipping to either side, and the springs are kept in place by slits cut into the metal band into which the outer edge

A great deal has been said concerning the of the springs are inserted. use of the bicycle in the army, and in the A useful article in the shape of a pump bracket is being sold by a Chicago com-pany. The device is intended to hold the pump steadily against the rim while the tire is being inflated. The attachment slips around a spoke and hooks over the edge

of the rim, giving a solid foundation to work on in pumping up the tire. By its use, it is claimed, the hands are relieved from all strain. The bracket can be readily and as easily attached. Means for propelling a bicycle by means

four hours. In a detailed report of the test, Lieutenan. Mass says the company had the worst kird of weather to contend with. A succession of rains rendered much of the road almost impassable on foot. They of fristion mechanism is one of the latest of the many inventions of this character. of the many inventions of this character. It comprises a large friction driving wheel journalled in what is technically termed a machine frame. The pedals impart mo-tion to several small friction wheels or rollers, which operate against the inner rim of the driving wheel. This bicycle looks cumbersome and heavy, but the inventor esserts that it can be propelled with the tracks, rocky trails and abandoned roads. The total distance covered is not stated, but the men and the wheels were given an experience in rough trouble, and both stood the test well. asserts that it can be propelled with the greatest case and at high speed, as the fric-tion wheels act in the nature of a lubricator

and impart smooth and easy motion. Rations carried on trip: One jar extract of beef, 34 lb.; 7 cans baked beans, 1934 lbs. 1 lbs. salt, 5 lbs. prunes, 6 lbs. sugar, 5 lbs. The newest bleycle lamp on the market is so designed as to permit of its being folded so that it can be carried in the tool bag or vest pocket, and be ready for use rice, 2 lbs. baking powder, 1 can condensed milk, 1 lb.; 20 lbs. bacon, 3 cans deviled ham, 2 lbs.; 2 ounces pepper, 2 lbs. coffee, 35 whenever necessary. The oil for the lamp is carried in a small tank, which is attached Ibs. flour; 3 cans corn, 5¼ Ibs.; 1 can syrup, 12 Ibs.; 3 Ibs. lard; total, 121% Ibs. by means of rubber-covered clamps to the Cooking utensils, etc: Two dripping-pans with covers, 1 large tin case to be used as left fork of any bicycle.

When riding through a hilly country the whole enjoyment of a day's ride is marred, because the rider is obliged to dismount and walk up the hill, dragging his wheel with Inventors and manufacturers have him. been puzzling their brains and losing sleep in their efforts to construct some devic that will assist bicyclists in riding up hill. Electricity has been tried, gasoline and other motors have been used, but to no pur-Now comes a German inventor pose. save he has solved the problem. His despring motor. It can be wound up like a lock by means of a ratchet lever, located directly below the handle bar, and so arranged that it can be wound up with one hand while riding. The power is ther transmitted to the treadle shaft by a train of gear wheels. When running down hill the power can be stopped at once, so as not to interfere with the operation of the wheel. When approaching a hill the power is applied by simply turning the lever under

the handle bar. An electric spur for the protection of

electric light which is strapped to the heel

let a vicious dog get near enough and a sud-den pressure on a button connecting by

with the light turns a flash of brillian

in much the same fashion as a spur.

It is nothing but a tiny

great Journal-Examiner "Yaller Faller' FAMOUS TRCC. W. Fitch is a widower now-a-days, his wife having gone to visit relatives for a short time.

H. C. Hartry says "Faithful Gadke" run a dead heat paced by his "107," but unluckily for Dean he picked up a tack with his rear wheel and fell by the wayside."

Captain Spencer has issued the September tours, and the following list embraces many enjoyable rides: Sunday, September 6, Carson-Start 7

dinner at Randall's, round trip, sixty Wednesday, September 9, Florence-Star

Wednesday, September 9, Forence Start 7:30 p. m., fourigen miles. Sunday, September 13, Springfield-Start 8 a. m.; unless otherwise arranged will re-turn to Papillion for dinner, thirty-four

Wednesday, September 16, Fort Crook-Start 7.30 p. m., swenty-two miles. Sunday, September 20, Glenwood-Start a. m., fifty miles. Wednesday, Suptember 22, Dodge street-

Start 7:30 p. m., twenty-two miles. Sunday, Scylember 27, Annual Century tour of the Tourist Century club, This tour will be managed by the Century club. Wednesday, Scylember 30, Optional-

Wednesday, September 30. Optional-Start 7:30 p. m. The regular monthly club meeting will be held Thursday, September 10.

The Tourist Wheelmen Century club will over the

desire to lower any past records may have an opportunity to do so. It is desired to make this the largest cen-tury run ever made out of this city, and all hardy road riders or those who desire to make this their initial 100-mile jaunt are invited to join us. There is an abun-dance of beautiful scenery curcuit and only dance of beautiful scenery curoute and only enough hills to break the monotony of the

while it might not be advisable for any one to attempt to make the trip unless they were accustomed to long-distance rid-ing, yet this course has been chosen on account of the fact that it runs almost paraccount of the lact that it thus athese pairs allel with a line of railroad with trains which might be taken home the same day if any of the party should have any acci-dent or break-down or become tired and did not care to make the round trip. Re-spectfully yours. W. C. BOUK, peetfully yours, W. C. BOUK, Chief Centurian Tourist Wheelmen Century Club

OUT OF THE ORDINARY.

Plants are said to grow faster between and 6 a. m. than any other time during the day.

There is a hole in the Yellowstone Park which is only six inches in diameter, but which is over 3,000 feet deep. Consumption kills more persons annually

than any other disease. In this country diphtherla comes next in fatality. In Denmark an "old maids" insurance

company pays regular weekly benefits to spinsters of 40 years and upwards. There is a bedstead in the Whitney man-sion, New York City, which was purchased by Colonel Oliver Payne in 1882, and which cost exactly \$10,000.

A rug only four feet square, but which had 576 stitches and knots to the square inch, was lately sold in London for a sum equal to \$10,000 of our money. The sun, if hollow, would hold 300,000 earth globes, and an eye cable of houriy viewing 10,000 square miles, would require

55,000 years to see all its surface. Three Damascus swords in the British museum are so finely tempered and flexible that the point of each blade can be readily curved until it touches the handle.

A chick that was put in a store window at Santa Ana with three hungry rattlesnakes saved itself by its innocence. Every time a snake would make for it the chick would peck at the forked tongue, which it mistook for a worm." And as the surprised snake backed off the chick jumped on for a ride.

The servents gave it up wheelmen from annoying dogs is the lates Out at the Fort Hall Indian agency is a bicycle accessory upon which letters patent have been granted. Cyclers have often sought in vain for some relief from the clerk who can probably boast of the longest mustache in the world. He parts his name in the middle, signing his letters H. Elwell Jenkins. Ordinarily Mr. Jenkins folds the velping, snapping dog nulsance, which has often inflicted severe injury to wheelinen ends of his bine-foot mustache away out of sight under his vest, but sometimes he lets and women who were leisurely riding

SOUTHERN SPIES Women Who Intrigued Desperately for the Lost Cause.

SHREWD, ZEALOUS AND UNSCRUPULOUS

A Dangerous Role Played by a Girl in the Confederate Signal Corps_ The Old Capitol Prison_Chapter of Unwritten History.

Altogether the strangest feature of our great civil war of 1861-65 was the prime part played by the gentle maidens of the south in the spy system of the confederacy. They outnumbered the men, and were shrewder, more zealous and unscrupulous. During the war it was hard to find a woman south of the Mason and Dixon line, no matter how fair her face and refined her character, who was really a non-combatant. For the first two years of the war all aid and comfort for the confederacy north of the Potomac were mainly derived from the women of the ancient regime at Washing-

ton. These ripe and languid beautics who The Tourist Wheelmen Century club will hold its annual, century tour over the famous Tekamah course on Sunday, Sep-tember 27, leaving its club house in the Creighton block, corner of Fifteenth and Douglas streets, at 6 a. m. You are cor-dially invited to be present and enjoy a nice, long country spin. The first section will maintain a moderate pace from start to finish. The "scorchers" division will start perhaps an hour later, and those who desire to lower any past records may have an opportunity to do so. had formed the court and assisted in the respect to his.

In the third year of hostilities this posi-tion of affairs became intolerable and the federal government organized a bureau of military information, which had command over all the spies, the ball room and the signal corps. As a natural consequence the overnment soon ascertained the number and commanders of every brigade and regi

nent in the confederate aimly and could tell at any time within a few thousand Lee's entire numerical force.

MISS MARY WATSON. One of the means of communication these intriguantes had was by signaling across the Potomac to their agents on the Virginia side of the river. The chief among the spies was Miss Mary Watson, the daughter of Major Roderick G. Watson, who resider upon a bluff at least 100 feet above the Po-tomac river, at Pope's creek, near Port To-bacco, Charles county, Md. Miss Watsor bacco, Charles county, Md. Miss Watson was a remarkably pretty girl, 23 or 24 years of age, with a mop of black hair, dark eyes shaded by long lashes, and heavy black brows. Her carriage was creet, and figure slender, which made her appear a litthe above the average height. She loved th confederacy with an ardor so intense tha it is believed she would have made any sacr

the for its cause. She was the chief female confederate mail car rier with Thomas A. Jones north of the Potomac, from about March. 1862, to the close of the war. She and Mr Jones successfully managed to transmit south all the confederate mail entrusted to their care by the confederate agents north of the all the

Potomac, and received the mail from the south which was to be distributed at the north or to be distributed to the confederate agents in Canada and Europe. It was owing to her vigilance and untiring zeal that not one of the confederate mails were captured during the war, notwithstanding the neighborhood of her home was infested with ederal detectives, spics and soldiers. Sh also kept up during the entire four years i signal station in one of her father's high garret windows by means of a black shawl The house of Thomas A, Jones, with whom she operated, was the headquarters of the

TWO ARCH SPIES.

A LIST OF NOTED PRISONERS

The character of the prisoners of the confederate spice. A FAMOUS WAR JAIL. The character of the prisoners confined in the old capitol was a matter of wide varis-tion, differing in this particular from any other place of confinement. It held prison ors of strike particular wave as press. other plate of contentation in the set of th

confederate spies.

New York Irish brigade

of General Benham's tent

Run

Going once to the window of her room (which was located in the second story of the building) she began a scathing and contemptuous criticism of the sentinel un-derneath, until, goaded by her tongue, he threatened to fire agner if she did not desist and leave the window. "Fire, then, you Yankee scoundrel; you were hired to murder women, and here is an opportunity to ex-ercise your trade." Stung by the words and thinking to frighten her, her raised that even the best shoeing, as it is done now by burning the hoot, is in a measure injurious. This new horseshoe is to be put on cold, and the hoof simply pared or cut to fit. It is nailed on in the loss of the loss An additional advantage of the rubber sole is that it will give the horse a firmer hold upon wet or treacherous pavements, and, by securing him a good purchase, enable him to go up or come down steep hills with a ercise your irade." Stung by the words and thinking to frighten her, he raised his piece, but aimed above her head and fired, the ball crashing through the win-dow over her. Not a muscle stirred as the still coolly faced the window as beheavy load far more easily than at present fore, saying contemptuously: "A shot worthy a Yankee; load and try another." While in the prison she saw her son, a confederate soldier, die there, and at-tended his funeral in the congressional the Century, is surrounded by a boma of stakes, clayed four feet up; the three gates are firmly closed at night. The natives de not venture outside at night for any purpose, and this gives the village a very pretty cemetery. She was accompanied to the cemetery in the same carriage by Mrs. Suraspect. The place is horribly infested with the burrowing flea, "the Jigger," the pest of

ratt (who was afterward hanged for alleged complicity in the assassination of President Lincoln), and a couple of guards Tresident Lincoln), and a couple of guards detailed for the purpose. These prisoners, with Belle Boyd, made a very interesting "set" at the Old Capitol, and amused themselves by singing "Mary-land, My Maryland." They sang it at all hours, night or day, in defiance of the guard, who would often order them to be silent, to which Belle Bead's reals more it should be which Belle Boyd's reply was "I shan't it," and then she would repeat the line: shan't do 'Huzza! she spurns the northern scum!" d, sulting the action to the word, she

would selze a broom and apply it to the part of the floor troiden by the guard. A HORSESHOE OF RUBBER.

Saves Wear and Tear on the Horse and Makes No Noise.

bune, there will be no more heavy trampling

and the rhythmic clicking of the hoofs

a the

streets are quite level, and the clay floor-ings of grass brick are raised about a foot above the ground; but no precautions are taken and even the babies are permitted to squat on the bare ground as though the jigger did not exist. If the latest phase of modern ingenuity proves a success, says the New York Tri-

Confusing.

It is nailed on in the ordinary way,

The Horrible "Jiggers" of Africa.

men, women and children, who are a mass of horrid sorrs. Through lack of washing, and removing the jigger when he first en-ters, hig sores are found all over the feet.

I felt very sorry for the children, who were all more or less lame, and many stumping about on their heels, unable to put foot to ground, owing to swollen toes. The moan-

ground, owing to swollen toes. The moan-ing of women at night, and the bellowing of

youngsters, were most distressing to hear

I tried to impress on them that constant washing and attention to their feet and oc-

casional flooding of the low, clayey ground in hut and street would cure the evil; but it was too much like hard work to be

adopted. The flooding could be done with-out the slightest injury to property, as the

constant

The village of Mayilo, says a writer in

of four-footed steeds. There has been in-vented a new horseshoe--a steel frame about which is built a cushion of vulcanized rub-"Somebody to see you, sir," said the of-fice boy to the editor. "What kind of a man?"

"I can't say for sure." "Where are your eyes? Haven't you any The advantage claimed for it is that ie rubber instead of metal strikes the

ground there is no concussion or jar, and powers of observation?" "Yes, sir, But I've

the horse's hoof, leg and shoulder are saved. Thirty-three per cent of the diseases of horses, it has been said, are maladies of tell by the way a man wears his hair the foot, and there is little question but





ing trousers are indispensable.

Mr. Isaac B. Potter, New York state coun the Century he says: The bicycle has knife, spoon, fork and meat can. wEIGHTS OF WHEELS. for the better; each form has taken on its multitude of improvements, and no part of the modern wheel has escaped the ingenuity of the mechanic in his aim to secure better material, stronger connections, lighter weight, greater speed, grace of design, and comfort to the rider. Every day is a day of new records and of the revealment of new possibilities. Four hundred and odd miles for a single day; thirty miles in one hour: 100 miles in three hours and forty-seven minutes; a single mile in one minute and-but a statement of the seconds here would be true only for the week in which It was written.

Six years ago one of the best-informed and most progressive of our cycling authorities, Mr. F. P. Prial, editor of The Wheel, writing of the safety bicycle of that day, mentioned the drawbacks of the pneumatic tire as being "its large size, and the necessity of replenishing the air to keep it properly distended." He advised that the ideal safety should not be geared too high, but only to fifty-four or fifty-seven inches. "except in the case of strong riders," Th gearing of the man's wheel of 1896 is from sixty-three inches upward, a gearing of seventy inches being about the average, and eighty not at all uncommon; while the

in certain parts of the country where nature? riages in certain parts of the country where naturer roads have been improved. Meanwhile the bicycle now in common use will hold its earth, the waters, the skies, that belong to bicycle now in common use will hold its way, with such improvements in detail, and him who walks are restrained from all who perhaps in form, as will add to its usefulness, and to the comfort, convenience, and

security of the rider.

BICYCLE FAILURES.

Cause of the Depression and the Future of the Trade.

express train. But what lover of nature would be content with such a view? The wheel may serve to carry the umbrella and color box from one point of vantage to one farther. It may be a beast of burden, but who are these that turn the beast into a There is a popular impression, based on the large number of failures of bleycle manufacturers which have occurred in the god? Probably no devotee of nature ever got last two months, that the business of wheel more for his pains than Stevenson in his making is likely to be conducted on a far more conservative scale next year than has been the case this year. It is assorted that the output of some manufacturers of wheels a vacuum. The wheel would make all the globe a plane and all praise of nature a platitude. It would turn back geography of the '97 model will be no more than a third of their production for this year, and that they will pay more attention to the to the theory of Ptolemy. The one thing that nature herself worships is movement, quality of their machines than ever before. that nature herself worships is movement. The reasons attributed for the recent not in the treless cyles of wheeling wings numerous and heavy failures among bicycle manufacturers are very diverse, rays the New York Sun. Some of the older makers ascribe them to inferiority of the construc-tion, resulting from inexperience. Deslers manufacturers are very international structurers are very international structurers are very international structure in the structure of the construction resulting from inexperience. Dealers the frond of a fern a rigid line. The many of the insolvent companies lacked many of the insolvent companies lacked well established reputation, while great and decreasing demand the river, the hymn of the wind, all are in the river, the hymn of the wind, all are in the river, the hymn of the start globe itself, and many of the insolvent companies lacked well established reputation, while great over-production and decreasing demand furnish the explanation for the public gen-erally. Judging from the vast stock of wheela in the possession of popular makers, the last reason seems the most plausible. Many persons who would pay a fair price for a wheel last May, couldu't be induced to buy one at cost now. There is a feeling to buy one at cost now. There is a feeling wheela in the possession of popular makers, the last reason seems the most plausible. Many persons who would pay a fair price for a wheel last May, couldu't be induced to buy one at cost now. There is a feeling mony wheelmen that it is too late in the monwon to purchase a '90 wheel, and that biggles will be as cheng, perhaps cheaper. saides being thoroughly up to date, when he next cycling season opens. This is the fors of the wheel-that it turns

the next cycling scason opeus. Among the cyclists, in this country at least, are men and women of good taste and huminess instituct, and a bicycle must be not only cheap and serviceable, but mmart also, in order to obtain their favor. Consequently, the bicycle concern that falls

up, so that knickerbockers, bloomers or rid- 2 handkerchiefs, 1 toothbrush and powder, 1 cake soap, 1 blanket.

in the high and goods, were also carried in the knapsacka.

ful One.

limbed mountains, pumped over valley, orded rivers, and pumped along railroad

Lieutenant Moss concludes his report as

boiler, 3 hatchets, 1 bottle bicycle oil, 1 stick

lubricant, 1 can rim cement, 1 2-gallon coffee pot, 1 patented baker, 3 rubber blankets t

cover bicycles at night, 1 screwdriver, 3 seat springs, 3 extra tubes of tire cement.

Every other soldier carried a complete re-

The large tin case (capacity 11 gal

lone) was attached on front of blcycle, rest-ing on a frame and strapped to the handle

We were the heavy marching uniform

onir kit

bars

Every other man carried one comb and brush. Besides the blanket in the knapsel for the League of American Wheelmen, thinks that the mechanical limitations of the wheel have been reached. In an article in Every soldier carried in his haversack through some pleasant country lane or quiet village street.

WEIGHTS OF WHEELS, ETC. Personal weight. 135 1531/2 1451/2 Total Lieut, Moss..... Corporal Williams Musician Brown... 74 83 71 80% 200 2364 216) 212) 260) 239 239 239 239 152 18334 Findley

electric light full into the dog's eyes. 'The sudden finshing of the light never fails to Haynes. 160% put the surprised animal to retreat, and now rivate Johnson ... wheelmen are wondering why the thing was Average of riders, 1.55.7; bicycles, 76.2 never thought of before. average total, 231.3. Weight of bicycle, 26

The soldiers were all well pleased with the trip and suffered very little from sore-HERE IS A KICK. Pleasures of Outdoor Recreation Not

in Propulsion.

Is walking to go as the horse has crum. gone?

A writer in the Chicago Times-Herald asks the guestion, and answers in the folasks the question, and answers in the following strain:

wheels being located directly under the sad-While the air is redolent of wheels, may While the air is redotent of wheels, may one venture a protest against the loss of the wheel? For does not the wheel lose more than its rider gains? If an open air sport become merely a mechanical manipu-sport become merely a mechanical manipu-

wire

enty inches being about the average, and eighty not at all uncommon; while the woman's wheel of today, when geared at sixty, is easily propelled by new and inex-perienced riders. Saddles, tires, frames, bearings, handle-bars, cranks, spekes, and rims have been lightened, simplified, im-proved, and from year to year made to dis-place the cruder product of the year before. Where is the limit? No man can tell; but so far as it relates to the common pedo-motive bicycle of today, the practical limit would seem to be not far distant. A year or two hence will probably witness the in-troduction of a practical motor bicycle, and the more general adoption of motor car-ringes in certain parts of the country where and is independent of the wheel. The upper left-hand sprocket has the same number of teeth, and the chain delivers the power to the larger right-hand sprocket, which trans-mits it to the right-hand sprocket on the

The four cranks being set on quar wheel. mount the where it restrained from all who mount the wheel. It may be indeed that in flight one may get an impressionist's view of a vanishing world. It was Ruskin himdead centers, the result being a steady pull on the driving chain. At all times the cranks are three inches off centers, and the a landscape seen from the window of an uniform delivery of power to the driving wheel is said to make the machine run more easily than a lighter one of standard

make

pounds.

With Tourist Wheelmen.

The wheel weighs twenty-six

Last Sunday was an ideal day for cycling and the Tourists made the most of it by a little spin out through the country. A portion of the club went to Waterloo, while others made their usual century rides. Leonard Hartson and Hugh Thomas rounded the fifty-mile point over the Hooper course and finished well within the fourteen hours limit. The following as copied from the club register shows who did the riding, and where they went: Tom Spencer, Waterloo; Collie Hample, Waterloo; F. W. Fitch, go-as-you-please; Leonard Hartson, Hooper, Neb.; Hugh Thomas, Hooper, Neb.; Howard Hayman, Fremont; L. D. Erlon, Fremont; Millhouse, Hillsdale, Ia.; Cyclone Pete Hillsdale, Ia.

With a good prospect for nice fall weather the best part of the riding season is yet before us. Today-weather permitting-the Tourists will go to Carson, Ia. Next Sun-day Springfield has been named as the prospective point. Are you wid' us? Whether a member of the club or not you will be welcome to go, and by doing so we may get acquainted, and you will be given an opportunity to join us if you so de

Ask Cyclone Pete what the excitement was Ass Cyclone Fete what the excitement was Friday night at the club rooms? Did Du-berry finish that game of hearts? What prompted the delegation of silverites to call at the Tourists' club rooms so late in the coming of the second sec the evening?

"Dad" Holton and Louis Flescher made good time on their relay ride through lowa on top of i last week when carrying the packet in the the house.

It drag the near to show its full length, just as a woman with a wealth of back hair exhibits it in the privacy of her boudoir to a coterie of admiring and envious friends. Mr. Jenkins' mustache is still growing.

it drag the floor to show its full length.

THE SILVER RING.

Two Kinds of Silver Mines and Two Kinds of Silver Mine Owners. Mr. G. W. Pcarce of Boston, a promoter of mining properties, writes to the New

York Sun to say that Boston investors in A peculiar feature in a bicycle invented in Providence is in the pedal movement. Al-though it suggests somewhat the star wheel silver mining properties refused to contribute to the free silver campaign fund. The mission of solicitors, Mr. Pearce says, "was unsuccessful for the reason that all the mine owners of Boston who own good properties are for sound money. They are satisfied with the present condition of sil-ver mining, and believe that the 16 to 1 driving sprocket, are without a fixed fulcrum. As described by the Providence Journal, the frame is of the giraffe type, swindle would not only ruin the manufac-turing and agricultural interests of our country, but also seriously cripple the silver mining industries by breaking down the

price of silver to so near the cost of pro-duction as to leave no margin for profit. As the silver mining interest is today,

good mines which are equipped with modern apparatus and managed by shrewd and enregetic managers are paying fairly well. Yet there is not anywhere to be found among experts in silver mining one man of na-tional reputation who will sign his name to the statement that silver under free coinage will go upward and remain for ninety days at \$1.29 per ounce. Within the important missions. past ten days one and one-half million dol-lars have gone from Boston for investment in machinery and railway approaches to two silver mines in Mexico wherein silver silver can be mined for 12½ cents an ounce.

"The present market price of refined silver, 65 cents, does not tempt makers of silver and plated wares to lay in large stocks of the metal. Every refiner and maker of wares made wholly or in part of silver expects to see refined silver, hammered down to 40 cents an ounce within a year at the furtherest

"The howl for a government swindle upon the people to shove a 53-cent dollar out of our mints comes from the persons who own poor mines where pay ore cannot be landed poor mines where pay one cannot be indiced upon the surface of the earth in competition with good mines. A Boston broker and dealer in mining investments, who has placed millions of eastern capital in western mines, says that the silver ring's case in a nutshell is this. They own a lot of mines which are played out or not worth deof covered and she was buried there with imago bill they may find a market which will enable them for a short time to work the market and unload their mines on guilible investors. But without government help the silver ring cannot get 10 cents on help the silver ring cannot get 10 cents on the dollar for their mines, because it has been figured out by a score of the ablest mining engineers and investment brokers of the west and east that the silver ring mines

figured out by a score of the ablest mining engineers and investment brokers of the west and east that the silver ring mines from 1879 until Jahuary 1 last have not averaged a daily wage of 75 cents a day for each man engaged at the mines. In the good silver mines owned by persons who are for honest money, the average daily wage during the above mentioned period is \$2.50. "Many of the silver ring's mines have been on the märket for years: the properties have been scornfully rejected at home and abroad by well-informed investors, and after having gone through the 'one dollar a share, nonassessable' "theme to milk the farmers and mechanics of their hard-earned savings, have been contadildated by the ring for the purpose of swinding the voters info the be-lief that a haft-dollar dollar is better than lief that a haff-dollar dollar is better than a hundred-cent dollar."

The Morning Swell.

Cleveland Plain Dealer: "I hate." said Mr. Tolliver, as he vainly tried to get his straw hat over his head. "to get these mis-erable hats wet. They shrink so." straw hat over his head. "to get these mis-erable hats wet. They shrink so." Mrs. Tolliver looked up from the breakfast table. "There was no rain last night," she freez-ingly renarked.! Then Mr. Tolliver hastly perched his hat on top of his aching head and hurried from the house.



