IN THE WHEELING WORLD

"Speak gently of the dead," was expressive and impressive description given by an Omaha dealer of the condition of the bicycle trade in this vicinity. But Omaha is not alone on the dumps. The whole country is in a comatose state so far as trade is concerned, and politics claimed to be the cause. The New York Times says: "Money is scarce, and the manufacturers of bicycles find the times hard. Agents who have been supplied with bicycles on the consignment plan have had some difficulty in making collections, and the numerous failures that are being weekly reported are entirely due to the panic over the approach of the coming election. As soon as the votes are polled and the successful candidate is announced, brighter times will come.

"To many it has appared that the bicycle trade has suffered a reverse. This is a wrong impression. The makers of standard bicycles have lots to be thankful for. The season has been very successful, while '97 gives promise of a renewal of the good times. While it is yet too early to gauge the situation as to the prices, high grade wheels will command next year, it is safe to say that the standard goods will find a ready market. It has been argued that many of the well-known manufacturers will stand out for the regulation price for high grade wheels, and that these wheels will be sold with a guarantee that binds the manufacturer to make good any and all defects in the wheel. The agents will be called upon to take upon themselves this duty, which will obliterate much of the inconvenience suffered through the breaking of a wheel and the shipment of it to the factory.

"The bicycle business will live when many of the older industries have died. Makers of standard bicycles anticipate no trouble for next year over the suspension of business at this trying period."

The American bicycle manufacturer is arranging to push the sale of American wheels throughout England next season, and the chances of success are promising. The Cycle Trade Journal says: "Agents, more particularly those in the south of England, are doing well with American cycles, and many are actually pushing them in preference to those of British manufacture for the simple reason that the unfortunate dearth of English mechanics during the spring and early summer, and the consequent forced purchase of American machines by many of the upper classes has, in a measure, set a fashion for such machines, so that the fashionable visitors to the watering resorts are asking for American cycles. A well known south coast agent, who has several depots in various towns, told us recently that he was doing a large trade in a very well known American machine, while he could not dispose of scarcely any of an English firm of equal standing. Price, he said, had something to do with the matter, for the American machine was considerably the cheaper. People would not give something like $15 more for the English wheel when they saw it beside an apparently equally well finished American machine. And further, he maintained, that when new the Yankee wheel ran quite as well. We do not propose to enter into a minute criticism of the machines, but it is quite plain to us that American cycles are quite good enough to be serious rivals to the first grade British machines, at any rate, among the class of people who give cycles comparatively little wear, and it must be remembered that it is the very best class of buyers who pay the best prices and give the agent the least trouble."

The time has arrived when a more efficient system than that generally adopted for the transportation of bicycles must be adopted. A simple method is now proposed whereby a large number of wheels can be packed in a small space. The method is peculiarly adaptable to the carrying of wheels in railway cars. The machines near the floor are placed in metal supports which keep the wheels in line, and are held in an upright position by means of holders on the wall, which engage the rear wheel. On the upper tier the rear wheel is engaged by wires, which hold the supports in place. Single systems for three wheels, or double systems for six wheels, can be arranged along a wall space. Double sections can be run lengthwise of rooms away from walls, thereby greatly increasing the storing capacity. For use in baggage cars each support is provided with an attachment to prevent the bicycle being thrown out of position by sudden starting or stopping of the train. Each support can be instantly and entirely removed from its supporting position and placed in a rack overhead out of the way, so that the space can be used for trunks or other form of baggage. The system is claimed to be valuable for not only railway cars, but also for the wheel room of bicycle factories, riding schools, clubs, churches, colleges, schools and of public buildings of all kinds. The economy of space it gives is such that a room accommodating fifty bicycles in ordinary holders or racks can be made to store safely and conveniently 180 bicycles. The difficulty of carrying wheels in trolley cars has been overcome in many places by the fixing of hooks on the top and sides of the car. Where this practice obtains it is no unusual sight to observe as many bicycles as passengers on the car.

Bicycle riding is not any more dangerous for women than for men. In the collision of two bicycles in New York the other evening, it was mere accident that the woman was killed and the man escaped with slight injury. But the cause of the collision appears to have had something to do with sex.

The woman, whom the New York papers describe as a modest person and a good rider, had been terrified by some hoodlums on the curbstone, and possibly by the unwelcome attention of a man on a wheel. Quickening her speed to escape, and coming suddenly upon some obstructions in the street, she veered to the wrong side of the road, and the man coming the other way was unable to escape her.

The circumstances are all pathetic. While the woman's death was, in a sense, from her own fault, the fault itself was caused by a wound to her woman's sensitiveness from which common decency should have protected her. The rowdies who insulted her are really responsible for her death. Unhappily there is so much brutality in the world that in many towns a woman must use caution in going about the streets alone, whether on foot or on a wheel.

THE BICYCLE SUIT.

Belief that it is Caused by Back Pedalling.

There has recently come to light an affliction among bicyclists down east which has resulted, according to the New York Sun, in changing the opinion of a good many riders as to the advisability of back-pedalling, instead of using a brake, when they wish to stop their wheels. Scarcely more than a year ago, relates the Sun, brakes were as common on bicycles as they are uncommon now, and before that time nearly every wheelman regarded them as a necessity. In the craze for lighter wheels the brake was treated like all the other parts of a bicycle which, it was thought, could be removed without seriously interfering with the machine's use; it was taken off. To supply the function it performed back-pedalling was practiced and the knack of stopping a wheel with the feet, instead of with a hand brake, as before, was very generally acquired. Many cyclists have become so handy at back-pedalling that they now see absolutely no need of any other means of slackening their pace, whether on level ground or descending a hill, but there are many other riders who look upon a brake as the most necessary of a wheel's attachments.

When the "bicycle hand" was complained of last December it was attributed to unduly gripping the handle bar and the constant vibrating of the latter; and the numbness which resulted was thought to be partly caused by climbing hills, when the handles were held more tightly than at other times. The bicycle hand seemed to exist chiefly among male riders who took long and fatiguing runs. Little complaint of the sort has come from women cyclists until lately. Now, however, there are women who say that they suffer from sore and, frequently, swollen wrists, which occasion a good deal of discomfort. The cause of the trouble they ascribe to the tight grasp and frequent lifting on the handles which is incident to back-pedalling. A young woman on the west side, who discarded her brake the first of the season, has this to say about her case:

"The idea of doing without a brake struck me as a good one, and I had my brake removed. I found it easy enough to stop my wheel without it, and there was a novelty in back-pedaling instead of having to grab for a brake whenever I wanted to slow down. That was several months ago. Now I'm going to have the brake back again in short order. Why? I have just found out what has made my wrists so weak and painful all summer. I didn't once think that detaching the brake from my wheel had anything to do with it until I was speaking the other day with a friend who is troubled in the same way. She had also been doing without a brake. Neither of us ever took very long rides, and it was hard to see how the trouble could result from cycling. But we began to compare notes, and finally we drifted onto the brake question. My friend much preferred back-pedalling to using a brake, 'but,' said she, 'my wrists get awfully tired pulling up the handle bar.' 'So do mine,' said I, 'and I'm going to stop doing it.' The next day I made the experiment. It was impossible for me to make a quick stop by not lifting on the handles, but I was determined to run the risk. When I got back from the ride my wrists were as strong and well as they were when I started. The next day I repeated the experiment and was convinced that I had found the secret of my trouble. That settled back-pedalling for me. My friend has profited by my experience and now has her old brake back again.

"It had been almost an everyday occurrence in the last three or four months for me to come home from a spin with my wrists aching dreadfully. Sometimes they would be swollen, and I would bathe them with witch hazel or arnica. The pain would usually last several hours and sometimes it wouldn't cease for two or three days. I noticed that after long rides, or rides on which I was obliged to keep stopping continually, the pain was worse and lasted longer than after I had taken a short run on a clear road. Just so surely as I did much back-pedalling my wrists grew tired, and I believe if I hadn't discovered the cause of the trouble when I did my case would soon have deserved to rank among the afflictions of pigeon-toes and knock-knees as one of wrist paralysis. The re-establishing of the brake is a sure cure for the bicycle wrist, and nobody but anti-brakemen needs to fear an attack of it."

WASHING THE SWEATER.

Considerable Care and Skill Required to Do It Properly.

To wash a sweater requires more care and skill than a person would ordinarily imagine. It should be washed in warm water, in which borax has been dissolved, about a tablespoonful to a pail of water, and rinsed in warm water. Care must be exercised to prevent it from shrinking. A cotton sweater is no trouble to wash. The ordinary method of clothes washing suffices.

Another method is as follows: Into a kettle containing about a quart of water cut half a cake of soap in small pieces, letting the water boil until the soap is dissolved. Half fill a washtub with hot water, taking care not to have boiling water, as that is bound to shrink the wool. Place the sweater in the tub and pour over it the dissolved soap water. Work the sweater well between the hands or on a washboard, but do not use soap on the sweater direct, as it will cause spots and streaks after it has dried.

Another method is to use gasoline alone. Use enough gasoline to fairly wet the sweater and take the dirt out, working the woolen goods well with the hand. Squeeze out all of the gasoline possible after the sweater has been cleaned and hang up to dry.

One of the best recipes is given to a well known local wheelman: Take a pail about two-thirds full of water. In extremely cold weather the water may be tempered a little, though for washing the sweater it should be more cold than warm. Take a cake of good laundry soap and rub between the hands for a few moments in the water. Soap containing too much alkali will have an injurious effect. Add a teaspoonful of ammonia and stir. If the garment is very dirty, add more ammonia. Let the sweater soak for at least a quarter of an hour and twice as long if dirty. Then souse and knead it with the hands enough to squeeze the dirt out. Turn inside out and repeat the process. Put the garment in another pail and rinse thoroughly several times, keeping up the kneading process. Then lay the sweater on a line or a wooden frame to permit the water to drip off and the sweater to dry. The drying process should not be in the sun. Wind or the fire is generally better. No ironing is necessary, and when the garment is dry turn inside out and the sweater is ready for use.

THE CHAINLESS WHEEL.

A Notable Innovation in Next Year's Model.

It has been rumored for some time that one of the largest eastern cycle manufacturing concerns would place a chainless wheel on the market next year. Stray declarations to that effect have been made frequently, but never with the full approbation of the firm. Even now it is a matter of conjecture whether or not the company intends to make a radical departure from the present type of chain driven machine. It is possible, says the Chicago Times-Herald, that the firm has decided to make and market a chainless machine to meet a special demand. It would require a wide stretch of imagination to suppose that the makers in question proposed to summarily abandon the reputation they have gained through the manufacture of the present type by forcing upon the public a machine so radically different in construction.

The idea is not by any means new. In 1893 such machines were made and a few of them sold. While the present idea greatly resembles that wheel, some few changes have been made to comport with the times. The company that made the first marketable chainless bicycle was located in Hartford, Conn. The wheel which it turned out was entirely too heavy and had so many unfinished and unsightly features that but few purchasers were to be found. Consequently the makers went the way of hundreds who have endeavored to educate the purchasing public—they failed, and their stock was purchased by a firm not 1,000 miles removed from the company which now promises to place a chainless wheel before the eyes of 1897 purchasers.

Mechanical engineers outside of the trade and those engaged in the making of bicycles have always admitted that the chain and sprocket method of driving a cycle is the poorest for transmitting power. Riders, too, have realized it through the trouble they have experienced by the stretching and breaking of chains, rusting and clogging of links with dust. In the face of nothing better the chain has been allowed to suffice. In England, however, the bother occasioned by the many little annoyances has been reduced to a minimum by the use of gear cases. In this country riders are averse to using gear cases, but have long wished for something in the way of a change which would preserve the present lines of mounts and which would obviate the fitting of an unsightly gear case.

In the new machine, or rather in the application of an old device under newer and better auspices, American riders will be given a bicycle, it is said, graceful in lines, equally as speedy as the present type, and that will dispense with that bugbear—the chain.

BICYCLES AS AMBULANCES.

The Latest Wheel Novelty Introduced in Chicago.

The very latest novelty which has come from the busy brains of the bicycle makers is an ambulance, and it promises to supersede the old-fashioned, clattering, horse-drawn vehicle entirely.

This new adjunct to a prominent Chicago hospital has been thoroughly tested within the last few weeks, and has easily proven its superiority. In the first place, it is available for use at any moment. There is no waiting necessary for the hitching or unhitching of horses, and, unlike horses, it never becomes tired. It is light, strong and sightly, and requires no more care than the ordinary machine used for pleasure riding.

The ambulance is made of one of the lighter varieties of wood and is painted white. When the door at the rear is closed ventilation is secured by opening the slat-covered window at the front. Two strongly-made bicycles, equipped with every necessary appliance, are placed on each side of the ambulance, which is supported by springs attached to the two front crank hangers, which form a seating for the cross tubes running under the wagon body.

When a call is received at the hospital the ambulance surgeon on duty mounts one wheel and a porter or some one of the keepers gets on the other, and though neither of them may be able to ride a wheel when unsupported, they are able to make as rapid progress as though they were experts. The new ambulance has received some very severe tests, having made some long trips over all sorts of roadbeds at all hours of the night. No repairs have been necessary during the month that it has been in operation.

Another advantage claimed for it is that one man can handle it as easily as two. During the recent hot spell the bicycle ambulance was in constant demand and was used in conveying to the hospital several women who had been overcome by the heat. While not so speedy as the tandem or the tricycle, it can without special effort be propelled at a rate that would be unsafe to pedestrians were horses the motive power.

The hospital in question has a clientele of wealthy persons living in the most exclusive of Chicago suburbs, and the authorities declare that they have had numerous requests for the new ambulance from this class. In appearance it is infinitely superior to the old kind, and, as it is of course noiseless, its movements attract little or no attention. This is a great advantage, as many persons refuse to avail themselves of the use of ambulances because their approach to a house is always accompanied by a curious crowd of children and idle curiosity mongers.

The authorities of Bellevue hospital are considering the adoption of the new ambulance at that institution.

Echoes of the Tourist Wheelmen.

With thankful hearts that the hilly run over into Iowa was over and with eager anticipations of a nice ride down to Springfield, the Tourists or Rainmakers counted the days from one Sunday to the other, but lo, when the appointed hour arrived the streets were wet and slippery, the country roads were anything but inviting, and the members could not make the run. A few congregated around the club rooms, and on learning that Mr. Ed Porter of the Palmer Tire company, who hails from Chicago, was to pass through on the train, concluded to take a little spin around town and wind up at the union depot (?) and extend to him their best wishes for a pleasant and safe journey across the country. Mr. Porter being on his way to Denver, Colo. Only about fifteen of the boys went to the depot, the balance thinking, perhaps, he could be induced to stop over for a few days and they would have a chance to exchange yarns with him in the club rooms. In this they were disappointed, although Ed promised to stop over on his way back for a day or two.

We always knew Porter was quite a rider, but never until last Sunday were we aware of the fact that he was such a sprinter, but after the boys induced him to go about a block from the depot to get a glass of "ice water" (?) and a little coloring had been put into it to make it resemble circus lemonade, the crowd started back down to the train when it was discovered that it had started. Mr. Porter had informed us that his ticket could not be extended and was good only for continuous passage, and the only thing he could do was to catch that train. Did he do it? Well, you ought to have seen him; the half dozen newsboys, bootblacks and poodle dogs never knew what hurt them. But he got there, and with both feet, too. The second contingency arrived at the depot about this time. Where is he? What did you do with him? and may other questions were propounded in quick succession, and Porter, oh, where was he? Ask of the telegraph operator and train crew who saw him like a flash of lightning jump aboard the moving train and bid all adieu.

After a hasty explanation of just how it happened, the party rode back up town and indulged in a short spin about town. Porter would liked to have seen "Mully" and some more of the Louisville push, but he could not get away, owing to the rush of business, which, by the way, is a very good indication that he is strictly in it now-a-days. Inquiry was also made for Messick and others, but their whereabouts just at that moment no one seemed to be able to give. But he'll be back again, and then we can learn him that little Dutch game, you know, (?) and drown his sorrows with a "stine." He will enjoy it of course, and will vote for the balance of the boys to come and get initiated in 1898—won't you, Ed?

One of our humorist members has printed some signs and tacked them up around the club rooms. They read as foolows: "Dues must be paid promptly the second Thursday in each week, except when a member forgets—in that case settle on Wednesday. This club is for the use of members exclusively. Visitors always welcome. Strangers not admitted unless introduced by a member—unless they come alone. This is strictly a temperance club. No member allowed to drink anything stronger than—liquor. In case a fire occurs in this building, which nobody discovers, kindly ring in a fire alarm. The object of this club is to discuss the wheel politics. No arguments will be allowed. Do not sing or speak above a whisper after 10 p. m.; it keeps the night watchman awake."

Among the many relics which have recently become the property of the Tourist wheelmen of Omaha is a pair of bicycle shoes, which show very plainly that the owner must have certainly experienced many hardships in his long and tiresome journey across the country. A piece of paper attached to them bears the following: "After crossing mountains and hills of Maryland while cycling between New York and Chicago.—"Lox."

Vice President W. G. Clark of the Tourists introduced a few valuable suggestions at the last meeting of the Associated Cycling club last Monday evening. One regarding the holding of a large bicycle parade in this city some time in the near future was taken under consideration and a committee of five was appointed to arrange the necessary details. It is expected that each one in line will be properly decorated and that a good showing will be made.

F. W. Fitch, a loyal member of the club, has been missed from the ranks for a short time, but owing to the fact that he is putting in all his spare moments working for his nomination and election as a candidate for the state legislature, he is in a measure excusable. Mr. Fitch has done much for the advancement of cycling in this section of the country, and is deserving the unreserved support of every wheelman voter in Omaha. Through his untiring efforts the matter of ridding our streets of glass and other obstructions has been brought before the authorities, and a marked improvement is observed in this respect.

D. C. Eldridge of York was an Omaha visitor last Monday. Mr. Eldridge reports the League of American Wheelman membership on the increase in his vicinity, and the league affairs in a flourishing condition.

The Tourists, as well as wheelmen in general, should not forget that there has been placed a register in Kuhn's drug store, corner of Fifteenth and Douglas, for the reporting of glass and other obstructions in the streets. You are earnestly requested to make a memorandum of the same, and the authorities will look after the balance. It only requires a moment's time and the speedy removal of such things will very materially add to the enjoyment of cycling, as no fears need be entertained of getting punctures all the time.

Today the Tourists visit Glenwood, Ia., the land of apples and cider. That will be sufficient information to warrant a large crowd. The members have a warm spot in their hearts for Glenwood, and it is a fact no one will deny that this place is known for its hospitality more than the majority of the places which wheelmen are wont to visit on their weekly runs. Everything that can possibly be done for the entertainment of the riders of the silent steed is done, and everyone has a good time.

In keeping with my promise of last Sunday I herewith give the account of a trip through England and other points of interest as narrated by Ed Black, which gives some valuable pointers to others who might be contemplating a similar journey.

It is not within the province of so short an article as this must necessarily be to give a very intelligent account of cycling as it is enjoyed in England, but I will try to comply with a request for a short account of my recent visit in that country and my trip awheel between Baltimore and Chicago. It does not take the casual observer very long to find out that the wheel has caught on immensely in England, and that among all classes can be found enthusiastic votaries of the bicycle. The inability of home makers to fill orders promptly has made the introduction of American mounts quite a feature in the cycling world. It is generally known I think that most of the roads over there are good and well maintained. The laws affecting wheelmen are rigidly enforced and seldom it is that the offender escapes with immunity. A "scorcher" having been brought before a magistrate for fast riding said upon being questioned that he was following a hearse when arrested, but his jocular mood moved not the heart of the magistrate, who ordered that the usual fine be forthcoming.

Cycling in the busy portion of London is more or less a hazardous undertaking, although this does not seem to deter wheelmen from peddling through the dense traffic. Rural England has an element of charm that does not go unnoticed by the great army of cyclists and cyclennes, who never tire of leaving business cares for an exhilarating season of outing in the country awheel. I reached there just as the merry month of May was sweetly asserting itself with sunshine and flowers, and did not leave until summer had come with its more matured offerings. The admirer of antiquity can find plenty of interesting places with antique associations, while the lover of the beautiful can see much from the saddle that will please the eye.

My experience has been that no better way of visiting these interesting places could be mentioned than by recommending the wheel. The maximum of enjoyment and satisfaction is obtained with the minimum of expenditure by enlisting the companionship of your pneumatic tired friend. Take your machine with you, and if taken apart and carefully packed in a case with your personal effects it will go right through as baggage, and besides saving you the expense of sending a "crated bicycle" it is a safer way of transporting your wheel a long distance. I paid $1 charges on my case containing a wheel and personal effects between Omaha union depot and Waterloo station, London, and that amount was for transfer charges at Chicago and New York.

One of the many delightful runs which I made out of London and of which I remember particularly was one to Henley-on-Thames, via Kew and Windsor. Starting from the north part of London at an early hour I soon passed Oxford, St. Marble arch, Hyde park and Kensington gardens, and had not gone very far when I passed a detachment of the Royal Life guards proceeding from Windsor to the present at the royal wedding in London the following day.

Some very pretty country surrounds Windsor; the branches of the trees often meet and form an arbor across the road. The magnificence of Windsor castle is too well known to warrant me saying much of the splendid royal residence. While at Windsor the visitor should take a side run of five miles to Stoke Pogis church, which is associated with Thomas Gray's "Elegy" and where the poet now rests. At Datchett, a few miles from Henley, I stopped at a very inviting fountain with the inscription, "Come ye that are athirst." I was athirst and I came, but whether the water works company were at the races, or the fountain was indisposed, I cannot say, but I know that I was still athirst after leaving the fountain. Henley-on-Thames is a very attractive place, with a river flowing peacefully through. A very steep hill, with a notice of warning to cyclists, is encountered just before reaching Henley. I found that bloomers did not bloom very much, for their appearance generally evoked a derisive laugh.

Of course, like everything else that has made rapid strides of advancement, the wheel has run the gauntlet of more or less adverse criticism across the pond, but, thanks to its superior qualities, it has succeeded in dismantling the malignancy of a lot of critics.

Reaching New York August 7 on the St. Louis, after a quick trip of six days and two hours, I at once proceeded to look around Gotham, but my ardor in this direction was dampened by a big thunderstorm, so I took a night train for Baltimore, "whence the oysters come from."

The next morning I started on my wheel for Chicago, reaching Washington after a day's ride through excessive heat and over sandy road. I reached Laurel, Md., at noon, stopping long enough to immerse myself in the river and to satisfy an attack of hunger. The following day, Sunday, I spent in enjoying the attractiveness of Washington and riding along the Potomac. Cabin John's Bridge, ten miles from the capital, on a very good road, is a very popular rendezvous for cyclists

Gaithersburg, Md., was reached at noon on Monday, and after a short visit with friends at this place I resumed my trip, anxious for a glimpse of some of the hills and mountains, which my friends said I had included in my route. This route, I am aware, could not very well be recommended to any one cycling direct from New York or Baltimore to Chicago, but the stops I wished to make made it expedient that I take the route I did. From Gaithersburg to Frederick the hills are numerous and long, while between the latter place and Hagerstown, Pa., one mountain is thrown in for friendship sake. Within a few miles of Hagerstown I had reason to congratulate myself when a stray bullet sought refuge in a fence post instead of trying to test the resisting qualities of my watch or buttons on my clothing. At Clear Springs some excellent water is on tap, of which I drank freely before crossing another mountain not far from this place. The local band was reciting a lot of grievances on the second floor of an old building. I am told that the drummer could perform in seven different languages.

Some very unkind roads to Hancock were followed by forty miles of hills and mountains, separating that place and Cumberland. The last six miles is a continual descent into Cumberland. While on top of one of the mountains near this place I had an introduction to a settlement of hornets, but having no desire to cultivate a closer acquaintance I immediately quit the premises. From Cumberland, with very poor streets, I went over eleven miles of gradual grade to Frostburg, a nice little place fourteen miles from Grantsville. From here to Uniontown and Brownsville the country would be quite level if the elevations were cut off or the depressions filled in.

From the Pennsylvania-West Virginia state line to Wheeling the road improves, while on to Columbus, O., you will find good, bad and indifferent "pikes." A two weeks' stop in Columbus and surrounding country, cycling with friends, sufficed to impress me favorably with the roads in the Buckeye state and with the hospitality of the denizens in that quarter.

From Columbus to Chicago I went via Mundie, Logansport and Michigan City, finding the roads, as a rule, very good, and riding between the Michigan City railroad tracks from Michigan City to Pullman, from where the "Pullman course" was taken into Chicago.

Politics seemed to be the all-absorbing theme for conversation among the natives I met enroute. I woke up one morning before breakfast, as usual, and hearing a wordy combat on the outside I immediately directed my attention to a group of fellows discussing a technical point in politics. One of the participants became so enthused that he resorted to inflammatory remarks with arm movement obligato. I think he must have had the inflammatory rhematism or whooping cough, for I would sooner have the measles than engage in an argument as he did.

One of the many "16 to 1" interpretations that I heard was from an old darkey in Maryland, who declared that this numerical combination meant "sixteen for the white man and one for the colored man."

Another thing which struck me forcibly was that the button craze is not confined to any one locality. A man "down east" who does not wear from one to a dozen buttons on political and kindred subjects is indeed a rara avis.

Omaha Turner Wheel Club Picnic.

Last Sunday the Omaha Turner Wheel club had an enjoyable outing and picnic in Syndicate park, South Omaha. The affair was limited to members of the club only and the point of destination was strictly kept a secret. A good crowd turned up early in the morning, all of them chuck full of curiosity as to where Captain Phil Moeller would finally lead them.

As the weather was rather unfavorable the start was not effected until nearly 1 o'clock, when about forty boys and twenty girls, all in their natty gray uniforms and flags flying, the commissary wagon bringing up the rear, wheeled away from their club rooms on Harney street, and as they wended their way along Twentieth street much comment was made on their fine appearance, every one seeming to know that the jolly Turners and their ladies were going to have another of their famous jollifications. Arriving at the park every one made their way to the lake, where camp was struck. Tables and benches were drawn up and all sat down to a repast such as would make others', as well as a German's, pulses beat quicker. Mr. and Mrs. Paddlefoot had charge of the refreshments, and such a spread—pigs' feet, spare ribs, ham, eggs, pickles, bread and butter, cake, etc.—well, what is the use, you know what the Paddles are famous for! After lunch had been washed down with lake water (nit) and a rest of half an hour the program of events for the afternoon was carried out with the following results:

Bicycle race for gentlemen, ⅝-mile, around the lake, no allowance for headers: First, Fred Maggie Bilz, 1:55; second, Paul Wurl, 1:58.

Bicycle race for ladies, same course: First, Miss L. Wenz, 2:32; second, Miss Eva Stricker, 2:55.

Running far jump, gentlemen: First, Chris Lehman, 18 feet 1 inch; second, Paul Wurl, 17 feet 11 inches.

Running far jump, ladies: First, Miss Edna Andres, 11 feet 2 inches; second, Miss L. Wenz, 10 feet 10 inches.

As the weather began to look threatening it was decided to finish the picnic at the club rooms, so everything was packed quickly, wheels were mounted and the run for home was made in a hurry, and such a scorch, the ladies finishing in the first rush. After more refreshments had been secured everyone took their places around the tables and for the next three hours the program was about as lively and unique as any yet ever carried out by the club. Music, singing and dancing was the order, and when Mr. August Doyle sang his favorite song with so much pathos as to cause little Maggie to break down completely, saying "it was too touching for anything," it was voted the hit of the evening. The ball game that was arranged to take place between the ladies and gentlemen had to be postponed on account of the weather, and was finished on Thursday evening at the Turner hall. It was nip and tuck for awhile, but the ladies finally won by their superior playing by a score of 8 to 7, much to the disappointment of the boys. Prizes were also awarded to the winners of the contests on Sunday. Handsome gold medals were awarded for first prizes and leather medals were awarded to the winners of the second prizes. One of the ladies is trying to find out what the two boys were up to sitting so long on that large stone overlooking the lake, for as she passed along underneath she thought she heard one say seven and the other say something about eleven, and now she is skirmishing around for information on the q. t.

The whole system is drained and undermined by indolent ulcers and open sores. Dewitt's Witch Hazel Salve speedily heals them. It is the best pile cure known.

MAKING OF PINS.

One of the Modern Machines Will Turn Out 8,000 an Hour.

There is scarcely a woman living who does not use the common and everyday pin every day more or less, but few, however, ever think how it is made. To complete a pin, says the Dry Goods Economist, it has to go through many hands before it is ready for the consumer. It is a very delicate article to handle, and the cost of building the machines to make it is the greatest outlay. The wire from which these pins are manufactured is specially prepared, and comes to the factory on large reels very much like gigantic cotton spools.

The wire is first turned through eight or ten little copper rollers. This is to get all the bend and kink out of it; in other words, to straighten it perfectly. After this preliminary operation is completed it is once more wound on a very large reel, which is attached to the machine that makes the pins. One of these machines makes on an average 8,000 pins an hour, and some large factories will often have thirty or forty machines at work at one time. After the pins are released from the grip of this machine they are given a bath of sulphuric acid. This removes all the grease and dirt from them.

They are then placed in a tub or barrel of sawdust. Pins and sawdust are next taken together from the barrel and allowed to fall in a steady stream through a strong air blast, which separates the sawdust from the pins. But as yet they are pointless, and pins without points would not be of much use. In order to point them they are carried on an endless grooved belt which passes a set of rapidly moving files. This points them roughly, and after being passed between two grinding wheels and forced against a rapidly moving band faced with emery cloth they are dipped in a polishing tub of oil. This latter is a large, slowly revolving copper-lined tub, which is tilted at an angle of about forty-five degrees. As this revolves the points keep sliding down the smooth copper to the lower side, and owing to the constant friction against the copper and each other receive a brilliant polish and finish.

They go next to the sticker, where they fall from a hopper on an inclined plane, in which are a number of slits. The pins catch in these slits and, hanging by their heads, slide down to an apparatus which inserts them in the paper. This machine is perhaps the most ingenious of all the beautiful and complicated contrivances that help to make and manipulate the pin. It does all this at the rate of 100,000 pins an hour, and yet a single bent or damaged pin will cause it to stop feeding until the attendant removes the offender. The pins are then stuck into the papers by the machine, which is usually operated by a skilled girl, and then they are ready for shipment to all parts of the civilized world, where the common, but necessary, pin is a factor.

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PROPOSED CONSTITUTIONAL AMENDMENTS

The following proposed amendments to the Constitution of the State of Nebraska, as hereinafter set forth in full, are submitted to the electors of the State of Nebraska, to 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 Legislature of the State of Nebraska:

Section 1. That section two (2) of article six (6) of the Constitution of the State of Nebraska be amended so as to read as follows:

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 have 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. That section four (4) of article six (6) of the Constitution of the state of Nebraska, be amended so as to read as follows:

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

Section 3. That section five (5) 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 1896, 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 not expired at the time of holding the general election of 1896, 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, relating to compensation of supreme and district court judges.

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

Section 1. That section thirteen (13) of article six (6) of the Constitution of the State of Nebraska be amended so as to read as follows:

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 no event unless two-thirds of the members elected to each house of the legislature concur therein.

Approved March 29, A. D. 1895.

A joint resolution proposing to amend section one (1) of article six (6) of the Constitution 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 magistrates, and in such other courts inferior to the supreme court as may be created by law in which two-thirds of the members elected to each house concur.

Approved March 29, A. D. 1896.

A joint resolution proposing to amend section eleven (11) of article six (6) of the Constitution of the State of Nebraska, relating to increase in number of supreme and district court judges.

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

Section 1. That section eleven (11) of article six (6) of the Constitution of the State of Nebraska be amended to read as follows:

Section 11. The legislature, whenever two-thirds of the members elected to each house shall concur therein, may, in or after the year one thousand eight hundred and ninety-seven and not oftener than once in every four years, increase the number of judges of supreme and district courts, and the judicial districts of the state. Such districts shall be formed of compact territory, and bounded by county lines; and such increase, or any change in the boundaries of a district, shall not vacate the office of any judge.

Approved March 29, A. D., 1895.

A joint resolution proposing to amend section six (6) of article one (1) of the Constitution of the State of Nebraska, relating 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 (1) of the Constitution of the State of Nebraska be amended to read as follows:

Section 6. The right of trial by jury shall remain inviolate, but the legislature may provide that in civil actions five-sixths of the jury 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 joint resolution proposing to amend section one (1) of article five (5) of the Constitution of Nebraska, relating to officers of the executive department.

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

Section 1. That section one (1) of article five (5) of the Constitution of the State of Nebraska be amended to read as follows:

Section 1. 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 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 Tuesday in January, after his election, and until his successor is elected and qualified. 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 successor is elected and qualified; Provided, however, That at the first general election 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 two years, and one for the period of three years. The governor, secretary of state, auditor of public accounts and treasurer shall reside at the capitol during their term of office; they shall keep the public records, books and papers there, and shall perform such duties as may be required by law.

Approved March 30, 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 Legislature 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 follows:

Section 26. No other executive state officers except those named in section one (1) 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:

Provided, That any office created by an act of the legislature may be abolished by the legislature, two-thirds of the members elected to each house thereof concurring.

Approved March 30, A. D., 1895.

A joint resolution proposing to amend section nine (9) of article eight (8) of the Constitution of the State of Nebraska, providing for the investment of the permanent educational funds of the state.

Be it resolved and enacted by the Legislature 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 follows:

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 forever remain inviolate and undiminished, and such may 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 therefrom in any of the securities enumerated in this section bearing a higher rate of interest whenever an opportunity for better investment 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 1 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 as an investment of said permanent school fund.

Approved March 29, A