

The season of the year when the pastime lower reach straightens it catches the ballbearing roller, lifts and carries the lever backward, drawing the shoe against the of cycling is most enjoyed is at hand, and those who can take the time for short rides tire. The amount of brake power applied depends on the force used in back pedaling. may be counted upon to tour the surrounding country between now and snow time. ing country between now and snow time. and is gauged and controlled to a nicety by This should herve to make cycling even more the rider. Another new brake is called the popular, both with the riders and the peopopular, both with the riders and the pea-Jersey intends to apply this brake to all its '56 wheels. It admits of an effectual and ple benefited by their invasion of the suburban districts. perfect form of brake, although' it is not visible to the eye, and in no way adds any

Painted by nature's hand, the country is beginning to take on the tints of autumn. great weight to the wheel. The brake is and this and the crisper air are hard to reelst when one has a wheel and time at his disposal.

With the conditions so pleasing, enthusi- a band which applies directly to a drum seastic riders should take care not to overtax their strength. There is great harm in this. Too much riding is worse than some at all. Moderate and easy trips will benefit any person and acquaint him pleasantly with the country through which he rides.

Most of the big manufacturers will have their 1897 wheels ready by the middle of December, and some of them will offer the new in time for Christmas presents, although it is the custom to hold them back till the actual end of the calendar year. They are still very reticent about possible changes ne of them talk mysteriously about radical improvements, but the impression gained from a general canvass is that the new wheel will not be noticeably different from this year's, except in matters of trifling

At least half a dozen wheels will have seventy-three or seventy-three and a half as the standard year next year, in place of sixty-eight, but they will also be provided with the low gears offered in the past, for those who have not joined the majority this year in adopting high gears.

There will probably be 25 per cent fewer makers next year than last, which, on the whole, is a good thing for cyclers. Choice will be easter and quality is more likely to be maintained. The numerous bicycle failires in the last three months do not tell half the story of the losses sustained by men who thought it was as easy to make money in bloycles as to ride them. The dealers think the trade will be in much better con-dition in 1897 than it has been in 1896. Some of them are apprehensive of severe cutting in prices, but there is no reason for believthat the \$100 wheel will cease to be the

A feature of cycle riding that has never been freely commented upon is the energy that may be derived from wheeling. Long ago, before the high wheel passed out of orue, the ranks of the wheelmen small, and those who did dare to risk their precious necks on the big steed found the exercise more painful than otherwise, as it required some effort and a strong pair limbs to push the ordinary to the top of a hill. But with the advent of the safety came a theory, advanced by physicians and results, that wheeling was beneficial to the

Skeptics argued that the exercise was far beyond what the system could endure. This idea died an ignominious death. Strong and healthy American boys and girls are flying along to health and happiness in direct re-pudiation of the time-worn theory. Here is thing in a nutshell: The man who goes day in and day out without some form of exercise that stirs the blood finds himself in a condition where the lack of exertion brings on ailments for which the family doctor must prescribe. A sprinter upon getting out for the first time in the spring finds that he is weak and exhausted after a run of fifty or more yards. The heart is not trained to stand the test, and it is the heart

that backs up the lungs. When a rider first starts to ride he is unable to cover much territory, for his wind gives out. The heart is not strong enough. But with constant riding the heart is de-veloped and can stand almost any strain. That is why cycling is doing much to build up the nation's young men and women. They can endure fatigue without showing igns of injury. They can cover many miles in a day and rise the next morning without a sick headache. It is cycling that is mak-ing both young men and maidens strong and

Danville probably has the only bicycle fiend in the shape of a cat in the United States. It is a black cat—as black as the hinges of midnight—and belongs to W. G. This cat enjoys a bicycle ride as well as any wheelman in America, and never misses an opportunity of taking one. The route is never too long and the pace never too warm for him.

The cat does not, to be sure, sit upon the saddle and do the pedalling, but it rides upon the shoulders of the boys in the neighborhood. In the evening, when the

When the cat sees one of the youngsters starting out for a ride it runs after him, and if he does not offer to take it up Tom ruhs against his legs and "meows" in a very supplicating manner to be taken along. cat is about a year old, and has been a victim of the bleycle fever for several

Experiments with chainless bicycles will be made throughout the country next seaexperimenting with a chainless bi-in France, and he recently rode 520 miles in one day on this new type of wheel. The construction of the gearing and connections on the chainless wheels puzzles the average rider. A firm intending to sell this kind of bicycles next season describes them as follows:

These gears are made of specially prepared steel, the selection having been determined only after an exhaustive test. The teeth are cut by special process, insuring great accuracy, and are of a "pitch" to give the required strength and at the same time of the most prompt response to the application of power. The largest, or driv-ing gear, is securely fastened to the shaft by means of a taper pin. The rear driv-for not only has she to keep her balance. ing gear, is securely fastened to the shaft by means of a taper pin. The rear driv-ing gear is serewed into the hub of the with an eight-hand thread and is securely locked. The front and rear pinion and sponge. gears are independent of the connecting shaft and are adjustable at either end, sliding back and forth, as the case may be, on the key which is brazed to the shaft. The adjustment is obtained by means of the ball bearings upon which the gears revolve. and are securely locked by a check nut with a righthand thread screwing on to the connecting shaft and doubly secured by a flanged screw, with a left-hand thread en-tering the end of the connecting shaft, and sinking into the recess on the back of the locking nut. The connecting shaft is one piece of solid steel, passing through the rear fork tube of the frame, giving an in-side clearance for the shaft."

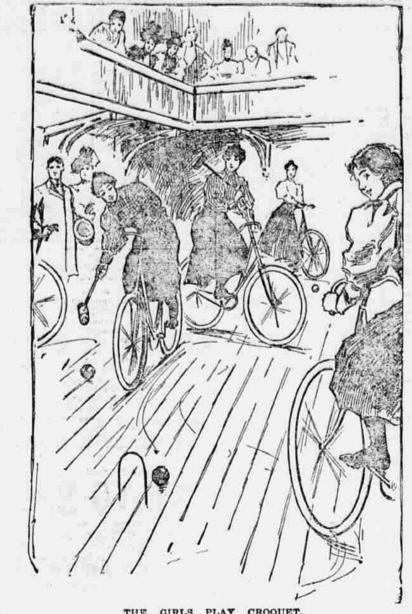
The expected demand for brakes next season is producing a number of new and simple devices manufactured for the purpose of bringing a bicycle to a standstill without using any of the old pattern of brakes. A new automatic brake which will be in use hext season consists simply of a lever with a shoe attached and clamped to the lower forks of a bicycle frame. The free end of this lover is provided with a ball-bearing roller which rests just above, but normally does not ride upon the chain. A rider desiring to slow down or stop or to keep his wheel in check descending a grade or hill instinctively reverses action on his pedal and holds back. This action instantly straightens the lower reach of the chain and transfers the slack, which theretofore had been in the lower reach, to the upper reach. As the

accompanied by music, is the demand this season for evening wheeling, and the drills and lantern parades of last winter stand no chance at all in comparison with the new fad for dancing awheel. This is an especial feature in the bloyeling club houses. Of course the general public never finds its way into the huge circular arena of the newest cycling club of New York.

A melancholy interest is attached to this building, frequented by the four hundred, in that a few years ago it was a leading rid-ing club and the ring, where four-footed thoroughbreds lately capered on the tan The walls have been done in white and gold, a tufted seat runs around three side of the arena, musicians fill a balcony and, by touching a series of springs, the electric light from above is shed through

rose, yellow, white or blue bulbs,
Most valued, however, of all the additions to this handsome and exclusive club is a man who is teaching the members to waltz, line up for the lancers, choose their partners for a cotillion, or arrange their games for a carnival night. In waltzing a pair on wheels clasp hands and ride through series of evolutions, to measured cadence f "The Beautiful Blue Danube," with apparently as much relish as though enjoy-ing it in the orthodox fashion, while a party of capable cyclists, wheeling through the lancers invariably excites tremendous applause with the 'ladies chauge.'

A CLUB CARNIVAL. For all these elaborate performances the men wear black knee breeches, with black



THE GIRLS PLAY CROQUET. periments with these brakes have been suc- silk hose, patent leather half shoes, short

#### use only a season's test will determine. ACADEMY WHEELING.

worked by merely turning the handle bar

ing rod, extending through the handle bar and tubing of the frame and connecting with

curely fastened to the crank shaft. Ex-

alightly, thereby tightening a wire connect-

Fancy Work on a Light Weight Winter Bieyele.

enough who haunt the wheeling arenas in search of instruction, but every second. There are tremendous preparations under search of instruction, but every second woman against the stiff wintry weather soon to set in is practicing, not only to improve her form, but to gain proficiency for the new academy entertainments.

It is no longer sufficient to ride a good, simple, light safety and know the art of steady road wheeling. The fun of indoor eyeling now lies in doing fancy work, playing games in the saddle, entering the earnivals and taking part in the weekly dances A great many women, who can afford it, have taken to pieces and stored away the stout handsome machines they rode all summer and have bought, for winter use, very light ones. These, at a good deal of outlay, have been gorgeously ornamented. The frames and nickel parts are treated with French gilt, collars of tiny silver sleigh bells are fastened to the handle bars, the saddles are upholstered in carved or embossed leather and the cords, lacing the dress guard and chain protector, are replaced with a brilliant

silk webbing. CYCLE CROQUET.

neighborhood. In the boys start out on their spirs, one of them boys start out on their spirs, one of them will place this cat upon his shoulder, and there Tom will sit through the entire journey if permitted to do so. The cat never falls from its perch. Sometimes it is partially dislodged by the boys in mounting or by a sudden turn or bump in the road, but its claws are ever ready to catch a but its claws are ever ready to catch a part.

Stout women go in for croquet awheel, reduce their bust measures and regain pliability of the waist line, while the slim clever young creatures, who have no superfluous flesh to rid themselves of and who have conquered all other intricacies of fancy wheeling practice, for exhibition nights, at writing their names, long words and mottoes.

BICYCLE SPELLING. The process sounds almost absurdly simple and yet it is one of the very things to do. All one needs is a long stick, with a chalk crayon in one end, a piece of moist sponge on the other and a big black board on an easel in one corner of the academy floor. Circling round the floor. In Detroit this season, but as many people the academy floor. as the rider nears the board, she slews up but must get out of the way of some rider who is following armed, also, with crayon

If the first wheelwoman has allowed her letters to sag below or run above a limit line, the writer who follows has the privi-lege, with her sponge, of blotting out the offending letters, or she can let the error go and give all her energies to trying io inscribe her own name or sentence below the writing of the first cyclist. Since only a very few letters can be written at every half the contestants circle the floor many times, always adding to their work, or rub-bing out incorrect chalk marks in the writing of others. An umpire stands beside the blackboard, to see that no wheelout false marks, or ignores glaring errors, order to work only on her own sentence and that time is called after a certain number of visits to the board.

Some women, who do "bicycle literature." as they call it, can write a whole word, neatly and with graceful flourishes, in passing once, others, since the academies opened, have learned to do their initials.

tailed dinner coats and evening linen. The women appear hatless, in high-necked, longsleeved bodices, most elaborately trimmed and ankle-long white serge skirts. The cotillion is danced in a constant variation of drill evolutions. The season for academy cycling has already commenced. This year there are few braided ribbons, pursues and attempts to

> way for a club carnival, patterned on a royal affair, in which Princess Charlie Denmark took an active part and incidentally a prize. For a carnival the bicyclists come in fancy dress, the women in whatever character they choose—as Pocahontas, Lady Gay Spanker, etc.; the men in an amazing variety of clown make-ups. They ride in two and are turned on. Those who choose wear sill masks and the object of every one is to try to discover the identity of the veiled riders Finally the other bicyclists desert their wheels and, as the masqued individuals file by, call out names of the suspected, fitting the titles to the numbers of cards stitched on the riders' backs.

Those who are identified must at once anmask and whoever can stay longest in the arena without identification wins a fiting tribute to his eleverness in evading discovery.

### TIME TO BUY WHEELS.

Probability is You'll Not Get Then

Said a man well posted on the bicycle trade to the Detroit Tribune man: "It was thought at the beginning of the year that the largely increased demand for bicycles coupled with the cheaper price of medium grades would apart, pretty well usurping for a game the entire space of a big arena. Huge hard gutta percha balls, brightly painted and numbered, are knocked about by long handled mallets, tipped with brass. Now it requires not only considerable eleverness in manying considerable eleverness. tend to prevent overproduction, and leave requires not only considerable devertises in managing one's machine, but a stout right arm to get, with any success, through a bame of bicycle croquet, but the exercise that is different from a good many others. The largest demand for wheels is in the cropies of the year. Again, in the fall there is a demand, but not so heavy as in the spring. It is more a steady, regular trade A large number of these manufacturers reached the limit of their capital even be fore the end of the spring season. As their wheels had not been previously advertised. and people knew nothing of the merits of them, they sold slow, and when their manufacturers reached the limit of their capital they were forced to put their wheels on the market at any price to get money.

"That is the secret of the fall of prices on bicycles-all over the country. At no time was the real demand supplied, There came at the last as at first-all ready buy. Want of proper capital and proper advertising is what precipitated the

"The bloycle business of all business needs capital to swing it over the dull sea-son, and it needs good and effective advertising to produce a popular demand. It was the lack of these things that forced weak firms to succumb. This in turn so brought prices down that there are today just about season were dragged down. Now all this can have only one result. As soon as the present stock resulting from the numerous failures is worked off-and conservative dealers say that time has come-bicycle prices

It is utterly foolish to go into bicycle manufacturing without ample capital that the lesson of '96 will deter any more ventures along that line. In fact, it would not be building while be entered to execute a comsurprising for dealers to refuse to wheels of next season's make except wheels of next season's make except on special order. That is the talk now among manufacturers. There is a tendency also one of Wi to form a bicycle trust-at least there is inventions.

small weekly payments. The Clipper people are offering to sell their wheels on 15 cents a day payments. This effectually drives out of business the people who lack capital, and it will tend in the end to keep prices up.

#### RIDING TANDEM

Which is Better for Lady Biders, the

Front or Rear Sent? The front seat on the tandem bloycle is usually reserved for the lady, but some women prefer the rear seat. All women, whether they be of a retiring nature or not, evidently do not prefer the rear seat. and May Dhu writes as follows upon this soon as he has the contrivance perfected. matter to the Irish Cyclist:

Much controversy has been going on as to the proper position of a lady on a tandem, and perhaps, not having tried both ways, I have no right to pass an opinion; but, for my part, I find the back seat so comfortable that I mean to stick to it, and have no desire to try, the other-not being one of those people who must be first in everything.

The advantages of the tandem, and especially the rear portion, are manifold and cially the rear portion, are manifold and will appeal, I feel sure, to the hearts of my fellow wheelwomen. In the first place, there is no steering to be done by the lady, and that responsibility and affain removed, she begins to enjoy herself. She need not keep her weather eye open of the lookout for stones, dogs, cows and other trifles that oftentimes prove stumbling blocks to our unwarry wheels. The man on the front does unwary wheels. The man on the front does all that for her. He illewise does or ought to do-the lion's share of the work, so that, should she feel tired when riding uphill, she may cease from pedaling, and let her weary muscles be at rest without having to dismount and do an ignominious walk What though her companion may thereby have to put on an increase of steam; what is he there for, I should like to know? My cycling motto, as I think I mentioned before, is, "Take it easy," and my accom-panist on the tandem (or would accomplice be a better word?) being, like the heathen, a man and a brother, I accordingly do so with a conscience which, though its norcondition is of exceeding tenderness, troubleth me not at all in this respect. Then think of the distance a girl may cover on the double machine compared to her own puny efforts on the single. My second tandem spin was to Fenwick and back, a feat which I accomplished easily and with little or no fatigue, and which, I verily believe, would have taken me the best part of a week had I attempted it "on my own," for, alas! hill-climbing is not my forte. For long rides or for touring the bicycle pullt for two is the mount par excellence,

though it has been said by some carping critic that the lady gets no benefit of the scenery when seated behind, and that her range of vision is limited to an expanse of tweed more or less broad, according to the slighting to the lady to make her take a back seat, and that it must be very take a back seat, and that it must be galling to her proud, independent, nine-galling to her proud, independent, nine-galling to her baye to do so. One gallant gentleman expressed it a shame that I should be deprived of the place of while "Hi, man, you've got the lady in the wrong place!" was the information given us by the driver of the smart trap; but the lady smiled serenely, and, like the man convinced against his will, kept her own opinion still. That enemy of the skirted cyclist, which bloweth where it listeth, and generally where and when it isn't wanted—in plain language, the wind cannot impede her progress with its customary malicious playfulness when her mount is the share of a tandem. Here, again, the man at the wheel, by acting as her shield and protector, proves that he has not lived in vain. His partner, be it

understood, must have implicit faith in him and in his ability to steer her o'er this thorny earth, otherwise the partnership.

with the rear wheel of the bleycle, and with that the apparatus is complete.

When the young man enters a building he presses a button and his thief catcher is set. When a thief, who is always near by to take advantage of any carcless person leaving a bleycle on the sidewalk, jumps into the saddle and starts to ride away, he is stopped by a voice which shouts, aparently behind him, "Stop thief! Stop thief!" she would put a clean sheet on the bed, for The faster he rides the wheel the louder the ently behind him, "Stop thief! Stop thief!" she would put a clean sheet on the bed, for The faster he rides the wheel the louder the voice pursues him, until finally the thief in disgust vaults off the wheel and leaves it to its fate. A pressure of the button by the owner and the mechanism is detached Got a lunch at North Platte, to take with and the wheel runs smoothly. The young inventor intends to apply for a patent as soon as he has the contrivance perfected.

Echoes of the Tourist Wheelmen.

When one of the members made the announcement to a party of Tourists that Cal., with a mule, the information was gage.

nouncement to a party of Tourists that John D. Howe had started for San Francisco, received with much surprise, as he has always maintained that there was no wheel that would equal his number 19 for long that would equal his number 19 for long divide and let you know what kind of place that would be for a "hot coast." one of the same make in his trip across the long! United States, as well as in all his travels through England, then for him to start to California with a mule was received with no little amount of credence, in short, even as much as intimated that their informant was prevaricating somewhat, or at least joking, but his assertions were later D. was simply accompanying the animal to see that it received plenty or feed and water, being a government mule which me which and water, who did I see but Fred Shalds it. transported from Omaha to the government headquarters at San Francisco. trip is one of real enjoyment to Mr. Howe is evinced from the following letter:

"On the tailend of a fast freight, Just 'over yonder' from North Platte, 9-20-S-T-1860-X-16-to-1-Nit." "Left Omaha last night at 11 o'clock, go ing down to the east end of the yards and catching my train on the fly. The ductor and brakeman were both nice to me the latter fixing me a nice bed and allowed me to sleep as much as I wanted. I wanted to sleep awful bad, but the noise and conto a certain prevented, Reached Grand Island this morning at 6:40. getting The Omaha Bee and reading it long before you knew that there was such a thing as a Sunday in Nebraska. quite a nice country between Omaha and Colonel Cody's ranch, which, by the way, I have not had a chance to visit, although 'tis only a few miles out of North Platte One of the first things which attracted my attention this morning was the "Gold Cure Institute" at Grand Island, where I am told they send lots of Bryan men every day and guarantee to cure or refund money. Judging from the number of patients seen around the building, there is still room for improvement, and lots want to be cured. dimensions of the wearer. But that's all Saw Con Hetzler at Grand Island—he nonsense unless she be very petite, and in is night yardmaster there—and he told is night yardmaster there—and he told is night yardmaster. that case I really don't know what she ought to do beyond grinning and bearing it. Of to do beyond grinning and bearing it. Of the control of Saw Con Hetzler at Grand Island—he is night yardmaster there—and he told me that the train men were talking politics so much that it was almost impossible to get them to take a train out. He has sent a number to the institute to take the "cure." course there's always the editor to write to; he knows everything. Again, some people imagine that it is extremely and has hopes of getting some more trains and has hopes of getting some more trains. out this week. Arrived at Wood River at 7:30, where I alighted to inspect the river and see if I could have time to visit a few of the men-of-war which I had been were in the harbor. Could not find river, but was informed that the people had wood to burn. That is the reason they call the place "Wood River." When I got call the place "Wood River." When I got back to my caboose the brakeman asked me if I would object to letting him see the Irwin decided to investigate the matter in coupling pin I had placed under my pillow during the night. I think he referred to the gun I had there, but it was hard to convince bim that it was anything but what he thought it was. Reached Kearney at 8:45, which is a very pretty place, there being no thought it was. Reached Kearney at 8:45, which is a very pretty place, there being no fences in the city, the people preferring to avoid settling disputes by using a dividing

BICYCLE CARNIVAL.

suggest it?—she might even carry a sun-shade to protect her complexion from the attentions of the "king scorchers." But there, my imagination and enthusiasm are running away with me, and I must put on the brake, or goodness only knows where they may land me.

#### TO STOP BICYCLE THIEVES. Novel Invention by a Youth of Scien-

The popularity of the bicycle in all classes of society has been the means toward the development of many and varied inventions appertaining to the two-wheeler. The device building while he entered to execute a commission, has the novelty of being absolutely original, and also of putting to practical use one of Wizard Edison's most complicated

use of his dining table, which was very kind of him, and I will remember the act by bringing him a souvenir from the coast. I did not have a uniformed waiter at my side to take my order and wait for his tip but I sat by an open window and viewed the country with an ease and grace that would have made a millionaire tremble. My coffee was served in an old tomatocan, instead of a moustache cup, but the coffee was good if it did taste slightly of tin. The chicken, which I had, I am sure was hatched out this spring, but I have some doubts about his mother and father being in the same boat. Just as I wa about to finish my breakfast, I noticed in number of emigrant wagons passing along the road, all of which had "16 to 1" painted in big letters on the side. All of us took a shot apiece at them, but only succeeded in crippling one of the mules and punctur-ing the lid of one schooner. Down in the opened, have learned to do their initials, with most elaborate lettering, at a single halt and at the evening wheeling matches a word is given. Whoever writes it out in the fewest visits to the board and most neatly gets a prize. Of course the longer the word the greater the skill displayed in deing it most rapidly. "Consangulaity" is the most elaborate collection of syllables yet done in two visits and a smart little maid of 16 helds that record up to date.

DANCING ON WHERLS.

The device he has named the "bicycle stop thisf," says the New York Herald, and if the apparatus actually works as the young inventor contends that if can be made to do it will do away almost entirely with the neighbor; that he was a nice tellow and had lots of sense, but he didn't include the individual of the desires think the \$100 wheel will still be in line. Others think the high grade done in two visits and a smart little maid of 16 helds that record up to date.

DANCING ON WHERLS.

"Another method of desires who can command large capital is to sell wheels on something, a good deal more lively and something as good deal more lively and something as prize. Of course the longer is to it is too early to say.

"Eut one thing is assured. Bleyele buy-thief," says the New York Herald, and if the apparatus actually works as the young inventor contends that if can be made to do it will do away almost entirely with the neighbor; that he was a nice tellow and had lots of sense, but he desires think the sligh grades say for a certainty that the platform at Grand Island works as the young inventor contends that if can be made to do it will do away almost entirely with the apparatus actually works as the young inventor contends that if can be made to do it will do away almost entirely with the neighbor; that he was a nice tellow and had lots of sense, but he device he has named it device he has named it and it the apparatus actually works as the young inventor contends that if the apparatus of the vice the apparatus actually works as the young a

with the rear wheel of the bicycle, and with wanted a place to sleep, so he called the into the town, for I feel that I had some thing to do with the lifting of that mort Leave here in less than ten mir

'Frisco or know the reason wh JOHN D. HOWE."

Behoes of the Tourist Wheelmen.

OGDEN, Utah., Sept. 23.—Reached Ogden

early yesterday morning and went over after breakfast to see Fred Shalda, having been asked me before I left if I knew her brother and I told her that I did not, so she told me who he was and asked me to be sure and call and see him. I used to ride with Fred often last spring-No, not "last spring." but the one before that, and although we had often been together in Omaha I did not know his name. He was talking to a blonde over at Salt Lake at the time, but he "cut her out" and reached out of the window and gave me what Steve Brodle calls the This morning he wanted me to go hand." out with him and see the town. I saddled up my mule and we started for Ogden Canyon just east of the city. Saw some fine scener and had a royal good time, when Fred sug gested that we "have a brush." As I had not had a "good brush" since leaving Omaha, I took him up and we started for a big mountain. The postal card which I send you this afternoon will show what was dene, although it won't show the look of disappointment which came over Fred's face when he saw how nicely I beat him. Fred took quite an active part in the great San Francisco-New York relay race, and while he claims that the best time on the trip was made on the Utah division, he thinks if I had been here with my mule, that all the big records in the country would have been smashed into smithereens. Fred is an awful nice fellow, and I told the chase you gave him once, trying to keep

Ask Thad Irwin how the roads were Glenwood, Ia., last Saturday night. In addition to the club several small parties had arranged to visit that place last Sunday, and in lieu of the fact that the reports not without bringing back a goodly portio of Iowa real estate on our mounts. O account of the condition of the roads n regular run was made, but the members scattered and each went his own way and made the best of it.

him and in his ability to steer her o'er this thorny earth, otherwise the partnership, like "Midway" hotel, a handsome three-story thorny earth, otherwise the partnership, like "Midway" hotel, a handsome three-story those in other walks of life, may fall to the ground, and the riders with it. Should the lady be at all an expert cyclist, she can ride "hands off," arrange her dress, her hat, her hafr, or survey the scenery, at her chance to visit the Kearney Cycle company's plant. Reached Lexington at 10:30, where one was sweet will. She might even—dare I and it will probably be the initial century for many who expect to make the trip ir for many who expect the weather permits.

Cyclone Pete had the misfortune to get hard fall at the Blue Ribbon meet at the Charles Street park last Saturday night, and as the result has been nursing an injured limb since then.

Leonard Hartson, a hardy road rider, and a well known centurian, will have charge of the second division of the Tourist Wheel-men Century club today, (Sunday), which leaves the club rooms at 7 o'clock.

It has been suggested that the party who has been using the club register as a scratch book be asked to kindly refrain from doing so hereafter. It is intended as a record of club runs, and should be kept for this purpose only.

Wouldn't it be a good plan to expend a small amount in subscriptions for good cycling papers, to be placed in the club rooms? At present there are but few papers regularly received and the reading room is apparently sadly neglected.

How about our annual ball? With coo weather approaching the road officers will be superseded by the entertainment committee, upon whom will devolve the keeping of the members together until the open ing of the riding season of 1897. We ought to have some very enjoyable smokers, dances, theater parties and a series of regular club nights, when the members may have a chance to get together.

Last Meet of the Season. The closing feature of the racing season will be the six-day two hours a day bicycle race at the bicycle park, beginning Monday night at 8:15 o'clock.

The entries bid fair to eclipse not only in number, but in prominence of the riders any race yet given. When such men as Becker, Hansen, McCall, Mockett, McCullough, Ned Reading, Holton, Bertie Banks and others come here to participate they want a slice of the cash. Ned Reading wired his entry to the management yester day, and as he was the winner of the first race he will probably keep the boys guess-ing in this one. Reading and Becker have nover met in a six-day race, and each one claims to be able to outclass the other.

If the weather is good look out for fun The enthusiasm amongst lovers of racing is waxing warm and no effort will be spared to give the audiences their money's worth Price of admission has been reduced just one half and the reduction seems to meet with popular approval. As this will be the best racing meet of the year the prospects are fine for large crowds, that is, should the weather prove at all propitious.

At Mudison Square Garden In the six-day professional race at Madison Square Garden in December the entrance fee will be \$50, and the entries close December 1. The purse will be divided as follows: First prize, \$1,300; second prize, \$800; third prize, \$500; fourth prize, \$350; fifth prize \$300; sixth prize, \$200; seventh prize, \$150; eighth prize, \$125; ninth prize, \$100; tenth prize, \$100; eleventh prize, \$75. It is attpulated that each contestant must cover miles in order to be entitled to a prize.





Has for a Fifth of a Century Cured all forms of . . .

KIDNEY and LIVER DISEASES. THE DREAD

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