THE OMAHA DAILY BEE: SUNDAY, OCTOBER 4, 1896.



Manufactureres of standard wheels are between them, extending their whole length, determined to restrict the operations of The width of the seat, and, therefor, bogus wheel makers, known to the trade as width of this slit, can be regulated bogus wheel makers, known to the trade as "assemblers." The collapse of a large num-"assemblers." The collapse of a large nom-ber of cheap wheel factories tends to confine the business of furnishing the necessary supplies to the "assemblers," so that the large manufacturers are in position to make an effective fight against cheap wheel competitors.

The manufacturers call their competitors "assemblers," By that they mean that the producers of the low priced wheels assemble the various parts and without actually investing any cap-Ital turn out a wheel that has driven the standard machine to the wall in jury, it has a great future in store. the fierce competition during the season now closing.

To make a handsome profit on bicycles it was only necessary for a man to equip a small shop somewhere with a drill press, a lathe and some other simple apparatus which in the hands of skilled workmen would be sufficient to perform the work. The tubing would be bought at one point, the sprocket wheels and chains, handle bars, rims, tires, spokes and other parts at different places. and then he joined into a finished wheel. The bicycles in most cases were good, solid machines and stood the test against the grade wheels.

A serious consideration was that the buyer might not be able to secure a duplicate for a broken or damaged part, because the par-ticular "firm" that made his machine would be out of the business. Some of the specu-lators only calculated upon making and dis-posing of a certain number of bicycles, and when that was done they retired on the profits made.

The effect of such traffic was to burden buyers with wheels that became white ele-phants, because the damaged parts could not be readily duplicated and because the "Assembling" was not performed with the care that is always taken by the standard manufacturers. The buyers of such wheels have been compelled to make continual re-pairs or throw their mounts away, and many did that to escape the perpetual an-noyances incidental to breakdowns.

A compact was entered into at a meet ing in New York recently by which twelve manufacturers of tubing agreed not to sell to any but regular makers of bleyeles. If the agreement is lived up to the assemblers will be obliged to go abroad for tub ing, or go out of business.

So many bloyclers have been observed re cently suffering from clogged chains that a word of advice, which has been given be fore in this place, may, with propriety be repeated: Oil the chain-nothing is more necessary, but be sure not to have it wet. Each link should be thoroughly lubricated and then the chain should be rubbed dry No amount of rubbing, it should be membered, can remove the oil from th parts between the links, where it is needed take note of. But the consumption of lum and not a particle of oll is required on the exterior surface. The drier that is the better. The oll, if exposed, picks up and unounts to no one seems to know, but about very bicycle sponer or later is invested holds dust, and adds greatly to the fric with a crate of its own and this require The same advice applies to all oiling the a crate of its own, and increase in onsumption of coarse lumber; so, though he bicycle is largely a thing of tubing. If so much is put in the bearings that some overflows and is not wiped off dust will gather at the spot, and, even in the best vire and forgings, it has some influence on he lumber trade. made bearings, some of it will most certainly work into the balls and make trouble. And even if it does not get so far, the bunche of dust so accumulated detract from the appearance of an otherwise well groomed The Shoe-Strings Will Be No More

machine, and render the cleaning after a run twice as difficult as it need be. The The This year will likely see the passing of fact is that more wheels are overolled than the shoe-string tire for road use, for, alrrying a canary wheelmen call riding with a dry bearing that screeches, is not half so common as a dust buried bearing. Of course, of the two the latter is preferable, but no rider need have either.

doubt that the rubber strips on the pedals are comfortable in severe weather, but they are not safe for those who are accus-

tomed to riding rat traps." WHEEL TALK FOR WOMEN.

Suggestions Regarding the Necessaries of a Tour. Sister of the cycle, be sure your wheel

s properly adjusted, and the pleasure of ridng will be increased tenfold, mays a writer n the Philadolphia Record. Have the sad-

dle well toward the front over the pedals. screws easily manipulated. The leather and so high that the ball of the foot rests on the pedal when at its lowest point, allowing the limb to be straightened out. Have the handle-bar high enough to be grasped bones, the natural and proper support of the body. This saddle gives the rider the lightly but firmly without stooping.

Have a soft, light-weight hat that will valuable assistance in balancing, which is take the contour of your head, and pin it absent in the peakless saddle. While many saddles are fairly comfortable, the rider firmly. One of the greatest annovances. having become accustomed to them, great harm is often being unconsciously and in-sidiously wrought, and the seeds are being a-wheel is to be afraid of the hat blowing off, and certainly a woman with her hat standing straight up from her head and her sown for serious complications of the local organs. If the new saddle, as is claimed, neck all twisted to prevent its coming en-tirely off is far from a lovely object, Have a good lamp; it is poor economy to have a cheap one, and it, will save lots of

ROCK ELM IN DEMAND.

The Bieyele Gives the Lumber Trade a Boom Worth Having.

t on your wheel too much, as it will save probably a long walk if you are caught by The continuing and growing demand for darkness. Always carry a few matches in our tool bag; then you are independent. icycles has its effect upon the hard wood A small chatelaine bag hanging from the lumber trade, says the Lumberman. It is belt will be found very convenient for small estimated that there will be produced in coin and handkerchief.

The time is now here when a sweater gets American factories this year nearly \$99,000 be more and more of a necessity. Buy a bloycles. Practically all of these are plain solid color one, such as men wear; it equipped with wood rims. Each wood rim is better for utility, comfort and wear, and requires two and a half feet board measure, ot worn by the more refined, conservative and allowing one-third for waste that would mean a consumption of 6,000,000 feet, almost

There is a new cloth just out, resembling exclusively rock elm. This is for the rimi lay diagonal, which makes a very pretty, alone, to say nothing of the guards and handle bars, but of the latter there is anserviceable sult for wheeling. It has a slight mixture that is very attractive, and other story. The consumption of 6,000,00 t is a pleasing change from the covert cloths feet or thereabouts of rock elm does not look very large in a business which is ac-customed to deal with hundreds of millions. o run into the ground. One of the most popular shoes now on the market is like an ordinary walking boot lacing up the front of the foot, but around but when it is remembered that only about

per cent of hard maple is available for the top are four invisible fasteners, to which a cuff that reaches to the knoe is attached. rim purposes, and that therefore 40,000,000 feet of one of the minor hard woods must This is fastened on the side with three buckles, and fits very nicely. These have be handled over in order to obtain this material, the importance of the bloycle demane in this special way will be recognized. he advantage of being either a walking boot a bicycle one, and obviate the necessity We spoke above of wooden handle bars hat is to be the next thing in bleveles that is to be the next thing in bleyeles according to authorities on the subject of changing the shoes when coming in, as

te top comes off in a second. They are aw-Wood, principally hickory, perhaps a little ash, is to be used instead of steel tubing. ully nice There is also a very convenient new jacket not because of any decrease in weight, as that will remain about the same, but be-cause of the superior elasticity of the wood, hat is making rapid strides in popular It is a double breasted reefer, with favor. we rows of buttons and button heles, so it making the whoels easier to ride and less fatiguing to the hands and arms. Further-more, it will be an advantage to the manucan be worn closed in cool weather or buttoned back on each side to display the shirt waist in warmer weather. facturers, as bent tubing is a difficult arti-cle to manufacture, whereas hickory can A water-proof cape, manufactured in great variety, is a great convenience as well as be bent into any desired shape; and then again, the new bars will be cheaper. There is no prospect of any less number of bicycles protection, and can be strapped to the han-ile-bar in threatening weather. An ultra-swell woman's tailor lines his

ing manufactured in the near future than mickers with chamois and the back of the the present or the past, and perhaps 990,000 bloycles next year may be placed skirt just at the saddle with thin leather, to prevent wear. Leather makes a very strong facing for skirts, too. A considerable portion of them, it is said rbaps the majority, will have handle-bars nale of second-growth hickory. That is nother thing for the hardwood men to they are intended. They give support with

perfect freedom. THE FOLDING BICYCLE.

Military Authorities Experoreign imenting with It. The folding bicycle is at present the topic

of earnest study and experiment, especially in military circles, says the New York Herald. It is praised enthusiastically through-

out Europe, Asia and Africa. It is the order of the day in the Russian army, and General Pliontzensky has just written an inter-

the short house under the golf stockings. Heatings. Heatings. Heatings. Heatings. Heatings. Heatings. Heatings. Heatings. Heatings description and a dark night in a rain memory woolen stockings will make an indentation in the flesh in cold weather, which is nother comfortable nor pleasant. Many ifders discard the rattrap pedals in cold weather, as they think they hold the foot weather, as they think they hold the foot toos securely and cause cold. There is no doubt that the rubber strips on the pedals in cold weather, but they are not safe for those who are accusplaying in the pavilion and a great crowd

was listening with manifest enjoyment to the excellent music. I listened, too, for a little time, and then went on to view some of the beauties of the place, the impres

sive statuary, the great aviaries with their fairy heat of flitting birds, native and exotic, which have so wide a thuge, with running streams of water and trees that nod above close thickets, that they up not know they are captive, and fly about and rear then roung in all the abaution of outdoor life through the deer gids, where elk and antelope browse complacently; the great cage where is a monster prizzly bear, now so fallen from his high estate that he opens his great Jaws for expected morsels of candy; through another park where a herd of buffalo graze and shake their massive. shaggy heads in simulated feroclousness; the parks and sylvan sollfudes, where the feathery fronds of lace-like ferns hide in the crevices of dripping rocks or brighthued flowers lure one to trespass the infunction not to pick them,

"I had a ride around the harbor on the overnment steamer, which visits the different forts in the harbor daily. Upon these ent forts in the harbor daily. Upon these islands, and at Lime Point, are mounted heavy guns and dynamic batteries, which could level Omaha in half an hour, burn the city and wipe the place off the face of the more face of getting off to light up. See it is filled be-fore you start and don't be afraid of having the earth.

"The first night I was in San Francisco found me strolling down Dupeni street in charge of a guide. For three blocks after you reach Chinatown, below California street, Dupont is lined with stores given up to the sale of wares from the Flowery Kingdom You can buy anything from silk embroiderles to tea, and from carved lvory to cloisone and satsuma ware. There is esides the more striking fancy ones are such a variety of things, and they all seem so cheap when the Mongolian gets down to the bottom of his sliding scale of prices, that one is tempted to buy everything in sight. The streets we wandered through were thronged with Chinamen, the poorer

classes dressed in cotton blouses over their wide trouzers, the merchants in softly rustling silks or shiny black cambric jack-ets, in whose ample folds they looked like grotesque manikins. From the little conical caps, surmounted with a scarlet knet of braided cord, to the slipshod sandals in which they shuffled along the pavements, heir apparel was quaintly striking, and as stood in little groups at the corners r hurried along intent on business, the enor of their conversation or the salutations they excharged were those one would hear in Canton or upon the streets of Hong Kong. Now and again a woman toldled mincing gait made unsteady by

the high convex shoes she wore, her wel Wed black hair fantastically braided and olled; or olive-tinted infants, just old enough to walk, perhaps, yet perfect fac-similes of their elders in all the details of their costumes, caused one of our party to exclaim. a drug store, where the most conspicuous object in the window was a featherless chicken in a bottle of blood-stained alcoiol, a sovereign remedy for certain afflic tions, we were told. The almond-eved pharmacist was compounding a prescription which would have filled a half peck measure A pair of bleycle corsets will be found a when he got all the ingredients together-great comfort; they are manufactured and a handful of moss from one box and a very well adapted for the purpose for which they are intended. They give support with piece of reindeer horn, the leg of a freq.

a few choice dried beetles and a multitude of other stuff, all to be boiled and the re sulting liquid administered to the unfortunate patient. We passed a number grocery stores, where were displayed drie bats extended upon sticks, and rats smoked until they looked like attenuated slices of well cured bacon; curicus roots grown in China, and various preparations imported from the same far-off home to tempt the Celestial epicure to indulgence; in the silversmiths' and shoemakers' and pipe repairers', who prosecuted their avocations at wes benches in the street with supreme inesting treatise demonstrating its multipli-city of applications to military service. He zees so far as to assert that the inestimable sat upon the stage and watched the actors. whose mimicry of emotion struck

and the shoe. Others wear a pair of cotton Tekamah course on a dark night in a rain ton. McCullough, Prouls, Hall, Lafferty of that some of the stories were like the Irish-short hose upder the golf stockings. Heavy storm.

events each night, and altogether the week's card will prove a great one. WHEELMEN IN THE CAMPAIGN.

Joining in the Battle for National Honesty and Integrity,

Mr. James R. Dunn of the wheelman's department of the republican headquarters. Chicago, makes the following interesting remarks on the relations of the cyclist to the present campaign:

"If there is any class of citizens in this country who should at this time bury all feeling of party prejudice and participable and engage in this battle for the honesty and integrity of our institutions it is the wheelmen, who have during seventeen years shown their fighting qualities and sturdily maintained their rights and privileges under the law. The cyclist has been prominent in local elections in many parts of the country, where he usually holds the balance of

power, but never before has he taken a distinctive part in a national campaign The fact that Major McKinley has fre quently championed the cause of wheel-men and endorsed their undertakings in behalf of the improvement of the highways, besides maintaining close affiliation of a personal character with their leaders, has inshrined him in their hearts and caused a spontaneous desire to participate in the

work of his election. "McKinley has ever stood the friend and champion of the cyclists of America. In his inaugural address, delivered in January 1892, Governor McKinley gave pr uttorance to the great importance of the it provement of highways, and his action had immense influence upon the governors of other states, who, until then, had been fear-ful of the consequences of taking an active stand upon this question.

"Later on, in January, 1893, in his annual ocessage to the general assembly, Governor McKinley took a step further and suggested the creation of a state highway commission, which he later had the pleasure of appointling. Its first report attracted widespread attention. His co-operation and support in forwarding the proposed legislation by congress for the appointment of a national highway commission were always freely given and were of transcendent influence. Gov ernor McKinley tendered a reception to the members of the national assembly of the League of American Wheelmen, in session at Columbus, in 1892, and was then and there decorated with the badges and made in honorary member of two of the Chicago yeling clubs, "It is not our policy to restrict our efforts

to the organization of clubs, but to reach the wheelmen, however few in number and however scattered, in every section of the country, putting them into the saddle as missionarics of the 'gospel of sound money' one of our party to exclain, 'What cunning little things! How I'd like to take one home with me!' We went into to this movement by the chairmen of the state and county committees and through them we expect to put to use the services of a million or more of loyal wheelmen in this campaign. A bicycle club, well uni-formed or supplied with flambeau torches. idds attractiveness to any parade and such clubs usually are given the post of hono as escorts to the officers of the day, but it is in active participation in the details of campaign work that the wheelmen will nder most effective services. Absurd rumors have been given currency

n the newspapers of Cincinnati and other ities, indicating that the national committee, or Chairman Hanna, or Governor McKinley himself, is offering badges or bicycle plates and even salaries, for the work of organizing these clubs, and dis-tributing campaign literature. It may be stated that no premium is set upon the services of the wheelmen in this work; and is seldom that even a suggestion of a csire for fee or reward is received. Everywhere wheelmen are known for their genthe patriotic work of this campaign. The enllment blanks s

Twentieth and California streets, just fore they vacated, and brought back before they vacated, and brought back memories of many happy bygone days. To the committee who had the smoker in charge the other evening all credit should be given for their untiring efforts to make the en-tertainment a success. How well it suc-ceeded node save those present on that evening can well judge, but each are satis-fied in their bwn minds that it was a howi-ing success and are food in their praise of the general good time which seemed to be uncession, with all in attendance. before they

revalent with all in attendance.

The following bit of information and his-tory relating to the Tourist Wheelmen of Omaha which has been clipped from the souvenir program of the Omaha Wheel club Considered and the omaha Wheel club Googler's" race meet held at the old fair rounds Saturday, October 3, 1896, may embers many pleasant recollections and b more or less interest to the newer mem From the date of its birth, March 5, 1890

the Tourist Wheelmen, an organization of bicycle enthusiasis. The club motio, "in the Saddle," is well chosen, for the club has been one of activity only. It has experi-enced its ups and downs like other kindred organizations, but has always managed to bull through with colors flying and eyes o the front. The club consisted originally of five members, all of whom were at the time and are now enthusiastic and ideal cyclists. Only one of the original five

s now a member of the club. "In 1890 regular weekly club runs were idhered to. This year the club was unl formed in navy blue and black, and the club sublem of the cherry diamond adopted. At the close of the season of 1890 the number of members enrolled was forty-six. 1891 the club membership increased sixty-three, and the club mileage w greater than that of any other club at that time. In 1892 the membership ran

up to ninety-one, and in 1892 the membership ran the club mileage increasing accordingly. In 1894, after a stormy method 1894, after a stormy period, during which the club nearly disbanded, a reorganization occurred, which drew together the few remaining club men, and at the close of the season the roster consisted of thirty-eight names. 1895 opened with a rush, and was by far the most prosperous year the club has yet known, both in club mem-bers, club mileage and finance. The membership ran up to 230, and the club milcage 60,000 miles. At the close of 1895 the club found its if entirely out of debt, with a balance in the treasury and a road record not enjoyed by any club west of Chicago. In 1896 the club moved into its pleasant

are still enjoyed, and while only indulged in by a few of the veterans and some of the newer members, they are as enjoyable as of old. The club mileage will run up into the tens of the user and some of the the tens of thousands when '96 draws to a close. About twenty women are honorary members of the organization. In 1892-3 the club held a charter from the League of American Wheelmen and was the only league of American Wheelmen club wes of Chicago and east of Denver. The an-nual banquets of the club are held at the Iniai banquets of the club are held at the close of the riding season and are always features of the winter society pleasures. — 'In 1893 the Tourist Century club was organized, and its membership now numbers sixty or more. At the beginning of the rid-ing season of 1890, shortly after the organiza-tion of the club, a gold medal was voted to the member who should have the bichest the member who should have the highest

score of miles ridden with the club at the end of the season. This practice has been whered to until this season, and these have won the club medals: 1890-1, Harry K. Smith; 1892, E. L. Potter; 1893, John Hypes and W . Kingsley; 1894, Edward P. Walker; 1895, W. C. Bouk.

"The club has always fostered racing, and has had several teams in the field. All have been winners. Kastman, Morris, Schnell, Condon, Flescher, Denman, Potter, Holton, Fredrickson, Barnum, Culley, Prouls, Pixley, Wertz, Sullivan, Toozer, Edghill, erous impulses and enthusiasm. Never have there virtues been more conspicuous than in at one time or another raced under Tourist colors. On July 22, 1893, was held the most

state, track and road records. As a wheel

leaders and they rushed pell-mell down a gentle incline and past Nelson. The herd began stampeding, following the leaders and the herder was knocked down in trying o pass over him, and a general mixup ownd.

As the place where Nelson was is a nam row depression, through which the stam-peding sheep had to pass, they began pressing in upon him, stumbling over the falling ones and pring up until he was smothered to death under the increasing weight. The sheep kept on stampeding and climbing upon each other until nearly half the entire herd was helplessly entangled in the ravine. Eleven hundred of the sheep were smothered or trampled to death and their bodies are still piled up on top of Nolson's corpse.



Yes Sir! CARACTER STATE OF STATE

We make Suits to order for as little as \$15 and \$20.

And the assortment, at that price-isn't stingy, either,

Such prices for made-to-order garments-with guaranteed fit and workmanshipmight well cause the "readymade men" to get warm under the collar.

> Better look at the fabrics. Pants to order \$4 to \$12. Suits to order \$15 to \$50.

Samples Mailed.





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Further improvements have been made in the electric bicycle lamps, which indicate that by next year their use will be more or less common. So unsatisfactory are many of the oil lamps that a cheap, effective and fairly brilliant electric lamp is certain of wide sale when its possession of these qualtitles is noised abroad. Inventors, aware of this, have been devoting much time to experiments in this line.

A Chicago barber is ready to lead a cru sade against the bloycle. His reasons are novel and somewhat personal. "There is nothing in my business any longer," he says; "the bicycle has ruined it. Before the bievele craze struck us the men used to come on Saturday afternoon and get a shave and a hair-cut, and maybe a shampoo, in order to take their girls to the theater, or go out somewhere else in the evening. Now they go off on a bicycle and do not care whether they are shaved or not. You see where it hurts our business is that when a man skips a shave today, we can't sell him two shaves tomorrow; that shave is gone forever." half

101 An Oblo firm is building for a Brooklyn stays bloycle club the biggest thing on wheels o its kind. This is a quadricycle, intended t

carry the entire club-twenty members. The machine differs from all the many-seated wheels of recent manufacture in some important respects: In the first place t will carry more persons by eight than its nearest rival. Again, it has four wheels in stead of three. Finally, in th its construction it is unique. Finally, in the principles of

To the unskilled eye this viginticycle, if it may be so called, looks like two tandems, built each for ten, ranged side by side. Several important mechanical features destroy this comparison. The riders will, it is very true, sit in two parallel rows of ten, but the separate frames are joined together in a peculiar fashion, with ball and socket plnts, closed top and bottom, but open at the sides so as to admit of free lateral action. This is necessary to secure uniformit of steering and also to enable the ma-chine to turn within a reasonably small cir-

The gear is seventy-two front sprocket. 100 rear. The machine is about eighteen feet long and four feet wide and is to weigh about 600 pounds.

been an enthusiastic rider for many years. Steamers from Europe have brought back many persons in the last few weeks who spent part of their stay abroad in cycling tours. Everybody seems to vote this method of travel a most delightful success. As one says that the man or woman who discards the wheel in cold weather misses one of the most delightful experiences of the sport." tours. Everybody seems to vote this method of travel a most delightful success. As one man expressed it: "There was only one drawback to cur trip, and that was that it was too short." Yet his party traversed 2,000 miles awheel and saw agreat deal more than they would have done from railway trains. England is, perhaps, the favorite touring ground of American cyclists, but they were to be seen in France. Germany and Switzerlind in fair numbers. Or course, the excellence of the roads over there is most constantly in the mouths of those who describe their wheeling experi-ence in Europe. Another feature is the constant interest aroused by scenes through which they passed. Men who had previ-oualy traveled through the country, merely visiting the large citles and the places mest frequented by strangers, were agreeably surprised at the succession of delights un-folded in cycling. They acquired an ac-quaintance with people and customs and traditions which had wholly escaped them when in the beates path of ordinary sight-seeing. In speaking of winter riding to a New abandon their wheels as soon as the cold weather sets in. Most of these people who are afraid of the cold weather belong to the

though an army of new riders will demand value of the wheel in the army bids fair to the smallest obtainable tire, the average mpose a revision of the tactics. wheelman will prefer tires of a generous sectional diameter says Bearings, A Chi-

cago dealer who builds a few wheels each season has several special machines on his floor which are fitted with 21/2-inch pneumatics and a trial of one of these will convince the most skeptical advocate of small tires that there is more comfort and more speed to be had on rough roads with tires of this size than with 115 or 134. On the point of comfort there is no chance for an ment. argument, but the speed qualities of the big seem problematical until tested.

oon the market.

ith this.

er due to the bloycle trade does not stop ith this. There is crating. What that

SOMETHING ABOUT TIRES.

After This Year.

Serard, were Fast time has already been made in cen-tury runs, and it was a noticeable fact that vers a few days ago, and one great advantage of the wheel was plainly perceptible in the absolute silence in which the company riders finished and did not complain o the usual soreness felt by unscasoned men taking a long and fast ride. The machines advanced an advantage which is much more apparent to a tactician famillar with the in question are built with a clearance of one-quarter of an inch on either side of the heavy rumbling tread of an approaching company of cavalry. One of the principal maneuvers practiced was bringing a commaking the front forks, rear forks nd stays three inches wide, inside measurepany of cyclists to a halt, and standin ready to receive a furious onrush of cavalry. ment, and while the appearance of the excessively wide forks and large tires is not altogether pleasing if the diameter was re-The men fold the wheels and stand with hem between the knees, while they prepare duced to, say two inches, there would be slight objection on the score of looks. o give the oncoming enemy a warm welome. If the fusillade is not successful in epelling the enemy, the horses stand a very The tread of a wheel with twenty-six-inch tires need not be over five and a

fair show of breaking their legs in the intri-cate iron wheels opposed to their progress. LIGHTER THAN A HAVERSACK. inches, for allowing one-fourth inch tire clearance, seven-eighths for s and seven-sixteenths for width of

It is also claimed that the folded bicycle a not so cumbersome or heavy as the oldcranks, there is still left three-eighths inche fashioned haversack and much more con-venient to carry. It does not interfere with to be divided between the two cranks for clearance of the rear forks, and this does not call for flattened tubes, or D-shaped stays. By the substitution of D-shaped stays for round tubes the tread could be musket in any way, and after a fair trial the infantry and cavalry have pro-nounced in favor of it. The cavalry, which is looked upon as the eye and shield of the army, has suffered considerable from the recent perfecting of modern war weapons. One of their funckept to five inches, which is narrow enough for anything but track use.

The comfort to be derived from the use f a tire of two inches and upward of tions was to place the enemy's position. Smokeless powder has rendered this a very sectional diameter amply repays the rider for the slight loss of beauty the wheel sufdifficult feat. Before accomplishing their mission they ran the risk of being seen and receiving a fusillade without being able to determine from where the set of th ers, and there is a material saving to the machine in a season's riding. Spokes will stand up under adverse condition, and, by machine in a season's riding. Spokes will stand up under adverse condition, and, by reason of the low air pressure within the tire, the connections and frame of the wheel are saved from the jar which not only reaches the rider of small tires, but is dia-tributed throughout the entire machine. to determine from whence it came. Captain Gerard's machine, rapid, silent, not cumbersome, allows the cyclist to ex-plore ditches, woods, climb walls and rocks without exposing him to unnecessary dan-ner. It is policibles to the second se It is noiseless, and therefore ger. sound of a galloping horse. The original idea of its inventor was that the machine should be carried by the man when it could WHEELING IN WINTER.

Precautions to Be Taken Against Catching Cold.

Will R. Pitman, one of the best known wheelmen in the east, and a man who has

to longer carry him. The folding bicycle assures security to the The folding bicycle assures security to the cyclist and a much greater rate of speed. There is less danger of falling, because it can be stopped at once at the rider's will. The position of the wheelman, seated on the back wheel, is according to all bygienic laws and prevents the almost deformed po-sitions assumed by some riders. The sudden, noiseless apparition of a com-nany of wheelman springing up the men to pany of wheelmen springing up like men im-bud with some mysterious power from dozens of different points is likely to be-wilder the surprised enemy, and these ma-neuvers are much less exhaustive to the

> A Chat with Cheyenne Bob. "And the cat came back," said Cheyenne

Bob, as he alighted from the platform of the "Overland Flyer" last Friday morning. Bob looked as rugged and hearty as a Nevada miner fresh from Yuba canyon, and in reply to my question as to what kind of a time he had enjoyed he smiled and said:

"The wheelmen of Omaha may think they are a much abused set, but they don't know what trouble is. In San Francisco the wheelmen are compelled to carry lamps and bells; some have the regular bicycle bell. while others use sleighbells and small cowter. I have found it advisable to put a piece of paper over my chest in addition. while others use sleighbells and small cow-bells. 'The main streets in the business districts are paved with blocks, such as we have on Farcam street cost is to be, and it will make the greatest even-

The French minister of war, unwilling to at intervals. From here the guide led us allow other nations to outstrip France, has into the underground dens and noisome alleys, where squalor lurks and vice hides ordered special bicycle drills at the next anitself in the gloom of out-of-the-way places nual maneuvers. General Billat has comnual maneuvers. General Billat has com-We were groping down a dimiy lighted missioned Captain Gerard, the inventor of alley, with tall walls all about us, the the folding bicycle, to form a company of stain of years upon them, and overhanging balconics of wood that seemed on the eve fighting wheelmen. The results obtained of tumbling down. Then we turned into a stone-paved arca, went down a couple of from the first experiments, made at the Joinville le Pont Military school, seem to point o a successful issue of the new war imple flights of rickety steps, and through a passageway, at the end of which a spluttering A company of cyclists, headed by Captain lamp gave faint light. Through a door and

does

we were in an opium den, where the air was heavy and blue with the pungent odor and going through their mancufumes of the narcolle. On the low couches men lay in trance-like stupor, that was the counterfelt of death, or in the stolidity of waning consciousness puffed un certainly at their long pipes, while they held the bowl over the flame or small tapers, cr worked with nervous manipulation the little globules of black paste, to make it ready for the drowning of their senses. Through underground rooms, where men, herded like cattle, and with less of the instinct of cleanliness than the beasts of the field, we went, seeing the old blind woman who, with a room full of cats, inhabits a

miserable hole under the very street; now looking on at greedy-eyed gamblers, who, with fierce guttural ejaculations of rage or gratification, watched the turn of the cards and, again picking our way past groups that huddled in corners to divide the gathered in ash heaps and the the spoil choice morsels rescued from refuse barrels. It was only a few steps round to the restaurant, where we were informed the bill of fare included shark's fins and bird nest soup. pickled eggs and spiced duck heads, direct from China, varnished pig and a few other delicacies of the kind, with sweetmeats first to cloy the appetite, and 'sham shu' or nice brandy, to give piquancy to the gastronomic revelry. In my judgment Chinatown is the greatest show place in the country-well worth a trip across the continent to see at any time. If you ever go to San Francisco and you want to see a sight you will never forget as long as you live, just hire a guide and take in Chinatown, as your guide will take you places where you could not gain admission, and which you would be afraid to visit alone, even though you found the

entrance unguarded and the doors wide open. I saw things there which actually made me shiver, not because I was cold, but just because I couldn't help it.

"By the way, those great newspapers on the coast are not in it for enterprise, compared to our Omaba papers. When I left here I did so at 11 o'clock Saturday night, and, although I traveled on a fast freight, I found The Bee, Sunday morning lauue, at Grand Island, 159 miles west of Omaha, at 6 o'clock Sunday morning. I arrived at Sacramento, ninety rolles east of San Francisco, at 6 o'clock the following Sunday norning; but was unable to get a Sunday San Francisco paper, nor did we get them until we arrived at Port Costa, thirty-two miles east of San Francisco, after 10 o'clock. Talk about that for enterprise! Why, they are not in it for- Excuse me, please, there's my car." ONE HOUR A NIGHT.

The Great Closing Race Meet of the

Senson, The great one-hour-a-night six-day race at the Charles Street, park, which begins tomorrow night, will certainly prove a fitting close to the local bicycle season of 1896. All the riders in town are wrought up to a high pitch over the affair, as it is

when in the beaten path of ordinary sight terms beaten terms beaten path of ordinary sight terms beaten te

up to 1896. This was given under the manbeing received back dally, filled with the even more ludicrous than the infernal din names of business mon, mechanics and work-ingmen, and always with some sentiment agement and auspices of the Tourist wheel-meu, Soveral hundred dollars were realized of the orchestra that thumped and shricked xpressive of the earnest desire for the new and several state records were broken. The Tourists, as a club, hold several road records club to be put to active use. Not a few send greetings to Major McKinley, and in and many of the individual members hold all cases there is earnest co-operation be club the Tourists have always been a success. tween the wheelmen and the local com-List of presidents and captains since organi-zation: 1890, Richard Belt, president; H. K. That the wheelmen's clubs will mittees. be of great value to state and county committees throughout the country is already apparent.

Alden Church, well known in the bicy cling world, called upon Major McKinley ecently, and secured an expression of his sentiment upon the subject of good roads, in which all wheelmen are deeply interested This was McKinley's statement: 'You may say to the wheelmen that I am their that I am heartily in sympathy with them, and am deeply interested in the success of their heroic crusade for good roads."

Echoes of the Tourist Wheelmen. The rain Friday evening prevented the club from making the scheduled run to Tekamah last Sunday. Had the weather remained nice the attendance would have undoubtedly been large, as a number had signified their intention of making a conury,

At a meeting of one of the wheel club organizations last week the matter of electing some prominent and influential mem ber was suggested as one of the fifty directors in the Transmississippi Exposition to be selected December 1. The name of F. W. Fitch was given as one who would undoubtedly serve their interests to the en-tire satisfaction of those interested. Mr Fitch has a large circle of acquaintances in this city, both in the law fraternity as well as among the riders of the silent steed, and the suggestion might be a profitable one to those holding stock in this enterprise to take up, from the fact that the wheelmen of Omaha expect to obtain the national meet of the League of Amer ican Wheelmen in this city during the year 1898, and there should be some one to look after the interests of the thousands of cyclists that will probably assemble here at that time.

Mr. Ed Porter of Chicago, a well known centurian and all-around good wheelman, spent Sunday and Monday as the guest of D. J. O'Brien, and incidentally was enter-tained by the Tourists and Omaha Wheel club during his sojourn in this city.

The matter of larger quarters for the winter has occupied the attention of some of the club members of late, and the subject will probably be brought up at the next meeting, which occurs on Thursday evening, October 8, at which time a full attendance is desired. Remember the time and make it a point to be present.

The following list embraces the "called uns' for October and November: Sunday, October 4-Tekamah, start 6 a.m. 'uns'' Sunday, October 11-Glenwood, start '

Sunday, October 18-Springfield, start 7 . m. Sunday, October 25-Missourl Valley, start

a. m Sunday, November 1-Nebraska City, start

Sunday, November 8-Blair, start 8 a. m. Sunday, November 15-Fremont, start 6:30 a. m Sunday, November 22-Fort Crook, start a. m.

Sunday, November 29-Bennington, start 8 a. m.

aptain, 1894, H. E. Taggar, president; E P. Walker, captain. 1895, E. P. Walker, president; H. K. Smith, captain. 1896, John Parish, president; T. L. Spencer, captain." A BICYCLE SONG. Harriet Presentt Shofford in St. Micholas rriet Presect Spafford in St. Ne Light upon the pedal. Firm upon the scat. Fortune's wheel in fetters Fast beneath our feet. Leave the clouds behind us. Split the wind we meet. Swift, oh, swift and stlent, Rolling down the street!

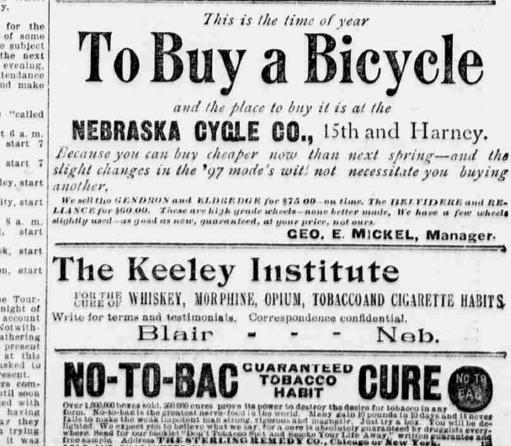
When the dark comes, twinkling Like firefiles in the wheat, Bells before us tinkling Fairily and faet. By the gates of gardens, Where the dusk is sweet, Slide like apparitions Through the startled street!

Spearmen in the desert Maybe fly as fleet, Northern lights in heaven, Sparido on the sleet! Swift oh, swift and slient, Just before we great The outer edge of nothing Turn rolling up the street!

KILLED IN A STAMPEDE. Herder's Body Burled Beneath ni

Avalanche of Sheep. A very peculiar fatality occurred the other day on the eastern slope of the Cascade mountains, near the line of the Northern Pacific railroad in the state of Washington An experienced sheep herder was busy with a herd of 3.000 sheep, and was urging them

toward the snow line, where they could secure fresh grass. Some of the leader showed a desire to proceed in another dire tion, and the herder, Andrew Nelson, started to head them off. As he did so a crackling



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SPECIALISTS IN

Smith. captain. 1891, J. H. Kastman, presi-dent; H. K. Smith, captain. 1892, V. M. Barnum, president; E. L. Potter, captain. 1893, H. K. Smith, president; E. L. Potter Cured for life and the poison theroughly eleaned from the system. FILES, FISTULA an RECTAL ULCERS, HYDROCELES AND VARICOCELE permanently and successfully cured. Method new and unfailing.

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