

camps of the wheel makers who have here- dents. tofore strictly adhered to the century price for high grade bicycles. The Chicago Times-Herald reports that the "Big Four," composed of the Pope Manufacturing company, the Overman, Lozier & Co. and Gormully & been invented. Ever since bicycling became Jeffery, is not as harmonious as in previous a popular craze inventors have been racking years, and that the latter company has de- their brains and making experiments in cided on an \$80 limit of price for 1897. The vain endeavors to devise some power which others say they will stick to \$100. The should propel the bicycle and allow the rider break in price is expected to create a lively to do nothing more laborious than guide disturbance and a hot fight for supremacy in the market. At least \$25 could be lopped off the standard price and still leave a off the standard price and still leave a on an entirely new principle, says the New liberal margin of profit for both maker and York Herald. He has finally arrived at a

The construction of cycling paths all over the country has proven a boon to country riding by the povices and others. A ride is given that in many cities is far superior to that afforded by any city street, so far operation by the simple turning of a small operation by the simple turning operation by the simple turning o as ease and comfort are concerned, while in addition to this an opportunity is afforded to get the fresh and invigorating air that on never be found in a crowded city.

Though still in its infancy, the building of nated by the name of bicycle. There are two cycle paths has assumed great proportions. and many are making a special study of the and many are making a special study of the sprocket wheel and saddle. There, however, best material of which the path can be constructed. A surface almost equal to that machine is a novelty, the rubber tires being of a race track is desired, with not so much expense attached, and this problem is more difficult of solution than imagined. Primarily a cycle path should be like a tow path, level all its distance, and the topogphy of a country often makes this rather hard. A clay track is regarded as good, though in wet weather, unless tightly rolled the surface becomes mushy. A cinder path axle of the second wheel, forming a trianguis regarded as good, as the water drains lar-shaped extension to the framework of the through. A solid macadam path would, perhaps, be better than all, but the cost of building such precludes its consideration, while the material would take some time to located the valves which govern the motion. be rolled down and settled. The cost of Just behind and under the saddle, and attached to the bar which is practically an exconstruction is another important item. A good cycle path of either clay or cinders can be built at a cost not exceeding \$1,000 per mile, according to the view of experts. but even this cost is great enough.

One of the newest devices to draw money from the pockets of riders who feel that they must take advantage of all the called improvements in connection with the bicycle is an arrangement for attaching a lamp to the frame of a wheel. It consists of a curved steel spring fastened to the head of a curved steel spring fastened to the head looking arrangement, set just behind the near the place where the lamp bracket is rear wheel of the machine. Extending be-frequently placed, together with some wire youd the motor is a small cylinder, from frequently placed, together with some wire attachments, so that the lamp is swung a foot or so in front of the handlebar. It is maintained that on account of the vibration occasioned by the steel spring the lamp is less likely to be jarred out than when it is put on in the usual way. The objection to this arrangement seems to be that the lamp is hung directly in the rider's line of vision. which many would regard as a drawback. A man who has tried the new device speaks well of it, however, but it may be doubted whether it has sufficient merit to come into

and one in front, as a matter of law. This is the decision made by the appellate division of the supreme court of New York in the case of James H. Rooks, a miner in the case of James H. Rooks, a minor. Rooks was going down Broadway, riding on the cable slot, when a car of a cross-town line using the Broadway tracks came upon him from behind, knocked him off his wheel and injured him.

of Rooks to recover damages for personal injuries, says the New York was dismissed by the lower court on his own evidence that he did not look behind him. The court said that as a matter of law the failure to look behind him was such contributory negligence as would prevent a recovery. Rooks said that he heard the car just as it was upon him, and -that before he could spurt shead of it he was run down. He had beard only the rumbling of the car, for no gong has sounded, nor had any whistle or cry of the driver warned him. The lower court held that the cable slot was a place of danger which required the exercise of correspond ing vigilance on the part of the bicyclist,

In deciding that the matter of contribu tory negligence was a question that should have been submitted to the jury instead of being decided as a matter of law, the appellate division says: The trial court held him guilty of con-

tributory negligence because he failed to look back. No such duty was imposed upon him as a matter of law. His primary duty look in front of him, indeed to keep a good lookout all around. But he could not upon his bicycle at all, certainly not with safety, and yet keep his head turned so as to observe what was going on behind. Whether his failure to observe the car at the time of and under the circumstances surrounding the accident amounts to contributory negligence was, to say the least a question for the jury. He certainly had the right to expect the usual warning

A new trial is ordered.

A bleycle novelty recently patented consists of a match box concealed in one of the handle grips, which on the pressure of a tiny button springs out, leaving the matches readily accessible. Wheelers will appreciate the advantage of such a device, which not only relieves the pockets of a hurden, but places the matches where they can always be easily found. The device should prove especially valuable to women, according to tradition, they are not illy blessed with pockets in their The device is extremely simple consisting of a cylindrical metal box, back of which a strong spring is placed, which on the depression of the button on the end projects the box outside the handle grip, a shoulder preventing the box from co. altogether. When not longer required the box is snapped back out of sight. I attached to any of the standard makes of grips and is very easily adjusted

A New York paper relates that a 17-year-old miss from Utica came to Clinton on her wheel Friday afternoon with several com In riding through the park she ran too near the fountain, and her wheel be-coming unmanageable in the deep gravel just placed on the paths, she lost her balance and plunged headlong into the water Her companions hastily pulled her thoroughly dreuched from hat to shoes, but unharmed. The crisp October air, however, rendered a further ride on the bicycle with-out a change of costume unpleasant to con-template, and so, through the kindness of a lady who was passing, she was conveyed to the home of friends, where an entire dry outfit was provided.

There are many new things in the bievele line offered for 1897. Every up-to-date manufacturer will introduce new attachments and alleged improvements in the details of snother visit early next spring. The Minhis machine, while the freak inventor has been more than busy with his strange and at Manhattan beach, New York, that he was wonderous devices. In the great mass of still to be considered in a race and may be inventions there are some few things of able to reedeem the reputation he made with been more than busy with his strange and wonderous devices. In the great mass of inventions there are some few things of able to reedeem the reputation he made with real value. The construction of bicycles to of prominent riders, and a few winnings at the life infancy, but it is a growwill never become general will be utilized by individuals. The most radical departure in 1897 will be an increase in the dimensions of pneumatic tires. The average tires are now from 1½ to 1% inches wide. Tires in 1897 will reach a width of 2½ inches. Wheels thus equipped will look awkward at first, but the safety itself was ungainly in its day, when contrasted with the high wheel. The wide tire is safer than those now in use. It reduces the itselftood of now in use. It reduces the likelihood of the front

Rumbles of discord are heard in the the cause of four out of five cycling scci-

BICYCLE MOTOR.

A Device Designed to Dispense with Leg Action. A successful Sleycle motor has at last

the machine.

The inventor of this equipment has worked result which will be the salvation of many omen who must, if they ride at all, pedal their own wheel, and by so doing take too violent exercise and injure rather that benefit themselves.

With the motor bicycle, however, they can stopcock, and, with feet on the foot rests, wheel away over hill and dale, as far and as furious as they choose.

customary wheels, a frame, the familiar curved handle bar, the pedals, chain and twice the size of the ordinary pneumatic tire The pedals are for use in case the motor refuses to work or the rider wishes to pedal the machine in the ordinary manner.

The framework of the machine does not end with the customary diamondshaped frame. Instead, there is an additional bar, running from the saddle post up-ward, just behind the rear wheel, where it connects with another bar running from the machine. This extension serves the double purpose of supporting the motor and its machinery and of making a connection with the front portion of the machine, where are tension of the backbone of the machine, is a small metal cylinder or can. The framework of the machine is hollow, and the cylinfer beneath the seat contains a combustible luid that flows into the motor, explodes under the action of the air and drives the machine. This hollow tubing serves as an

exhaust pipe for the motor, the vents being two small holes in the ends of the hollow handle bar and two similiar holes near the oot rests on the fork handle of the machine. The motor itself is a small, unobtrusive which extends a driving rod, very similar to those in use on engines. The driving rod connects the rear wheel, and a small coa wheel and ratchet holds it in place the bicycle is being driven by artificial

power. When the rider wishes to rest, and at the same time continue riding, or where there is a steep hill which he does not feel like pedaling up, it is a simple matter to close the ratchet, which fastens the driving rod to the rear wheel. The explosive fluid car-rled in the tank beneath the saddle is

fluid into the motor, and the machine gradually comes to a stop. The ratchet is then opened, the driving rod detained, and the rider can pedal until again ready to set the notor in operation.

The speed of this curious motor bicycle is regulated entirely by the flow of fluid from the supply cylinder into the motor. This flow can be lessened or increased by means of the stopcock before referred to. Just what kind of motor is used, or what the nature of the explosive is the inventor does not make public, but from recent experi-ments the practicability of this new motor cycle has been demonstrated.

INVADING EUROPE.

Americans Who Will Go After French Prizes Next Year.

Europe is to be invaded next season by a number of American racing teams. Manufacturers and racing men alike are anxious to regain the laurels lost by Johnson, Mc Donald and the subsequent French invaders and give the League of American Wheelmen the prestige it had when Zimmerman Banker and Wheeler carried everything be-

The past season has been one of expec tancy in cycling circles, says the Chicago Chronicle, and many of the prominent makers have refrained from equipping To protect their mutual interests at the outset agreements were entered into between the big concerns not to employ riders. This left but a few manufacturers to stand the great part of the expense of the

Though the number of teams was limited ival interests were not content with the big field of the American continent, but wanted to shine across the water. Eck took a band to France, expecting to carry away the scalps of all the prominent riders. Johnson's failures came fast and these the wily Eck attributed to off condition. Nothing dis-mayed by the defeats another American maker stood the expense of sending Mur-phy, Kiser and the veteran Wheeler to the Parisian tracks intent upon beating for-eigners and fellow citizens alike. Eck's aggregation fled home and the other

followed in short order. Wheeler found the French cracks a little faster than when he knew them before and Murphy and Klaer were outwitted. The trio took a few events, but came back with scarcely more money than their predecessors. The American pro-moters began to open their eyes to the fact that the Europeans were a trifle faster than they had reckoned.

The Butler brothers are now in Europe and great things are expected of them. Tom, the younger of the two, has been placed at the very top rank of American racing men and is seconds faster than any of his predeces-sors. Nat is speedy in any company, but it is by their system of working together that the men hope to win. The Frenchmen are noted for their craftiness and it is at their own game that the Butlers hope to defeat

Neither of the men will compete for some ime, it being the plan of their managers o get them acclimated before entering them any races. Tom Butler is recognized as the fastest rider in this country in a special event and his training will be presided over with care. If he can be put into the form which characterized his riding at the national championship at Louisville he is counted on to give a good account of himself in the big races arranged for the latter part of next month and the first week of Lanuary.

Johnson, who has been clipping world's records at Nashville, has declared that he was not up to the ways of the French riders during the past season, and will make them

customed to the turns and have to slack up on the approach. The natives rather in-crease their pace, and when they reach the open have several lengths of a lead, which no one in the world could bring down.

With several Americans in each heat they could meet the Frenchmen at their own game. Wheeler, Murphy and Klser wer placed in one heat when they first reached France and found little trouble in getting a place at the finish. The trio came in for all the places, but when they were separated and each left to battle with half a dozen of the men whom they had beaten they could not secure a third,

Some of the riders who are said to have caught the Australian fever are counted on o change their destination before the oper ing of next season to Europe to give the Frenchmen big fields to compete against and probably realize the dream of beating the Europeans again on their own soil. The big purses that are hung up for the events are expected to attract such men as Cooper, Bald and Sanger, and an opportunity of seeing American racing men compete against each other in foreign climes will be afforded.

"The European racing men have not nearly the speci that is attributed to them," said John S. Johnson on his recent visit to Chithat tells, and in these two characteristics they excel the riders of every nation on earth. The race promoters, too, are inclined to be partial to the interests of their fellow countrymen. They will divide up the visit ing wheelmen and put them into heats where they have to fight against the whole field. To keep an American from winning Frenchman will sometimes be willing to sacrifice his own chances. riders opposed to one man he stands little chance of securing first place. Four will

the tracks in France and the rest of Europe. The banking is so steep that one cannot make the turn except at a 2:30 gait, or he will be thrown to the ground with force. The novice to these circuits may have a splendid chance of winning as he proceeds up the back stretch, but when the turn is reached which leads into the stretch he is lost. The foreigners have mastered the banking and increase their speed at every revolution of the pedals. The attempt is so fraught, with danger to the American that he forgets all about the money and rides high up to avoid a possible tumble.

"I intend going back to France next sea son and I hope to get even with my old op-ponents. I think I have sufficiently mastered the science of rounding their dreaded tracks and will have some sort of a show of winning a few races. If there are other Americans abroad too, it will be all the better. We can work together and combetter.

bine against the common enemy.' Zimmerman has been contemplating a return to the racing game, and would likely appear again in Europe. The "skeeter's triumph in Europe was most marked and his winnings are well remembered by the French cracks. After Zimmerman had beaten every rider in Europe who cared to meet him tandem teams were entered against him with varying success.

BIKE GIRL'S FAD.

Decorating Her Room with Retired Wheels. Here is an important bit of news given out by the New York Herald that will be of intense interest to every bicycle rider.

The brainy bicycle girl has discovered what to do with her last season's wheel. Her clever discovery solves a provoking problem, as it transforms the ugly, rusted and decrepit bike into a beautiful, artistic triumph. This winter will see a change in the home of the bicycle girl. From cellar to roof her house will look "bicycley," to coin a word. Golden mural wheels will greet will be draped on the mantelpiece and every part of a bike's anatomy, beribboned an ornamented will serve a decorative and useful purpose. Hereafter, when curious persons wonder what has become of the old wheel, all they will have to do to find our is to visit the home of some bicycle young

The front forks of a wheel apparently conberibboned and decorated with little hooks, form a very convenient article from which to hang button hooks, giove buttoners, etc. The handle bars may be utilized for hat racks, or, if the young woman wishes to manufacture a chair with a back like nothing else, it would be a matter of small diffi-

It always takes the brain of the woman who loves to fill her home with ornaments to conceive a sort that no one else has, or at least that few possess. Possibly this is why the bicycle girl so promptly decided to paint the pedals with the golden mixture, fasten long ribbons to them, and then hang them from the lambrequins. Think of the round and slabbed crank of spring steel being used as a parlor ornament. Yet it is, and it makes a very pretty one, too, only it has to be used in conjunction with others just like it. When gilded and tacked upon a wall in the form of a letter "S" this company of cranks presents a very attractive appearance

Then there is the chain. This is one of those parts of the bicycle which can be put to a dozen different uses in decorative form. For instance, carved and fastened in the form of a hook, it will serve as an admirable article upon which the tennis bat may be hung or the golf stick depend, and there are plenty of other ways to make it both useful and ornamental. The wheel itself, minus the tire, of course, when gilded and smartly decorated with ribbon, gives a very unique effect to the wall on which it is placed, and causes the room to present anything but a stiff appearance.

There is, perhaps, no feature of the b cycle, when considered from a decorative standpoint, that can be utilized in a more attractive manner than the lamp. A collection of lamps by cyclists is something of a fad by itself, but the decoration of the walls of a room with them might at first be con sidered an impossible task. It is not only not impossible, but delightful i

One particular fetching fashion that is opular with the bicycle girl in the matter f lamps is to arrange them in rough imi-Inside each lamp a wax tation of a swan. candle is placed. In the evening these candles are lighted and the effect to the eye is charming indeed. Of course, every lamp is guilded. The glass in the lamps varies in color, sometimes red, occasionally green, and once in a while white. Of course, this fact must be kept in view by the young woman when arranging the decoration. gated colors which shine out when the lamps are lit give a most curious effect, and bination. It looks for all the world just as the colored signal lights of a steamer, arranged one above the other, would ap-

To effect this transformation the up-todate bicycle girl gets up a "bicycle ceco-rating house party." She invites here friends and tells them to come prepared to work. A condemned bicycle is brought up from the cellar to be dissected. One girl is made the gilder and is given two comet's hair brushes—one for the finer work in hand and the other to lay the gold paint on thick. Another girl takes the wrench and attacks the nuts. The others bring a stepladder and a basket of preity-hued ribbons. Then the work of the demolition of the old and the reconstruction of the golden mural wheel begins.

The seat is carefully gilded and encircled with a wide blue ribbon. It is then bung in a corner of the room. It presents an odd but pleasing appearance and catches the eye of the visitor. This bizarre effect This bizarre effect is sought after, and the bicycle parts readily lend themselves to it.

The bicycle tires are bathed in gold and inflated. Then an oval picture is robbed of its old-fashioned walnut frame and set in the golden circlet. Should the bicycle girl's small brother inspect its inflation with a pin the effect would collapse, but she wisely forestalls him by hanging it balls from the Searings are polished and placed in the pin tray as souve-

So the golden mural wheel is wrought by the bicycle girl.

There is a possibility of one of the largest bicycle factories in the west removing its plant to this city within the next thirty days. The secretary of the concern has been in the city during the past week negotiating with the Commercial club for quarside slips on damp roads, which is really The small, high-backed tracks are as much ters, and while nothing definite is known at

factory will be located here after January 1. It will employ from 100 to 300 men. With the unprecedented demand for wheels another year that there has been during the past one, Missouri, Kansas, Iowa, Minnesota and South Dakota could use about all of the wheels one factory could turn out during a season, and as Omaha is located right in the heart of this territory there is no reason why it would not be an ideal loca-

through their hands. Wilbur F. Knapp, formerly of this city, but now located in San Franciscoff was in the city several days during the past week. Local wheelmen and cycle enthusiasts esided in this city during the days when the old Collicum was first opened will re-member Mr. Knapp as one of the fastest member Mr. Knapp as one of the fastest professional bleycle riders in the country at that time. He came to this city in 1887 and remained here until 1891, when he left for the west, where he has been located since. In his day he has defeated such men as Nelson, Crocker, Whittaker, Prince, Eck, Reading, and, in fact, every rider of any note in this country's which he has met upon the path. He has retired from cycle racing permanently and is now interested in racing permanently and is now interested in the bicycle trade in San Francisco. He was on his road home from Chicago, where he had been on business, and stopped off at this point to shake hands with old friends.

tion for a factory of this kind. The Com-mercial club should not let this chance slip

Traveling representatives of several large eastern bicycle manufacturers have been in he city calling upon the trade during the past week. They are all unanimous in eaying that but very few contracts will be made for 1897 until after the large eastern bicycle shows, which take place in January and February of the coming year. They also seem to agree that the price on standard makes of wheels next sesson will be \$100. but that most factories will place both \$50 and \$75 grades upon the market, while some oncerns will sell low grade wheels as cheap

Now that the Nebraska Division League election is over let every wheelman in the the state meet for 1897. The national meet for 1898, and city and state legislation that will give us clean streets and better roads

There is talk of holding several benefit race meets in the Collecum building during January, the proceeds to go into a fund to be used in helping secure the state meet for next season and the national meet for 1898. This would be a capital idea and if Omaha wishes to secure the big meet for 1898, she should send at least three or four local wheelmen to the National assembly, which meets at Albany, N. Y., early in February, to entertain the delegates assembled there royally, and secure their co-operation in securing the 1898 meet. The Omaha delega-Louisville last August gave a banquet to the visiting wheelmen, at one of the large notels in that city, and by so doing gained the support of the Kentucky, Indiana and everal other large divisions in their protect or 1898. This all costs money, and the only vay to raise the money during these times to give benefit race meets and thus let very enthusiast contribute his mite. Some of the best racing talent in the west is located in the city and they will gladly ride for blue ribbons if shown that it will help Omaha to secure two big race meets. Here is a matter for the Omaha League

Foot ball seems to be holding sway at present, and cycling is being lost sight o to a great extent. There is talk among many of the local wheel clubs of organizing foot ball teams to do battle with each other, but t seems to be all talk, and no action. Here is a chance for some of the clubs who hate each other to wipe out their old scores on the eye in the drawing room, silvered chains each other to wipe out their old scores on that once groaned with dust and grease the gridiron, as the Omana Guards and Thurston Rifles dld yesterday.

The Butlers, Tom and Nat, have landed n the other side in such good condition that they will need but little training to be n form to take on matches with leading foreign cracks and believe they will have weman and look at the walls of the living no trouble in establishing some new Euro- have been different, but as he claims to have pean records, says an exchange. Instead of t the scalps of some of the French flyers, ho so ignominiously defeated John S ohnson and other American flyers who isited their country during the past season.

ohnson will not be accepted by Chairman attendance of an League of American Sck to appear at the Portland events of the had entered a string of riders.



D. J. O'BRIEN.

The above reproduction is a very good likeness of Mr. D. J. O'Brien the newly elected chiet consul of the Nebraska Division League of American Wheelmen. He was chosen by an overwhelming majority and his friends thus expressed their appreciation of his constant endeavors to add to the general welfare and prosperity of

league matters in Nebraska. His pleasing countenance is observed at every meeting which has for its object the advancement of cycling in general, the promotion of "good roads" or "clean streets"

His interest in the league could not be Omaha. The Transmississippi Expmore clearly demonstrated than from the will attract many who might not mere fact that at various times in the past he has devoted considerable time and energy to increasing the membership, and he spent a large amount of time and money in connection with the 1896 Meet club last sum-mer, having visited of ulsville twice; once in advance, to make all necessary arrangements for hotel accommodations, and the entertainment of the delegates in Chicago and Louisville upon their arrival.

He is daily in receipt of congratulations from his friends upon the success of the election, and the opinion prevails that he

will place Nebraska at the head of the list western divisions. Mr. O'Brien is identified with nearly every wheel club in the city; in most of which he holds prominent official positions. He is also an active member in the Commercial club, being a well-known wholesale and

retail confectioner of the city. weather conl winter approach, the wheelmen are to abandon their usual and mid-week outings and ompelled their attention is turned towards some mode of entertainment until the opening of the riding season of 1897. The Turner Wheel club has long since gained a very enviable reputation for enjoyable social sensions. The Union Pacific Wheel club come in for their share of praise as entertainers. The in-

against the American racers as their op- present, there is every probability that the stimulate a friendly feeling among their spirit and manner of entertaining. In the ern fowl, ponents. The visitors are totally unacfactory will be located here after January 1. tainments. The Associated Cycling clubs, which is composed of representatives the above named clubs, together with the Triangle Wheel club (Young Men's a semi-annual entertainment for the members of the clubs represented in that organization.

The entertainment committee have been iscussing the advisability of expending a little of the surplus money now in the treasury, and giving something in the way of informal gathering where the members done, the different wheel clubs might meet share?

of the Nebraska Division of the League of American Wheelmen, is also formulating plans for a reception and banquet to be tendered the members of the league some

wheel are rapidly increasing in number in- gain an cuviable position in league circles. stead of diminishing as was expected. In the eastern states, through the combined efforts of the league, cycle paths are being constructed and laws favorable to the inrests of wheelmen have been passed.

enter street courses. Think what a leasure a trip would be then, no mud, and with a favorable wind what records could be made. Not only do the wheelmen enjoy a ride over "good roads," but the farmer been chosen in the recent campaign. D. J. and every one

lerived from being a member is far greater than the amount expended.

Last Sunday was an ideal day for cycling and every one who poisessed a wheel sceme to take advantage of the opportunity; bicy cles of every description might have been seen gliding over the smooth paved streets and country reads which were in the pink of condition for an enjoyable outing. Only very few registered at the club-room efore starting hence, it is a matter of mere conjecture as to where they spent the day or if they took their accustomed weekly spin. Captain Spencer accompanied by L. A. Marsh and Louis Flesher pedaled up to Premont and return. Welsh Kingsley and Ben Hosford visited Florence and Benning-ton during the day. Mr. and Mrs. W. W. onnoran, accompanied Mr. and Mrs. Meyer to take dinner with relatives living about ne and one-half miles from Loveland, la were gold with the exception of a little stri near Rell's, which was quite rough. Durin the entire trip only one individual was foun who possessed any pork proclivities, oubtless felt a little ashamed of himsel when the team just ahead of him turned ou and gave the party the entire road. days, only by their absence.

John D. Howe, the newly elected vice resident, piloted a party of six or eight heelmen through Florence and out towards Coffman station. A two gallon jar of fresh ilk was procured on the way out and Cheyenne Bob, together with the balance of the party, managed to empty it by drinking part at that time and the balance on the way home. A little incident related by "John D." in which a whisk broom played the leading role was received with a grain of allowance, as the scene was depicted i Colden West." and occurred while our worthy vice president was wending his way westward with a government mule. Had he been riding his usual mount it might the necessary papers to prove his assertions wasting time on foreign records they should the truthfulness of the narrative was finally

Leonard Hartson, spent a few days at Columbus, Neb., during the past week. ing his absence Frank Newcomb served in the official capacity of secretary, in a aceptable manner. Frank formerly kept the collector of dues and assessments. Leonard Wheelman representative at any of their is willing to accept from any who may trials in consequence of the failure of Tom me in arrears either "gold" or "free silver." if you don't chance to have either variety New England Fair association, where he of "sound money" he will not refuse pape if tendered him, if you believe it just give him the opportunity.

> The delegates of the Associated Cycling club, together with any others who may be interested in the matters which properly come up before that organization, are re-spectfully invited to be present at the next meeting, which will be held on Monday evening, November 23, in the Young Men Christian association building. If you have any suggestions to make get them in tangible them at the meeting.

> A local politician, who announced that ie was in favor of the wheelmen just befor election, since his defeat has given out the information that be has changed his mine and attributes his defeat to the cycling fraternity and now threatens to work against them as a body. His term of office will soon xpire and during his short stay it is hardly likely that he will do anything rash. It only goes to show that some office-seeker who want the wheelmen's support at the poils are willing to pledge themselves a favoring them and later exhibit anothe spirit. These parties should be placed or ecord and turned down at any future dat when they make an attempt to get in office if they will not keep their word they cer tainly are not fit candidates to hold public offices. Others who pledged themselves for 'good roads and clean street given an opportunity to act.

"Are we going to get the national meet it 1898?" This interrogatory remark is on which the writer has propounded to him nearly every day. We can only answer the inquirers by saying that it depends altogether on how much interest is manifested by the local wheelmen and citizens of Omaha. So far as the getting of the meet is concerned. we were assured of the hearty and unre-served support of many of the delegates who were in attendance at the Louisville meet in August, at which time those who were seek ing offices assured us that if elected the August, at which time those who were seek-movements, and he is among the first to present good suggestions and resolutions would do all in their power for the locating looking towards the imp "ement of our present law, and ordinances at these meet-The eyes of the lengue is toward the west and at the present time is centered upon Omaha. The Transmississippi Exposition held in connection with the exposition that at least 59,000 wheelmen will visit Omana

those have To similar gatherings at Denver, Asbury Park Louisville and other points any information regarding the probable cost would not adhere, but for the benefit of those who are auxiously inquiring about our holding the national meet it might be stated that at least \$10,000 should be raised and \$25,600 would be nearer the required amount to insure making the meet a success. Curren reports are to the effect that the Associated Cycling clubs of Philadelphia are ready to pledge \$100,000 in order to get the national meet in 1897 if necessary. One hundred thousand dollars is not a

small amount and should we encounter a competitor of this kind in 1898 it would re-quire no little amount of work on the part of the committee which might have the matter in hand of raising any such amount. But laying aside any stipulated amount necessary to properly entertain the visiting guests, in order to make the meet such a will reflect credit on the Nebraska division we must very materially increase our list of membership within the next year and each individual should make himself a committee of one to work harmoniously for the advance-ment of league affairs in Nebraska and

share of praise as entertainers. The informal smokers and racquitions tendered the members of the Omaha Wheel club are productive of much real enjoyment. The annual banquet of the Tourists, and the frequent club nights serve to keep its members in touch with case another, and are invariably well attended, and very enjoyable.

Thus the various clubs of the city seek to

apirit and manner of entertaining. In the past Omaha has established a very enviable reputation for entertaining visitors and the wheelmen should, as a class, not suffer the good name of the city to be ridiculed by any Triangle Wheel club (Young Men's failure on their part in endeavoring to en-Christian association) has a clause in its con-stitution and by-laws which provides for will. If it is found impossible to interest enough wheelmen in the undertaking to properly carry out the same it is safe to predict that the matter will be dropped. The question now rests with each individual member. Do you want the meet or not if so, advise some of the members of the 1897 Meet club, or, better still, stiend the meetings in person. There is work to be done. Can you be depended upon to do you

the different ware, the chief consul elect become better acquainted.

During the winter months entertainment of the Mr. D. J. O'Brien, the chief consul elect should be given indoor races held and funds should be given indoor races held and funds raised for this work. If a cycle show it raised for the same might be profitably held under the auspices of the 1897 Mee club, which will incidentally have for it tendered the members of the league some time in the near future. These socials should be encouraged as the cycling fraternity is thereby given an opportunity to get better acquainted and formulate plans for the advancement of cycling and cyclistic interests whereas the contrary should be entirely acquainted and formulate plans for the advancement of cycling and cyclistic interests. n Omaha and vicinity, as well as throug- be much larger and better prepared to make The bicycle which was thought to be when those who composed the delegation only a passing fad has gained such a foot-hold and established its claims as a rapid a very short time. We have ample time and of travel that the devotees of the if the proper interest is taken Omaha can

The anxiety which the aspirants for league honors endured was perhaps as great as that which the candidates for local and national officers experienced, and the results which There is some talk of building a road the newly elected league officials hope to the continent similar to the Dodge or accomplish will mean as much to their credit in league circles as that which any successful candidate may receive if he faithmon people in the office to which he has been chosen in the recent campaign. D. J. who has occasion to drive O'Brien carried Nebraska with equally as over our public thoroughfares derives an large a majority as William Bryan did in his efforts to become our next president equal benefit.

In union there is strength and it is to the interests of every rider of the silent steed to co-operate with their associates towards this end. Join the League of American Wheelmen. Induce, your friends to do so, the cost is nominal and the benefits to be derived from being a member is far greater.

His efforts to become our next president, and proved to be the successful aspirant for the office of chief consul. The following report from the committee who canvassed the official ballots, given to Secretary-Treasurer W. M. McCall of Grand Island, Neb., shows who the successful candidates are:

FOR CHIEF CONSUL.

D. J. O'Brien, Omaha.... Ed M. Cox, Omaha... Total FOR VICE CONSUL. D. C. Eldrege, York Bert Potter, Omaha..... No choice. FOR SECRETARY-TREASURER. Edwin R. Pease, Fremont. N. P. Hansen, Kearney. FOR REPRESENTATIVE. D. A. Finch, Grand Island... red Dean, Minden....

From the foregoing it will be observed hat those who were successful carried their election by a large majority, and in the count of votes cast for D. A. Finch of Grand Island it will be noticed that he even arried more votes than his ticket by which shows conclusively that he is held i thigh esteem by league members generally throughout the Nebraska division. Chie Consul-elect D. J. O'Brien has many suggestions and ideas for the advancement of the eague in this division, which he expecput into practical effect within a ver brief space of time, and he has associated with him officers who are well known as enthusiastic workers. Mr. Eldrege, as official handicapper during the past year, has given universal satisfaction. We desire to extend congratulations to the successful candidates and join with every loyal league member in the hope that Nebraska will make a creditable showing within the next twelve months.

FAMOUS VANKEE "TURKS."

Brought to Perfection in Connecticut and Rhode Island. These are busy days on the rocky Conecticut and Rhode Island farmsteads, where the annual slaughter of Thanksgiving turkeys has already begun. The best birds in the market, it is generally agreed, com from southern New England, although Ver nont turkeys push closely in the race for opular favor. The Connecticut and Rhod juiciness, and there is a game flavor the flesh and a piquant quality pervading him that are wanting in the foreign product Another reason why he is so highly prized is because the Connecticut and Rhode Island butcher, better than any other, un-derstands the art of "sticking" a turkey Long experience and experiment have made him as perfect in the use of the knife as the most skillful surgeon.

small towns along the border line of the two states are the breeding places of famous gobblers. Westerly is the great shipping point for the farmers, and the ame of the North Stonington bird is pro erbial among poultry handlers. President Cleveland's fowl last year

ipped the beam at thirty-five pounds, was the pick of a North Stonington flock. New England turkey-raisers have a p uliar method of preparing their fowls fo They never decapitate a turkey but make a small incision in its neck and bleed it to death. Neither do they scald turkeys—an operation that takes off not only feathers, but patches of skin. They invaria-bly pick birds dry. The effect is that the turkey has a clean, sweet, pink appear ance, without a blemish on the skin, tha is in pleasant contrast to the dressed west

Pennsylvania ponitrymen have copied the New England process extensively. NO ROOM FOR ARGUMIENT

Can't Resist it.

Our window acts as a magnet to draw the attention of passers by

It's impossible to resist glancing at the attractive woolens so temptingly arrang-

Then, again, the low prices cause favorable comment.

Pants to order \$4 to \$12. Suits to order \$15 to \$50.

Samples Mailed

207 South 15th St. KARBAGE

HENSHAW'S EUROPEAN HOTEL

(LATE MCTAGUE'S) First-Class Grill Rooms. RATES \$1.00 TO \$2.50 A DAY. All rooms steam heated and everything

1509 FARNAM.



OPIUM OR MORPHINE HABIT
DR. S. IS. COLLINS. PAINLESS OPIUM ANTIDOTE ORIGINAL AND ONLY GENUINE REMEDY. Discovered in 1868. "THERIAKI" Book Free. Office 312, 78 Monroe Street. CHICAGO, ILL





FREE 209 PAGE BOOK

A Christmas Present

What is probably the greatest combination ever made in the newspaper line has just been perfected by the publishers of The Omaha Weekly Bee. An arrangement has been made with the publishers of the Orange Judd Farmer, which will enable the two papers

THE WEEKLY BEE and ORANGE JUDD FARMER. both for one year, together with the 500 PAGE STATISTICAL

FARMERS' ALMANAC to be offered for

\$1.00 PER YEAR.

What better present can you find

For Your Country Cousin.

Each paper stands at the head of it's class. & The Almanac is a book of 500 pages, containing statistics on Agriculture, Railroads, Schools, Politics, Weather, Cities, Counties, States, Countries, People, and a thousand things you would never think of until you had consulted this giant of useful information. * It also contains weather forecasts for every day in the year, and will be found of the greatest use in answering the thousands of questions that constantly arise in regard to dates, statistics, etc.

Address orders and remittances to

The Bee Publishing Co., Omaha, Neb.