

Samples of the 1897 bicycle have been building in advance of the firemen if placed on exhibition in Chicago, New York possible, in order that they may perform and other cities, and attract the eager curiosity of the cycling public. Six months ago manufacturers asserted that next year's wheel would be a duplication of this year's, but later on some new features were decided upon in order to catch the up-to-date trade. The changes worked out are of a minor character, and would tax a me chanical expert to find.

The first thing the average manufacturer says when asked about a '97 model is: "It is new; new hubs, new cranks, new shafts, new fork crown, new systems for setting up the seat post and handle bars." Still the lines and details of '96 will be adhered to by almost every maker. There is a elight change in the weight noted amours many of the new wheels, the ten dency being to make them somewhat heavier. This is not characterized as a wheels are rendered more suitable for road

Inside connections by means of flush joints are seen almost everywhere and are prov-ing very satisfactory. There are also expanders for fastening the seat posts and handle bars in place of the old compression clamp. The makers have dispensed with the old way of setting on cranks by means of the center pin. Now one and two-piec

cranks and shafts are used. Many of the '97 wheels show new handlebar and seat-post clamp devices, which are exceedingly ingenious, and other minor im-In general appearance the very handsome new wheels shown are greater care than usual having been taken with their finish. The prevailing price will be again \$100.

As the wintry winds howl around the corners the full-blooded cyclists who ride their wheels the year round are giving some at tention to dress matters for the cold weather. Warm but loose-fitting clothing is absolutely necessary to comfort in cold weather riding Most wheelmen and wheelwomen find it i difficult matter to keep the hands and feet warm in the face of a stiff, cold wind. Bicycle gauntlets may be all right in their way, but a pair of heavy woolen gloves which will reach well up the wrists seems better. A silk or cotton stocking under the regular golf hose, with a piece of paper fitted between the two stockings is guaranteed to keep out the cold in the most bitter weather.

Mrs. Herman Davis of New York has ridder her wheel over the great St. Bernard Pass. She is the first woman who has accomplished this difficult and picturesque bit of riding. and not many men can duplicate it. Accompanied by her husband, she has traveled 2,000 miles on her wheel during her summer vacation in Europe, making between sixty and sixty-five miles a day.

Which wears out a bicycle faster, stand ing or running? A correspondent puts this question. Of course, if a wheel in repesse is properly cared for it will last longer than if it is constantly used. The chances are more than even however, that the bicycle that is in regular service will be in better order at the end of the season than one which is taken out occasionally. The stored machine is rarely oiled or polished and be comes clogged and rusted, which is a good deal worse than getting scratched an shaken. Besides, a well made wheel nowa of such fine materi that the friction has comparatively little The difference between effect upon it. bicycle that is ridden and one that is laid up is very much the same as that between a erse that earns its oats and one that left in the stall or the field to eat its head

The New York aldermen, by a vote of 2: to 2, have passed an ordinance saying: "Any person riding a bicycle in the city of New York shall not be allowed to carry or transport thereon any child under the age of years. Any violation of this ordinance shall nunished by a fine of not to exceed \$19. An attempt was made to enforce a similar law in Chicago, but the wheelmen took the crusaders into court and scorched them to

Judge Stump of Talbot county, Maryland as rendered a decision that is of interes to all wheelmen. The commissioners had passed an ordinance compelling owners of bicycles to pay \$1 license, and to have number corresponding to the number license attached to the wheel, wheelmen of the state fought this law which the court declared invalid. The cour

"The commissioners of Easton tionably have the right to regulate the use on the sidewalks, to reasonably regulate the rate of speed, to require lights a night, etc., but this particular ordinance most unreasonable, the opposite of bene ficial to the town, and inconsistent with th laws and policy of the state. The genera policy of the state is that the citizens o a town and all strangers who may happe to pass through or reside therein shall a their pleasure have the right of free pas sage over the streets of said town, either o foot or in ordinary private vehicles. A bi cycle is a vehicle in general use. As such has received legislative recognition and

Starting out with the idea of producing something that should do away with the awkward toe clips, a New Yorker has set to only its normal purpose of a rest for th in propeling the machine, but will hold the foot firmly as well. After a series of experi ments he has achieved success. He now ha a model in his possession that fills the bit exactly. The pedal looks like almost an other bicycle pedal and weighs only a trifle more. The moment the foot presses on it the side clamps contract and hold the sole of shoe so firmly that it is simply impossi ble for the foot to slip. And these side clamps release their hold the instant the pressure of the foot is relaxed. The side clamps are adjustible, so that they can be made to it any width of shoe. The pedal is thus adapted women's as well as men's wheels. action is induced through strong but light springs. The pressure of the foot on the dal operates them, and as the pressure of the foot is withdrawn the springs are re leased. The pedal, as designed, is a neat de and adds to the attractiveness of a b

or, rather, the smallest pair of bicycles, are owned by the famous Count Magri of Rome who gained fame and incidentally a fortun by marrying the widow of Tom Thumb.

The count is exactly thirty inches in height and his spouse is two inches shorter. For some time they have been familiar to Roman citizens, riding in a tiny carriage drawn by two diminutive Shetland poules. The turnout was a gift from Queen Victoria
The count and his wife got the bicycle

craze and gave an order for two machines ta Boston firm of manufacturers. The weigh the wheels is ten pounds each and th diameter of the front and rear wheel is to inches. The machines cost \$250 apiece an are built for rough work. It is no unusual thing for the count to wheel fifteen or twenty miles, which is equal to fifty miles by a man of ordinary stature.

While it is absolutely necessary, of course for firemen and apparatus to reach scene of the outbreak of flame in the short est possible time, it is often even more important that the fire patrol should be first on hand. This is better known as the insurance patrol, and the duties of the members consist of covering with tar paulins all the goods which are insured in building where the fire has broken These duties make it advisable for insurance patrol to reach a burning

at least a portion of their task treams of water begin to play upon the

strongest rivalry between fire companies, particularly those of volunteer departments, to which should first reach the scene of the conflagration. The bicycle will add to rather than lessen this spirit of rivalry, for it will now be the best rider, instead the best runner, who is champion. steam fire engine, however, will not be run on bicycles just yet; obviously its weight is too great. But so far as applied, this diversion of the wheel to arduous service will probably meet with success.

TO RACE A MILE A MINUTE.

Truck Wheelmen Belleve the Feat Can Be Accomplished. Will the time for the wheelman on the cycle track reach a mile a minute? Road riders and a racing man paced by a locomostep backward, because it is believed the tive have approached the mark, says the Chicago Chronicle, and promoters of circuit events are wondering if the feat will ever be achieved under their auspices. Certain It is that if the wheelmen of the next three ecasons show the increase in speed that has been manifested since 1893 the time of the steam engine will be rivaled on the diskhaped course.

John S. Johnson, the wonderful Minneaporider, recently sped a quarter of a mile in the wake of triplets and quintets in the marvelous time of twenty seconds. This was a clip of three seconds off the former mark and for the mile was a 1:20 clip. Of course Johnson could hardly keep up the tremen-dous gait for the other three-quarters, but with the in provements that are bound to come in cycles the mile in 1:29 and even faster is feasible.

The difference between the record for the ile on a track at present and 1:20 is approximately the same as the mark of Hamil-ton's and that established by Johnson three years ago at Independence, Ia. With condions similar the theorist on cycle per-ormances is probably warranted in pre-icting a proportionate clip in a given time. Johnson's old record for a mile, which made the cycle world skeptical, was 1:55. Hamil-ton recently made the distance under the same conditions in 1:39, which is a differ-ence of thirteen seconds.

Only a few weeks before Johnson made the ast time at Independence Zimmerman had ridden the fastest mile for a cycle track, his mark being 2.04. The difference in the records for the distance in three years is closon to twenty seconds. The big men of the country have not yet made much of an effort to eclipse Hamilton's time, and it is predicted that before January 1 either Fountain Ferry, New Orleans, El Paso, Coronado or Denver will boast of a mile on a track in close on to 1:30. Wheelmen will then have half the task of six years accomplished. They will have approached the mile-a-minute mark thirty seconds and have an equal clip

o make. Records of the roads have undergone a big hange in the time that it has required the track mark to come down from 2:00 to 1:39. Up to the time of Johnson's performance on the Tonawanda boulevard in Buffalo wheel-men ridiculed the idea of a mile being ridden on a road in quicker time than a per-formance on a track. The miller surprised even himself by going the distance behind a half dozen multicycles in 1:38. Edwards of California brought the mark still farther down by going the distance in three seconds faster. Green, an aspiring Wyoming youth approached 1:20. Dennis, a Denver rider, was credited with the performance of 1:11, and a fellow townsman is said to have recently made the distance in less than a minute. Anderson's performance behind a locomotive in 4:93 was, according to report, cast in the shade,

With these figures before them illustrating the rapid clip in the mile figures for the road riders, track promoters are taking a serious interest in the mile-a-minute prospect. With a track as smooth as a board and the most modern pacing apparatus, the cracks ask themselves why can't the wheelman on the track equal the performance of Dennis or his townsman. Will not multicycles take

the place of a favorable wind when the won-ders on the road were achieved unpaced? _Tom Eck, the veteran manager of racing cams, is said to have devised a mechanical levice to be substituted for the pacing cycles, Johnson has been able to follow the pastest pace in the world for short distances and it is Eck's theory that he can keep in the wake of any speed. The principle is practically the same as that used by Ander-son to acomplish his mile in 1:93 behind a locomotive. Eck believes that steam or elec-tricity can be used to propel a machine so constructed that a practical vacuum can be obtained for the Minneapolis man. John-son could thus keep directly in the rear of the mechanical pacer and follow it for the

Johnson himself is of the opinion that no vacuum is necessary. Provided some ma-chine can be built of the cycle type by which the speed of a mile a minute can be attained he thinks he can keep up to it using the rear wheel to guide him around the circuit.

NOVEL WEDDING CEREMONY.

Was Celebrated on Bieyeles Re cently in Philadelphia.

The novel spectacle of a man and woman fressed in bridal costume riding on yoked hieyeles up to a clergyman and going through the forms of marriage was witicssed by an audience of over 600 curious cople in the gymnasium of Temple college Sunday evening, relates the Philadelphia Record. Mr. and Mrs. George W. Robb, active members of Grace Baptist church, whose happy wedded life is of eighteen years' standing, were the central figures in the act, and they took their wedding vows anew before their pastor, Rev. Russell

The central part of the floor was rope off, and as Mr. Conwell took a position at one end of the enclosed space, a door at the opposite end swung open and a pair of daintily attired little flower bearers role forth on coupled wheels. After making a few turns around the arena, they were joined by five sets of bridesmaids and ush ers, and finally by the bride and groom, all similarly mounted. The attending couples were Louis Kirlin and Miss Marian Neisser. Frank Barto and Miss Ada Tracey, Charles Briggs and Miss Ola Hummel, Frederick Wishart and Miss Ofive Logan, Llewellyn Propert and Mrs. Frederick Wishart. The flower bearers were Master Harrison Barcus

and Miss Edna Wimer. Pink cycling suits, with leggings and jaunty caps to match, added to the charms f the fair maids. Their escorts were mickerbockers and had pink carnations on their coats. The bride and groom were white costumes and rode on white machines she carrying a big bunch of chrysanthe-mums and he displaying a big bunch of red and blue on the lapel of his coat.

Slowly they circled about and then lined to in front of the minister, dismounted, and ne pledges of eighteen years before were

A BICYCLE FIRE DEPARTMENT.

by Scorehers.
A fire department on bicycles is the latest lead the United States is giving the world. A bicycle-making firm at Racine, Wis., is preparing to equip such a department in every detail with wheels, not simply for the firemen to ride, but for them to draw the entire fire apparatus to the place it is

The most notable feature of the apparatus and by far the most elaborate, is the bleycle chemical engine. It is built on the tandem pattern, although there are accommodations for three wheelmen. The engine is similar to that in use by many fire departments; of a local trust company, to build them a with a torchight procession later.

axes, crowbars, pike-poles, etc., and it exries also the chemical fluid. It will be observed that the firemen in the rear, who help that indicates a gigantic tricycle rather than a bicycle. The rider in front is the one who is acorching, and if appearances justify onto ions, he has by no means the lightest task to perform.

The hose cart, with its clanging bell, when equipped with the bicycle attachment, be-comes again the hose reel. It is propelled by three riders, in much the same manner as the chemical engine. Being much lighter however, the pace is far greater, and it is likely to beat the engine to a fire by abou horses, fast as they go, that could get an apparatus to a fire in as short a space of time as it can be moved there when it derives motive power from the bicycle. There is small danger of accident, except to the leader or pilot, and he can scorch without danger of molestation by persons in blue coats and brass buttons.

The little chemical fire extinguisher, one of the most useful paris of the apparatus, also runs on three wheels, but the motive power is in the single wheel at the rear, in stead of at the front, as in other cases, and for speed there has never been anything like it in a fire department.

Then there is the hook and ladder. This is the most difficult apparatus of all the fire department to move. It is always very long and very unwieldy, hard to manage, and invariably a little late in getting where it is wanted. To make a quick turn with a hook and ladder even though the best tillerman the world was at the wheel, is a task which no one who knows cares to attempt It would seen, therefore, that especial diffi-culty confronted the two wheelmen who ride at the head of the bicycle hook and ladder apparatus. A number of runs have been made, however, and not only has the ap-paratus steered well, but competent judges who have had the opportunity to witness the new contrivance's performance declare that the prejudice against the bicycle hook and ladder truck is unfounded.

THE AMERICAN BIKE.

Shipped All Over the World in Great Numbers.

American bicycles must certainly be preerred in all parts of the world to any other makes, if the values of the exports of bicy cles and cycle merchandise, as given by the United States Treasury department, are a criterion. Few persons beside those directly nterested have a fair conception of the Immense number of wheels that are monthly exported to various foreign countries. The great demand for American-made wheels is a great tribute to the skill of the manufac turers of this nation and the quality of their productions,
During the month of September the value

of bicycle and cycle sundries exported to oreign countries was \$302,832. Estimating he value of each wheel to be \$25, that would be an equivalent to the sale for ex-port alone of 12,113 wheels in one month, or 484 wheels per day. These figures are for exports only. They will convey a fair dea of the magnitude of the cycle industry in this country.

During the nine months of 1896 including

eptember, the value of the exports of American bicycles and sundries was \$3.155,-657. Allowing \$25 as the average value, these figures would equivalent to 126,616 bicycles shipped in nine months, or an average of 14,068 per month, or 563 per day. Thus is will be seen that the exports for September were somewhat lower than the average.

Great Britain was the heaviest purchaser the exports to that country for the month amounting to \$106,714; for the nine months. \$1,029,791, a decrease of nearly \$8,000 from the average for the nine months. The fig-ures for the nine months show an average shipment per month (allowing \$25 per wheel of 40,838 wheels, which is at the rate of 4,537 per month (twenty working days to the month), or 181 per day. Certainly there must be some superiority of American-made wheels over British productions when the demand for American cycles is so great as require an exportation of an average of 1,600 wheels per day. The following table

1			Shipments for
1	Sept	ember	nine months
1	Country, ship	ments.	of 1896.
١	Great Britain	\$106,714	\$1,020,971
4	Canada		
q	Australia	83,343	262,911
i	France	4,107	
1	Other European coun-		-
1	tries.	24,834	890,966
1	Mexico	3,821	87,687
١	Porto Rico	566	7,884
1	Santo Domingo	193	478
1	Brazil	1.802	16.840
3	Colombia	3,988	16,485
d	China	1.557	7,413
8	Africa	8,785	26,628

Whisperings of the Wheel. It is now almost an assured fact that Dmaha will have another cycle show someime during the coming spring, as several picycle clubs as well as other cycling organizations have appealed to the National Cycle Board of Trade for sanctions, and even if these applications were all refused the local dealers would undoubtedly go ahead with the show without a sanction, as the latter is not an absolute necessity, but merely : of form. Last year's show, which was held in this city under the ampices of the Omaha Guards Wheel club, and one o he most successful local shows ever held is he west, was not a sanctioned affair and herefore, if the National board refuses to anction a show, one will be held regardless Local dealers who participated in last year's show were unanimous in saying that it was the cheapest advertising they could possibly have gotten, and are, there-lore, warmly in favor of another this year The only drawback to the show question i that there will be so many of these exhibi one held throughout the country during February, March and April that local dealers vill find it almost an impossibility to get amples from the factories to show, owing to be large demand for these samples or show wheels. As far as construction is concern hese wheels are practically the same at tock wheels, with the exception that a great leal more pains is taken in the enameling and finishing of them. Therefore, it is hoped that the promoters of the Omaha show. whoever they may be, will hold it late enough the wheels that are sold in this section of

"Ned" Reading, Omaha's soldier bicyclist who has been training for the great international six-day bicycle race which opens a ladison Square Garden, New York, tomorrow vening, left for New York, accompanied by lack Kinnamon, his trainer, on Wedne last. Reading is in good condition and feels big event.

The Omaha Cycle Board of Trade, was organized early last spring, and which was composed of the leading cycle dealers of this city, is reorganized again. The ob-ject of this organization was to prevent price cutting, regulate the price of secondhand wheels, etc., but it falled to accom-plish its purpose, as many of its members were the leaders of the price cutting which prevailed in this city during the past scaon. An organization of this kind is badly needed to protect dealers, and until there is a good, strong local board there will be ut little money made in the business here. What we mean by a strong board is one that consists of the majority of dealers, and one whose officers and members are men their word and will live up to the rules the organization and not try to knile one another at every chance, as was the case with this year's board. And then, too, nembers must be compelled to put up a eposit of \$50 or so, to be forfeited to the eard upon a violation of any rule, and then there should be very strict rules in regard to payments, guarantees, repairs, etc. With a good local board of trade there is no reason why its members should not make money in the bicycle business, there will be but little made until this is accomplished.

The Omaha Wheel club is now comforta bly settled in its new quarters' on Eighteenth and Douglas streets, and is in a teenth and Douglas streets, and is in a fair way to again become the strong and popular wheeling organization that it was him in set speeches and had the village poet read some enthusiastic wears about him. Children presented him with flowers, and the evening there was a banquet in his equipped with the regulation lanterns, fire modern club house on the southeast corner with sisterly solicitude.



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RICHARD A. McCURDY, President,

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track at Memphis, Tenn., which received an

auspicious opening. Eck's method requires that each contestant appear once at the head of the field before the bell taps for the

tast lap or be disqualified. As a result, heats and finals had the desired interest and it

is very probable that this method will t

almost universally adopted in this country

and Michaels, the little Welsh wonder, are

natched for an hour's race to occur in con

day race at Madison Square garden, New

Communications addressed to the bicycle

ditor for League of American Wheelmen in

authority of the information that Zimmer

will not return to the track next year. The

teferee claims the distinction of a directory with Zimmerman, in which the

Echoes of the Tourist Wheelmen.

in small parties and spend the day in chady park rather than to go on "

A full attendance is requested.

Others might emulate his example by bring-

The near approaching banquet seems to

tertainment committee announces that the

should make it a point to be present

up of the close of the riding season.

nection with the grand international

ormation will receive attention in

D. J. O'Brien and W. D. Rine.

next season.

will be forwarded.

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Romantic Florida Keys

Island Monuments Built by Coral In-

sects_Sponge Fishing and Pineapple Growing the Chief The word "key" is incorrect as applied to

an island. It is a corruption of the Spanish word "cayo," meaning a small island. "Key Anglicised, and got it as far wrong as posins. On application membership blanks sible. It is not even the western key of that chain. Such distinction belongs to the Dry The American Wheelmen discredits the Tortugas, many miles further west, man is to return to the track. The Bearings claims the authority of it by a remark of the ex-champion's father. The American Wheelmen challenges it by the receipt of a denial over Zimmerman's signature that he

The Dry Tortugas is fortified and was naval post of importance during the late war. It was also the prison of military convicts. It is a small, low, sandy island, projecting but a few feet at any point above To the east, several small keys interven

latter gave expression to a desire to meet any of this year's stars. Verily, great minds differ, but the point to be observed is that before Key West is reached. The latter is but a few hundred acres in extent; but or all are right. Zimmerman was willing grew uncertain and has ended the suspense by account of its possessing a fairly good har bor, a commercial city of about 25,000 population has been built on its rocky face. From anceling any hopes his admirers enterthe channel leading up from Florida straights, it presents a most picturesque appearance, with its low-lying shore, fringed with the long-armed and high-tuited cocoa-Last Sunday ended the riding season of the nut palms outlined against the sky, and Its Courist Wheelmen for the year 1896. A little squatty dwellings. Its aspect is purely clance over the register shows that the oriental and tropical, and there is not a port ggregate mileage is 23,518 miles, against in America bearing the least resemblance to it. Of late years the main town has as-0.390 miles in 1895. The tendency this seaon seemed to be for the members to go out sumed American airs, and several large buildings have been erected; but, happily ins," hence, while perhaps there was as such riding done during the past summer utterly useless, except as a tomb for its gar-rison in case of attack. Modern ordnance by the members, it does not appear on the would riddle it as though it were pasteboard. Yet, in case of war with a naval power, Key The next regular meeting of the club will West would be an important strategic point e held in the new quarters, room 206 heeley black, Thursday evening, December Sponging, fishing and cigar-making are the principal industries of this tropical city of ours. It is the headquarters of the sponge trade of the western hemisphere. The fishing Leonard Hartson deserves a vote of thanks industry is also an important one, and well it may be, for the waters fairly teem with or the addition to the reading room of one of the leading cycle journals of Chicago fish of all descriptions and strangely enough Havana receives a large part of her fish suping in copies of papers received by them and thus increasing the reading matter of the plies from Key West. The run across the straights is only eighty miles, about as far as from New York to Poughkeepsie; and the ubans seem to prefer catching their fish be the all-absorbing tople of conversation around the club rooms nowadays. The enwith a silver hook to gathering them from

their own waters.
THE CORAL BUILDERS. date set for holding it is Monday evening.

December 14, at the Millard hotel. The
head officers of the leading wheel clubs of
Omaha and Council Bluffs will be tendered From Key West the line of keys is one unbroken chain for 150 miles northward. Some are large and some small. Here is one thirty miles in length, and next is one invitations and a general good time is anticipated. The following program has been arranged for this occasion by W. G. Clark, half a mile long. The interval between is generally a fairly wide channel, and the Islands themselves all long and narresident of the club, who will act as toastrow. The basis of the whole chain is coral rock. In these clear, warm waters master: F. W. Fitch, "Law and Cycling." D. J. O'Brien, "League of American Wheelthe coral insect builds rapidly. He lives out his little life, and dying, his petrified men in Nebraska;" W. C. Bouk, "Cycling and Its Relation to the Press;" M. O. Daxon, "Centuries;" John D. Howe, humorbody is joined to myrlads more, until finally the coral reef pushes its way up ous, subject to be announced later; Tom Spencer, "Clubmates and Club Runs." The to a point between low and high water. Then bugins the works of land building above will be supplemented by tossts and responses from the several presidents of local wheel clubs present and E. B. Henderand the operation is curiously interesting. The shores of the mainland are heavily fringed with a tough, bushy tree called tree called on on "The Associated Cycling Club and ts Workinga." Every member of the club the mange, which bears, prolifically, a little pear-shaped pod, containing the germ of its own life. These pods, when dropped into the water, do not sink like this occasion and make it a befitting wind-They honor centenarians in a remarkable France. At Olivet the other day, when M. Michaut, the town hall librarian, completed his 100th year, the event was made the occasion of a viliage festival. They

of Eighteenth and Douglas streets. Among the applications for membership now on file are those of W. H. McCord, E. B. Smith. tat. The key is a mass of tangled bush and trees and it continues to eatch more Tom Eck's method to exact fast heats and Rich Products of the and more flotsam until a soppl of soil is competition was tried at the Collseum could such a growth take place; but the waters of the sea at this point are so very warm, summer and winter (I have seen

HAPPY HUNTING GROUND OF SEMINOLES it in July at 88 degrees) that animal and seed life are not only never cheeked, but are stimulated to a degree incredible those accustomed only to colder se These keys now exhibit every stage this progress from a tiny coral point, just pushing its head timidly above low water, to islands thirty miles long, two miles wide, containing farms and plantations.

BURNING UP A FARM. We went ashore on all the keys worth visiting. On one an extensive pineapple plantation was in thriving condition, and we walked out to inspect the fields and West" is wrong, too. Its true name is talk to the planters. They were planting "Cayo Hueso," or Bone Key; but we have A pincapple is propagated by means of its crown, or its "suckers," of which it has usually from four to ten. When fruit is shipped to this market the suckers are usually either removed or else mutilated with a knife, to destroy vital-ity. Planting consists merely in punching a hole six to ten inches deep in the earth with a dibble such as cabbage planters use, and dropping either a crown or a sucker into the hole and pressing the ground around it. The uneven surface of the coral rock was covered by a light mould formed from decayed forest leaves, the timber having been cut off by the planter; and this soil was so thin that the nen would often try in several places with their dibbles before they found a

revice in the rock deep enough. My companion was smoking a pine as means of relief from the myriads of squitees, and when he presently knocked out the ashes, accompanied by a little fire, preparatory to a fresh "fill," two of the men jumped toward him frantically and commenced to stamp vigorously on the earth around him, while no less vigorously venting their opinion of a blooming ten-derfoot who would come around there "set-ting fire to the carth." Then I discovered that this light soil, composed largely of leaf mould, war as combustible as tow,

But the fire is scarcely less to be dreaded in the keys than water. Each year when he hurricane season comes, in August, September and early October, the denizens of these enchanted islands see the ocean rise high enough to cover them from end to end with seething billows. They tell about a large ship found, when a hur-ricane had passed, lying high and dry in the woods, a mile from the aca. Yet, despite fire and water risks, many of the keys are inhabited, though the more thrifty denizens make a visit to Key West during the hurricane months, just to keep their nerves steady.
THE SEMINOLE REMNANT.

Who has not read of Osceola and Billy Bewiegs? Thereon depends a piece of diplomatic fiction. When the Florida war over, it was believed that practically a the Seminoles, one of the most warlike and fleet is mostly composed of small schoolers, capable of all our Indian tribes, had been each suplied with several small skiffs or tory. But this was a mistake. A number of dinkies." The water is marvelously all of the specific dinkies. tory. But this was a mistake. A number of and the sponges growing in their submarine these gallant warriors betook themselves to gardens are plainly visible when the surface low them, and there among the control of the water is unruffled by the circumstance. the Everglades, where troops could not follow them, and there among those fertile and picturesque islands they have lived ever size. I have seen many Indians, but this remnant of the Seminoles are the finest specimens I ever saw. It is not difficult to believe in Cooper after being among them. The men are fine, lithe, sinewy fellows, with bright, quick intelligent faces. They were a hat of vast proportions and curious make. It is shaped like a big cheese, with a round hole in the middle for the head, the hote hole in the middle for the head, the hole when you come to think of it. A co-going clear through the hat. They wear a wooden water pail with a glass botto wooden bunting shirt, and their bare legs sometimes with none at all, is used. look like shafts of mahogany. They are armed with repeating rifles, and know how

reluctantly to turn back. SPONGE FISHING. Florida spenging differs from the Mediterdropped into the water do not sink like other seeds or nuts, but are buoyant, and float off in great quantities with the tide. They come drifting along to where the coral-tips project just above the surface of the water of half-tide, and when they come in contact with this obstruction they quickly strike down their tiny tentacles into ethe numerous crevices of the porous coral, and firmly fix themselves. The seed ripens, and bursts, and shoots down its roots into the wet rocks. Presently a little net work of obstructions has grown up, and this catches all sorts of floating substances, and gradually forms a mat. All the while the mango has been sending upward its tangled bushy growth. It sheds its leaves, and these are added to my sortow. I had resolved to gain access to their haunts in the Everglades, and had laid in a trunk full of trinkets to smooth into the water in shed into the pall, and thousand had surface, pushes his head into the pall, and there are shown, but they were superior to the without any refraction by surface, pushes his head into the pall, and there lies the whole bottom in palan view to such a surface, pushes his head into the pall, and there are shown, but there are shown, but a surface, pushes his head into the pall, and there are shown, but they were superior to the without any refraction by without any refraction by surface, pushes his head into the pall, and there are shown how their they were superior to the without any refraction by surface, pushes his head into the pall, and there lies the whole bottom in palan there are said to be surface of the surface rupples. They are said to be without any refraction by without any refraction by surface, pushes his head into the pall, and there are said to be surface rupples. They are said to be surface rupples. They are said to be without any refraction by without any refraction be surface. They are said to be uprig It sheds its leaves, and these are added to my pathway. When we got to the very last captain everteard in a fit of righteens winth

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we met a trading party of Seminoles, and I made my plans for being taken in a canor on a trip through that famous wilderness. My guide and oarsman was a yound Indian known as "Key West Billy," because he had once been at Key West, and had his picture taken. But Billy must first get permission of his chief, "Old Tigertail," who ruled the nation with an iron discipline. No stranger was vade the haunts of the Indians, unless was vouched for. So one of the old settlers vouched for my companion and myself, and we got along famously with our preliminaries with Billy. But, as bad luck would have it, my companion had in the recesses of his trunk an old picture of myself in uniform. In an evil moment his desire to impress Billy got the better of his judgment, and he rushed off to the boat and came back with my old military portrait in his hands.

to stop him, but Billy's eyes were too quick The mischief was done. He took one look at the picture, then a long look into his our host explain that I was a "good" soldier man once, and was no soldier at all, now, Billy was in the sulks. He went off to see the shore still presents a vision of far and that there was always a serious danger cannot be suitable to see the shore still presents a vision of far and that there was always a serious danger tigertall, and never came back. I was furturely useless, except as a tomb for its garing up everything on the island, including and go up anyhow; but my host explained and go up anyhow; but my host explained that to penetrate the wilderness under such circumstances meant certain death, and that no fellow would row me over the route for any price after what had happened. These Indians are not recognized by the govern-ment and receive no attention nor bountles. The diplomatic fiction is that the Seminoles have been removed to the Territory. On the other hand, there is nothing these Seminoles want so much as to be let alone, and they naturally look upon a military man who ever owned or wore a uniform as a military spy.

So, after traveling 1,400 miles to sec

Seminoles in their Everglade homes, I had

ranean. In the latter sea the spenges are mostly obtained by diving. But in Florida tead, the hole when you came to think of it. A cour They wear a wooden water pail with a glass bottom. sponger leans over the side of his boat, thrusts the pail down a few inches below the