



Samples of the 1897 bicycle have been placed on exhibition in Chicago, New York and other cities, and attract the eager curiosity of the cycling public. Six months ago manufacturers agreed 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 mechanical expert to find.

The first thing the average manufacturer says when asked about a '97 model is: "It is new; new handle bars, 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 slight change in the weight noted among many of the new wheels, the tendency being to make them somewhat heavier. This is not characterized as a step backward, because it is believed the wheels are rendered more suitable for road driving.

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

Many of the '97 wheels show new handle-bar and seat-post devices, which are exceedingly ingenious, and other minor improvements. In general appearance the new wheels shown are very handsome, 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 attention 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 a difficult matter to keep the hands and feet warm in the face of a stiff, cold wind. Bicycle gauntlets may be all right, but a pair of heavy woolen gloves which will reach well up the wrist seems better. A silk or cotton stocking under the regular foot hose, with a piece of paper placed between the two stockings is guaranteed to keep out the cold in the most bitter weather.

Mrs. Herman Davis of New York has ridden 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 could have done 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, standing or running? A correspondent writes the question. Of course the answer is, it depends upon the way it is used. The chances are more than even the bicycle will last longer if it is constantly used. The chances are more than even the bicycle will last longer if it is constantly used.

The New York aldermen, by a vote of 22 to 2, have passed an ordinance which prohibits 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 5 years. Any violation of this ordinance will be punished by a fine of not to exceed \$10.

An attempt was made to enforce a similar law in Chicago, but the wheelmen took the case into court and scored them to a finish.

Judge Stump of Talbot county, Maryland has rendered a decision that is of interest to all wheelmen. The commissioners had passed an ordinance compelling owners of bicycles to pay a license fee of \$1.00, and to have a license corresponding to the number of the license attached to the wheel. The wheelmen of the state fought this law, which the court declared invalid. The court said:

"The commissioners of Eastern unquestionably have the right to regulate the manner of using bicycles, to prohibit their use on the sidewalks, to reasonably regulate the rate of speed, to require lights at night, etc., but this particular ordinance is most unreasonable. It is a violation of the rights of the citizen, and is inconsistent with the policy of the state. The general policy of the state is that the citizens of the town and all strangers who come to pass through or reside therein shall at their pleasure have the right of free passage over the streets of said town, either on foot or in ordinary private vehicles. A bicycle is a vehicle in general use. As such it has received legislative recognition and protection."

Starting out with the idea of producing something that should do away with the awkward old style of a bicycle, the inventor designed a pedal that will serve not only its normal purpose of a rest for the foot in propelling the machine, but will hold the foot firmly as the rider takes a jump or a turn. The moment the foot presses on it, the side clamps contract and hold the sole of the shoe so firmly that the foot cannot slip. The side clamps are adjustable, so that they can be set to fit any width of shoe. The pedal is thus adapted for women's as well as men's wheels. The action is induced through strong light springs. The pressure of the foot on the pedal operates them, and as the pressure of the foot is withdrawn the springs are released. The pedal, as designed, is a neat device and adds to the attractiveness of a bicycle.

The smallest known bicycle in the world, or rather, the smallest pair of bicycles, are owned by the famous Count Magri of Rome, who gained fame and a considerable fortune 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 famous for peddling all the goods which are insured in the building where the fire has broken out. These duties make it advisable for the insurance patrol to reach a burning building in advance of the firemen if possible, in order that they may perform at least a portion of their task before streams of water begin to play upon the blaze.

There has been for many years the strongest rivalry between fire companies, particularly those of volunteer departments, as to which should first reach the scene of the conflagration. The bicycle will add to rather than lessen the spirit of rivalry, for it will now be the best rider, instead of the best runner, who is champion. The steam fire engine, however, will not 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.
Track Wheelmen Believe the Feet Can Be Accomplished.
Will the time for the wheelman on the cycle track reach a mile a minute? Road racing and a racing man pined by a locomotive have approached the mark, and 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 seasons show the increase in speed that has been manifested since 1883, the time of the cycle track will be rivalled on the 132-shaped course.

John S. Johnson, the wonderful Minneapolis rider, rode a mile in 2:20 at a track, and a racing man pined by a locomotive have approached the mark, and the Chicago Chronicle, and promoters of circuit events are wondering if the feat will ever be achieved under their auspices.

Only a few weeks before Johnson made the fast time at Independence Zimmerman had made the fastest mile on a cycle track, his mark being 2:24. The difference in the records for the distance in three years is close to twenty seconds. The big men of the country have not made much of a record to eclipse Hamilton's time, and it is predicted that before January 1 either Fountain Perry, New Orleans, El Paso, Colorado or Hamilton will call him to task. He has closed 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 to make.

Records of the roads have undergone a big change in the time that it has required the rider to make a mile. The record is 1:30. Up to the time of Johnson's performance on the Tonawanda boulevard in Buffalo wheelmen ridiculed the idea of a mile being ridden on a road in less than two minutes. Johnson's performance on the cycle track recently made the distance under the same conditions in 1:30, which is a difference of thirteen seconds.

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axes, crowbars, pile-poles, etc., and it is also the chemical fluid. It will be observed that the fireman in the rear, who help propel the machine, are riding in a fashion that indicates a bicycle. The rider in front is the one who steers. The rider in front is the one who steers. The rider in front is the one who steers.

The little chemical fire extinguisher, one of the most useful parts of the apparatus, also runs on three wheels, but the motive power is in a small tank of compressed gas instead of at the front, as in other cases, and for speed there has never been anything like it in a fire department.

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, and is invariably a little late in getting where it is wanted. To make a quick turn with a hook and ladder, even though the best fireman in the world was at the wheel, is a task which no one who knows cares to attempt. It would seem, therefore, that special difficulty confronted the two wheelmen who ride at the head of the parade with their hook and ladder. A number of runs have been made, however, and not only has the apparatus steered well, but competent judges who have had the opportunity of seeing the 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 preferred in all parts of the world to any other make, if the values of the exports of bicycles and cycle merchandise, as given by the United States Treasury department, are a criterion. Few persons beside those directly interested 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 manufacturers of this nation and the quality of their productions.

During the month of September the value of bicycle and cycle sundries exported to foreign countries was \$32,832. Estimating the value of each wheel to be \$25, that would be an equivalent to the sale for export alone of 1313 wheels in one month, or 484 wheels per day. These figures are for exports only. They will convey a fair idea of the magnitude of the cycle industry in this country.

During the nine months of 1896 including September, the value of the exports of American bicycles and sundries was \$1,155,675. Allowing \$25 for each wheel, these figures would equate to 126,000 bicycles shipped in nine months, or an average of 14,000 per month, or 560 per day. Thus it 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, \$1,029,701, nearly one-third of the total for the average for the nine months. The figures for the nine months show an average shipment per month amounting to \$25 per wheel of 4,837 wheels (twenty working days to the month), or 181 per day. Certainly there must be some substantial reason for the demand for American cycles is so great as to require an exportation of an average of 181 wheels per day. The following table shows the value of bicycle shipments:

Country.	September.	Nine months.
Great Britain.....	\$106,714	\$1,029,701
Canada.....	8,324	83,240
Australia.....	8,324	83,240
France.....	4,162	41,620
Other European.....	24,324	243,240
Porto Rico.....	3,282	32,820
Santo Domingo.....	136	1,360
Colombia.....	3,282	32,820
China.....	1,567	15,670
Africa.....	8,786	87,860

Whisperings of the Wheel.
It is not always the case that the wheelman who has another cycle show some time during the coming spring, as several bicycle 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 a matter of form. Last year's show, which was held in this city under the auspices of the Omaha Guards Wheel club, and one of the most successful of the kind ever held in the west, was not a sanctioned affair, and therefore, if the National board refuses to sanction a show, one will be held regardless of the local dealers' desires.

The Omaha Cycle Board of Trade, which was organized early last spring, and which was composed of the leading cycle clubs of the city, is reorganized again. The object of this organization was to prevent price cutting, regulate the price of second-hand wheels, etc., and to generally uphold its purpose, as many of its members were the leaders of the price cutting which prevailed in this city during the past season. The board is composed of the following members: Louis Kirin and Miss Marian Nease, Frank Bart and Miss Ada Trice, Charles Briggs and Miss Ola Hummel, Frederick Wislart and Miss Olive Logan, Llewellyn Propert and Mrs. Frederick Wislart. The flower bearers were Master Harrison Barcus and Miss Evelyn Aimer.

The central part of the floor was roped off by Mr. Conwell, and the crowd of people 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 wedding life is of eighteen years' standing, were the central figures.

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FEBRUARY
1843

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Who will pay that mortgage on your home if you die before it's lifted?

A life insurance policy will do it, and the cost to you is only the annual premium paid to the company. It is like paying a little extra interest on your mortgage to insure its release if you die.

Security--

The resources of the Mutual Life of New York exceed the combined capital of all the national banks of New York City, Chicago, Boston, Philadelphia, St. Louis, Cincinnati and Baltimore.

A duty delayed is a duty shirked. Let a man convinced of responsibility secure adequate protection and at once.

INSURE NOW
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MUTUAL LIFE.

A Policy of Insurance in the Mutual Life is the quickest asset you can leave.

of Eighteen and Douglas streets. Among the applications for membership now on file are those of W. H. McCord, E. B. Smith, D. J. O'Brien and W. D. Rine.

Tom Eck's method, to exact fast beats in competition was tried at the Coliseum track at Memphis, Tenn., which received an auspicious opening. Eck's method required the rider to keep the handle bars at the head of the field before the bell taps for the last lap or be disqualified. As a result, beats and finals had to be decided by a trial of this year's star. Verily, great minds think alike.

Starbuck, the American long distance rider, and Michael, the little Welsh wonder, are matched for the winter season to occur in connection with the grand international six-day race at Madison Square garden, New York, next week.

Communications addressed to the bicycle editor for League of American Wheelmen Information Bureau, care of the National Cycle Board of Trade, 100 Broadway, New York, N. Y., will be forwarded.

The American Wheelmen disavow the authority of the information that Zimmerman is to return to the track. The Bearings claims authority for it by a report of the ex-champion's father, the American Wheelmen challenges it by the receipt of a denial of Zimmerman's signature that he will not return to the track. The referee claims the distinction of a direct interview with Zimmerman, in which the latter gave expression to a desire to meet the American champion, and there is no difference, but the point to be observed is that all are right. Zimmerman was willing, great minds think alike.

Echoes of the Tourist Wheelmen.
Last Sunday ended the riding season of the Tourist Wheelmen for the year 1896. A glance over the register shows that the aggregate mileage is 23,518 miles, against 20,390 miles in 1895. The tendency to go out in small parties and spend the day in some shady park rather than to go on "called runs," hence, while perhaps there was as much riding done during the past summer by the members, it does not appear on the club register.

The next regular meeting of the club will be held in the new quarters, room 206 Shelby block, Thursday evening, December 10. A full attendance is requested.

Leonard Harrison deserves a vote of thanks for the addition to the reading room of one of the leading cycle journals. Chicago. Others might emulate his example by bringing in copies of papers received by them and increasing the reading matter of the club.

The near approaching banquet seems to be the all-absorbing subject of conversation around the club room nowadays. The entertainment committee announces that the 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 invitations and a general good time is anticipated. The following program has been arranged for this occasion by W. C. Clark, chairman, and the committee: F. W. Pritch, "Law and Cycling"; D. J. O'Brien, "League of American Wheelmen in Nebraska"; W. C. Clark, "Cycling in the West"; J. H. Pritch, "The Daxons," "Centuries"; John D. Howe, humorous, subject to be announced later; Tom Sawyer, "The Daxons and Club Run." The above will be supplemented by toasts and responses from the several presidents of local wheel clubs present and E. B. Henderson, president of the National Cycle Board of Trade.

Every member of the club should make it a point to be present on this occasion and make it a betting wind-up of the close of the riding season.

They honor centenarians in a remarkable way in France. At Olives, the other day, when M. Michaut, the town hall librarian, completed his 100th year, the event was made the occasion of a village festival. They carried the old man to the town hall, brewed a rum punch for him, complimented him in set speeches and had the village poet read some complimentary stanzas about him. Michaut's wife died twenty-five years ago, and he is now taken care of by two elderly women, who are said to watch over him with a jealous eye.

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Has been the benefactor of women and children to the extent of \$165,000,000.

Has paid its members in all over \$411,000,000

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FIRST NATIONAL BANK BUILDING, SIXTH AND LOCUST STREETS,

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Agents Wanted in Every County.

H. S. WINSTON, Special Representative, Omaha.

Our American Archipelago

Strange Scenery and Rich Products of the Romantic Florida Keys.

HAPPY HUNTING GROUND OF SEMINOLES

Island Monuments Built by Coral Insects—Sponge Fishing and Pine-apple Growing the Chief Industries.

The word "key" is incorrect as applied to an island. It is a corruption of the Spanish word "cayo," meaning a small island. "Key West" is wrong, too. Its true name is "Cayo Hueso," or Bone Key; but we have Anglicized, and got it as far wrong as possible. It is not even the western key of that chain. Such distinction belongs to the Dry Tortugas, many miles further west.

The Dry Tortugas is fortified and was a 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 high water.

Before Key West is reached, the latter is a small, low, sandy island, projecting but a few feet at any point above high water.

To the east, several small keys intervene before Key West is reached. The latter is a small, low, sandy island, projecting but a few feet at any point above high water.

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DECEMBER
31st
1895.

ARE
YOU
RICH?

How much will your administrator have to sacrifice your estate to force quick assets?

An Installment Policy for \$100,000 will leave your family \$5,000 yearly income for 20 years, in any event, and if your stated beneficiary is then living he or she will be paid \$5,000 yearly during life.

A 5 per cent Debenture for \$100,000 will leave your wife \$5,000 yearly income either for 20 years or until her death if prior thereto; then \$100,000 will be paid in one sum. A possible return of \$200,000.

What is \$1,500, \$2,500, \$5,000 a year to you for an assurance of such absolute provision for your wife and children?

The true business man acts promptly. Get our rates at once.

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