

Several serious accidents and one fatality | speed to sell; what is the the street and affords easier riding. Many reckless riders have been observed riding so close to a moving street car that a slight jar would have thrown them to the ground and imperiled their lives. The wonder is that the practice has not already furnished work for surgeons or undertakers. While the city is not obliged to provide guardians for fool-ish wheelers, still the application of a po-Reeman's club to the right spot occasionally would materially assist in checking the reck-

No investment pays such high interest as the money paid for a bicycle. The average rider, according to a new devotee, saves 20 rider, according to a new devotee, saves 20 cents a day in car fare, say five days a week for fifty weeks in the year, or a saving of \$50; and if he owns a high-grade wheel he will have nothing to pay for repairs, thus obtaining a return of 50 per cent upon his original investment. Should he wish to obtain a new mount he can, if he has been careful of his wheel, sell it for half the price, which, with the \$50 he has carned in car fares alone, will give him his year's in car fares alone, will give him his year's riding for nothing. This is exclusive of doc-tors' bills or the various little expenses that go out for medicine during the year, railroad fares usually expended for short pleasure trips and like expenditures.

The wheels of a bicycle if the bearings are properly adjusted should spin freely and stop gradually with a rocking movement, yet have no side play. To test a wheel after ad-justing, spin smartly, letting it run itself out, when the weight of the valve should stop the last almost complete revolution and cause the wheel to swing backward and forward until it stops with the valve at the bot-tom. Should it stop in any other position, then there is a right place in the bearings which should be loosened slightly to allow the balls to pass, otherwise one may jam and

Here is the way Mayor Harrison of Chi-cago differentiates between the equestrian and the bicyclist: "When I go horseback riding." the mayor says, "the horse gets the exercise. He doesn't exactly get it all, but he gets the best part of it. On the other hand, when I go bicycle riding all the exercise is mine. I do all the work and have all the fun. A man can feel that he is doing some-thing for himself when he is riding a wheel. and there is a great deal of satisfaction in

The bicycler who wants to go on a journey by rail and take his faithful wheel to bear him company, without extra charge, is doubtles destined to be happy some day. He may not secure the passage of a law on the subject, but he is likely to find the railway companies ready to make reasonable concessions. The laws of business will operate in the end in favor of whatever is fair. The eastern trunk lines which have their own roads to Chicago carry wheels through to that city. The New York Central, West Shore and Delaware, Lackawanna & Western railroads check the wheels to Buffalo, where they can be rechecked to western points. The Erie road has a system of identification tags which is said to work better than one

In the matter of footwear it is evident that the average cyclist pays too little attention to his best interests. Last season thousands of riders pushed over the highways of the country with feet incased in the modish pointed-toed shoes which fashion dictated for ordinary street wear. However may be for walking, nothing worse than the pointed shoe could be chosen for bicycling. The requirements of a perfect shoe for eveling are a substantial sole plenty of room for the toes and lacing carried well down, to insure ease and a fit sufficiently close over the lower instep to counteract the natural tendency of the foot to work forward with the rider's downward thrusts on the pedal.

Here are a few suggestions going the rounds for the benefit of the afflicted: "Don't try to catch the handle bars with your teeth Don't look around to see if the hind whee is still following. Don't be surprised if the front wheel shows a disposition to turn into a yard and lie down for a rest. Al-ways fall on your right shoulder and do not let your ear strike the ground till a few seconds later. When you lose a pedal don't get off and go back to look for it. It's there n the machine still, and if you'll feel for it long enough you'll find it again. Should you find a runaway horse on your trail keep close to the curb until he is passed. Then make a spurt and selse him by the tail and put on the brake. Never kill a pedestrian when it can be avoided, but, when you do dismount and say you're sorry."

is what is troubling a good many novices at this season. That there is an art in so do-ing there is little doubt, but practice and muscle will do a great deaf for the tearner, much more than a few suggestions. If the following is kept in mind it will aid the rider to catch the knack of hill climbing. Little is gained by trying to rush a hill. It is well to get a good start, but it is better to so lay out the push that there will be a reserve force to send the wheel over the last rise, which is always the hardest. A good ankle motion, clawing the pedals around, past and over the dead center is a decided help. Throw the weight of the hody well forward and pull up slightly on the handle hars. If the grade is very sharp try zig-zagging, or weaving up the hill; frequently this will give a needed rest on a long hill. strains. Last, but not least, sit squarely in

A RACING TRUST.

Serious Objections to the Present System of Control.

The Bulletin, published by the League of American Wheelmen, concedes that there are many serious objections to the methods of the league in controlling race meetings. It calls the present system a racing trust, that the league controls racing "not wisely, but on much," and frankly admits that radical reforms are necessary to prevent the growth of the secession movement begun in western states. "The serious question," says the Bulletin, "and it is bound to be a still more serious question in time, is not shall the league control racing, but shall its coetrol be accomplished by the use of a bludgeou, rather than by diplomatic, tact-ful, business-like methods. It is not true, as has been stated, that racing in itself is responsible for all the troubles of the League of American Wheelmen. We do not believe that clean, honest racing has ever been productive of harm to anybody. real trouble comes and always has come from the fact that the league has tried to centrol racing, not wisely, but too much. Why require a sanction to run a race

"That's an interesting question. Think it

"Is it an advantage to the average league

"Certainly not. Competition in bicycle racing means lower prices for seats in the grand stand, or more and better attractions. 'Down with trusts' is a popular sentiment with all except those who are directly benefited. "The League of American Wheelmen is

Several serious accidents and one fatality speed to sell; what is the commercial fact in bourned in different cities last Sunday to bicyclists riding on the strip of ground between street car tracks. The practice is quite common in Omaha, mainly because the strip is less worn than other portions of services; while the 'unknown' is benefited by baying the largest resulting and selling and selling and selling and selling. In that the more buyers the better price the seller can realize? Why, certainly. The racing man who has shown himself to be a 'drawing card,' wants the benefit of competition for his services; while the 'unknown' is benefited. by having the largest possible number of races in which he may enter, and the more the big ones are scattered the better will be \$3 each?"
his chances of winning. We cannot believe that any racing man was ever benefited by wheel the our sanction system; but, instead, many of them have been suspended for competing in unsanctioned races, and without the means of knowing at the time that they were doing

> "Who, then, is benefited by the sanction? Our erganization is supposed to be a broad one, seeking the greatest possible good. In a fairly representative race meet there are, say, 5,000 spectators, fitty racing men, one

promoter.

"Now, if the sanctions ever benefited anybody, it was the promoter; and yet, even he
will tell you nine times out of ten that the
sanction is a farce, and on the tenth time
you are apt to find that a sanction is
wanted to protect an inferior attraction or a poor business manager against legitimate competition, and always at the expense of

"With more or less general grumbling the League of American Wheelmen is acknowl-edged to be in control of racing. Why? Simply that because of the age of the organization it is supposed to be responsible for its actions and that it must of necessity represent the sum total of racing wisdom? No! a thousand times no! It is respected for the same reason that the bully at school

is respected, while any one of the other boys would lick him if he could. "The League of American Wheelman controls racing at present because it is more powerful than any other organization. Let us get together at St. Louis next February and see what we can do toward the end that the League of American Wheelman may de-serve the respect that is now shown in too many instances only through fear."

A MAD FAT MAN.

He Rodo & Wheel and Showed a Spurt

He Bode a Wheel and Showed a Spurt of Temper.

A fat man is popularly supposed to be the embodiment of good nature and imperturbable serenity of mind. A woman learning to ride the bicycle is with equal unanmity supposed to have undisputed right of way over any and all surface area of this sublunary sphere whereon it may please her to pursue her wabbling course.

At first sight there may not appear to be any connection between these two state-

any connection between these two statements, says the St. Louis Republic, but a ecent happening in Minneapolis presents them to the world in a certain juxtaposi-tion which would seem to demand a readthem to the world in a certain juxtaposition which would seem to demand a readjustment of public opinion either as to the fat man's amicability or the female bicycle tyro's franchise covering the earth. One or the other—it may even be both—is now accorded a consideration to which it is not entitled.

The fat man of Minneapolls, we are told, was standing on a street corner waiting for a car. The charming beginner on the bicycle was zigzagging joyously adown the thoroughfare in his direction. Before the car reached the fat man the bicycle and its

car reached the fat man the bleycle and its feminine rider had engaged his serious attention. As the car passed the group it was seen that the stout Minneapolitan had been borne to the earth by the shock of the engagement, presenting a picture of undignified chaos possible only to a rotund old gentleman in a catch-as-catch-can bout with such intagonists.

om the encounter with a jolly laugh, patted the catapultic bicycle maiden on the back and told her to go and run down another fat man. Not so our Minnesota behemoth. His first act upon regaining the perpendicular was to madly clutch the machine that had proved his undoing. Then, with a fury almost incredible as emanating from a fat man, he dashed the blcycle repeatedly to earth until it was utterly demolished. In oken whereof, he may now have to answer n the courts to a charge of malicious detruction of property.

Fat men and bicycle girls will be equally efendant in the resultant action. The temher of one and the rights of the other are the issues at stake. Where should either he issues at stake. ind a limit in such a case as is now re-

SALOON FOR BICYCLE GIRLS.

on the Rod and Act Like Men. "The Sergeant's," in big, bold, black letters, over the door of a little building at 237 Pennsylvania avenue northwest, is the somewhat unusual sign which has, since last spending years in computing the cost of Wednesday, attracted attention, says the Washington Star. A peep through the open doors at the interior, which is fitted up with a handsome oak bar, with the usual amount of looking-glass and shelves full of pottles, would strengthen the first impression. \$965,000,000, or at the rate of 25 cents a ton but for the fact that almost at any time for each mile. They estimate that the same n the day trim young women in bicycle cos-tumes may be seen, their dainty feet rest-ing on the rod in front of the bar, holding ip a glass full of sparking liquid, and gazng at their reflections in the bevelled mirror. The place is unique in every respect. It is a the place is unique in every saloon in reality, and fitted up just as the saloon in reality, and fitted up but it is a temperance saloon. The proprietor is James H. Potter, president of the League of American perance saloon. McCheney, who was formerly a sergeant in the regular army. It is the only saloon in the United States, he says, which is con-ducted as a saloon and yet at which only emperance drinks are sold. He decided that there was a certain fascination about a long it would require to furnish the country average young man as the liquor he drank. In the barroom there is a small side table on which a free lunch is served to the pa-trons of the house, and in the rear room are small tables at which drinks are served. A space has been left for a pool and billiard table, which will be put in in a few days. Coffee and milk are served to those who

Bievelo Novelties. A new idea in bleyele bells that will surely give a loud slarm is composed of three bells mounted on the handlebar, with three hammers, all operated by one lever, the lower bells being tuned to sound like a chime.

prefer them to soda or mineral waters.

To prevent the balls from dropping out of the bearings when the wheel is taken apart a new device has a metal washer which locks into the outside of the cup and projects out far enough to hold the balls in place without interfering with the cones of the shaft.

For long-distance or long-time rides a drinking device is to be attached to the wheel, consisting of a reservoir to hold the water, with a fixible tube fastened to a frame over the handlebar extending into the reservoir, thus making it unnecessary for suit of the researches in question showed, al-the rider to dismount when thirsty.

Two bicycles can be solidly coupled to-gether by a newly patented coupler, consisting of three X braces, one being attached to the rear hubs and the lower braces of the wheels near the crank chafts, a second from the back upright braces near the top to the heads, and the third set across the heads of For use as a trainer and teacher a simple

WHEELING CHAFF.

A wheel dealer reports the receipt of this perplexing order: "Kindly forward a black lady geared to 78."

Chicago Tribune: 'How did it happen that you were let off with a reprimand while the other scorehers had to pay a fine of I proved that I rose the same make of wheel the court rides."

Cleveland Leader: "I tell you, Mrs. Dunkley is carrying this new woman business too far."

"Why, she even makes her husband sit in front when they go out on their tandem

THE PLAINT OF A NOVICE. S. E. Kiser in Cleveland Leader. If there is a broken bottle
In the street,
I'm its meat! But, with features firmly set.

I don't care how wide the way is,

I can hit
Every bit
Of gravel that is there—
Long or jagged, round or square—
While the sticks
And the bricks
Always lie in front of me,
And, however slow my gait,
I can never seem to see
Any of them till too late!
Then I swing and sway and swerve
Till I lose my little nerve,
And I keel
And cut out a chunk of tire with my heel!
And the wind it means to make the same in the seel.

And the wind, it seems to me, is

Oh, this may for some be pleasant,
I'll admit;
But the grit

GOOD ROADS MAKE DOLLARS.

laving Effected by Transportation on

Paved Highways. Charles Kendall Adams, the eminent educator and writer, now president of Wisconsin University, while in Europe not long the Alps. There were six persons in the coach. It required thirty-three days. They went through four of the great passes. never drove less than twenty-five miles a day and frequently as high as fifty, yet in making that one thousand miles, in thirty-three days, they had but one span of horses. It is explained in the fact that the entire distance covered had been supplied with su-perb roads. Dr. Adams is enthusiastic as an advocate of good roads. After giving his experience as above stated, he asked, "What would be the condition of a team of horses driven in this country, over mountain roads, from twenty-five to fifty miles a day, aix days in a week, for a month?" The statement of facts and the question furnish ample food for reflection.

A dollar mark placed before a row of figires as naturally attracts the attention of the average reader as a pretty face attracts the attention of the average person. If there is a name, particularly the name of a well known man close to the row of figures, the paragraph is about as certain to be read as a telegram sent by a senator to an officeseeker announcing his appointment to the place he was seeking. Men who have been transporting farm products from the to the railroad in this country, give it as their firm belief that the products thus trans-ported amounted in 1896 to the fabulous sum of 2.659.875,147 tons for one mile, and that the cost of such wagon transportation was

almost beyond comprehension. Now, if these same gentlemen, one of them the editor of an agricultural paper, Mr. John of good road the \$965,000,000 that good roads would save per year, would construct, it would be comparatively easy to state how with a system of good roads that would enable it each year to save more than half a billion of dollars in the matter of wagon transportation, to say nothing about the great pleasure such roads would give the people; to say nothing about the hundreds of milions of dollars that would be added to the value of farm and other property; to say nothing about the convenience in reaching school, church, creamery, cheese factory and

No woman is beautiful, no matter what her rosy glow of Health. Rich red blood is the secret of health and beauty. Try Pill Aneemic Pink. It is composed largely of concentrated beef blood and makes rosy and faces. Effects noticed after a week's

Hardening Tool Steel, It appears that after some five years' re-

search the metallurgical department of the Sheffield Technical school has solved a pecultar problem to students, namely, why a piece of red-hot tool steel becomes flint bard when suddenly quenched in water. The remost beyond a doubt, that the well-nigh diamond hardness of quenched steel is due to the presence of a remarkable sub-carbide of iron, and that the action of tempering is due to the fact that far below red heat this compound decomposes and dilutes the mass with soft iron—the permanent magnetism of steel depending on the amount present of this compound. It was formerly supposed For use as a trainer and teacher a simple device now coming into use has a frame to phenomenon that the shock drove the molecules of the steel into closer contact, and for the back wheel to rest on and one for the front wheel, the bloycle being braced or balanced by the rider as deaired, the front roller being attached to the instde back one by a chain belt to cause the front wheel to Bucklen's Arnien salve. be a satisfactory explanation of

"The League of American Wheelmen is running a racing trust, and it is of interest for us to study the subject a little and see who is benefited by it.

"The most open competition is certainty best for the citizen who pays his money at the gate, and who, by the way, is, after all, the patient of the frame just back of the trusted which alone makes the race possible.

"How about the racing men? They have by a chain belt to cause the front wheel to revolve for eteering and balancing.

A newly patented driving mechanism for bicycles is formed by two L-shaped members attached at the bend of the L to the bottom braces of the frame just back of the crask shaft, the petals being mounted in the long end and a bar running from the short end to a shortened crank, thus permitting an up-and-down motion of the pedals.

Bucklen's Arnien Salve.

The best Saive in the world for cuts, bruises, sores, ulcers, salt rheum, fever sores, and all skin eruptions, and positively curse piles, translated to give or no pay required. It is guaranteed to give each of the permitting an up-and-down motion of the pedals.

Bucklen's Arnien Salve.

The best Saive in the world for cuts, bruises, sores, ulcers, salt rheum, fever sores, and all skin eruptions, and positively curse piles, to provide the frame part of the pedals of the p

RED CLOUD IN GOTHAM

The Great Sloux Warrior Greeted by Buffalo Bill.

In the center box over the main entrance at Madison Square garden there sat recently a very old man, relates the New York Sun. He was thin and beut and his swarthy Indianapolis Journal: Wheeler—I have skin was wrinkled with the marks of many made eight century runs this season already. Years. Below him in the arena the daring What do you think of that? Walker—It would have been better if you forth performing wonderful feats of horse. What do you think of that?

Walker—It would have been better if you had made them all in a row in one direction.

Chicago Record: He—Have you ever ium into any one?

She—Oh, no; but several persons have been rude enough to walk into me without even apologizing.

Detreit Free Prers "I thought you said, Grunnpy, that you would never allow your wife to ride a wheal?"

"So I did, but she Lappened to hear of it."

Chicago Tribune: 'How did it happen that you were let off with a reprimand while the other scorchers had to pay a fine of the wild west charged back and forth, performing wonderful feats of horse-masship, and the mimic battle raged with much yelling of Indian and cowboy, and the battering volley of rifle and revolver. The old man sat unmoved. Much of such sport he had seen on the western plains and many a battle where each volley bere death from out its smoke, but this he could not see, for he was all but blind, and befind his blue goggles could see nothing of what was going on below. So Red Cloud; greatest of the winch region was the mimicry of that which had wrested from his papened to the provided the interior of the wind west charged back and forth, performing wonderful feats of horse-masship, and the mimicry yellow of rifle and revolver. The old man sat unmoved. Much of such sport he had seen on the western plains and many a battle where each volley bere death from out its smoke, but this he could not see, for he was all but blind, and befind his blue was closed could see nothing of what was going on below. So Red Cloud; greatest of the mimicry of that which had wrested from his papened to the provided the provided with the provid

Red Cloud is 80 years old and past his fighting days even were there a chance for him to fight. His tall, thin form is bent, his step is feeble and only his smal-black hair as uncompromising in its blackness as in its straightness has resisted the branding power of old age. He came on from Washington, where he had been to confer with the government, in company with American Horse, Three Stars (whose name does him injustical Three Stars (whose name does him injustice, for he is a most temperate individual), and Patrick Star, who is not Irish, but Sioux, to visit Buffalo Bill. Under Man, Afraid of His Horse, the hereditary chief of the Sioux, Red Cloud, who was never afraid of anything was the great was chief and fought in more than 200 battles. It was be who captured Fort Phil Kearney when every man at the post was margared. He has met at the post was massacred. He has met most of the famous Indian fighters of the past fifty years in battle, as has also American Horse, and when they met Buffalo Bill they met a man who was both an old friend and an old enemy.

and an old enemy.

The party arrived at 3 o'clock and were met by Major Burke, who took them to Madison Square garden. When the performance was over Red Cloud was taken down into the arena to meet his people, the Sioux Red Cloud is taciturn, even for an Indian. The Sioux did the proper thing in the way of salutation.

Red Cloud said "Humph" or something

Red Cloud said "Humph!" or something like it. Buffalo Bill came forward and greeted the old warrior. Red Cloud in an excess of courtesy re-

remarked: "Ugh!"

Flat Iron, chief of the Ogalalla Sioux, came forward and snorted in salution.

Red Cloud waxed loquacious and unbent to the extent of saying "How!" The spirit moved Buffalo Bil to make

speech. It ran about as follows:
"Chief Red Cloud, I am glad to welcome you, American Horse, and your friends to this great tepee. You and I have met before on the plains, sometimes in peace and sometimes in war. Now we meet to celebrate lasting peace. Red Cloud said something that may not have been "worse luck," but it certainly

had that intonation. "As you know, your people have traveled with me for many years in this country and in Europe, but this is the first time you have honored us with a visit. Your people have been taken care of, and have had good

payment in money."
Here Red Cloud said something else. The interpreter said he couldn't translate, but the other Sloux grinned. It must have been a joke. Indians don't grin at nothing. "I recognize in you one of the greatest characters in the history of the plains. You are the greatest warrior of the epoch. You have done what you thought was right and best for your people. Now it is the white man's turn, and his civilization has over-

Again Red Cloud made an observation The interpreter said something about 10,000 white scalps, and the Sloux grinned again. It is probably just as well for the cranial integrity of last night's audience that Chief Red Cloud is past his fighting prime. "American Horse is also a warrior," said Buffalo Bill, "and is now a leader in the ways of peace. I hope both of you will take this opportunity to see all you can of

the great city of the whites. I hid you welcome again. Red Cloud delivered himself of two grunts ago, traveled a thousand miles by coach in a demi-semiquaver of a snort and a chopped-

off gurgle, which the polite interpreter ex-"The chief says that his heart is glad to meet his people and Pe-hehaska (Long Hair) who has been a warrior in the field and a friend around the fire. He has much to speak of with Long Hair. He is old and weary and has traveled far. At another council he will speak more. He rejoices to have seen his young men and spoken to

"Hou! concluded Red Cloud, eloquently That terminated the interview.

Terrible Accident—It is a terrible accident to be burned or scaMed: but the pain and agony and the frightful disfigurements can be quickly overcome without leaving a scar by using De Witt's Witch Hazel Salve.

FAVORABLE TO HEALTH. Athletic Sports Indulged in Wisely

and to a Moderate Extent. Many of the athletic sports, if pursued for sport or as a recreation, are valuable remedial helps and aid toward physical improvement, says the North American Review. Unfortunately, the spirit of emulation in athletics, which in some communities has grown into intense rivalry, is likely to lead to excesses in training and practice for contes's. which, unless checked and brought down to a rational basis, may do more harm than good. Many young men seem to think that because the practice of athletics is favorable to health the more they can get of this practice amount of products transported by wagon on the better. This is an erroneous impression, good gravel or broken stone road could be for it is as possible to overwork in athletics done at a saving of two-thirds of the vast as it is in business and a great many young people do themselves injury by their excessive zeal in the practice of competitive exer

In this line of physical activity, as in any other, there is a limit to human capabilit Potter, president of the League of American and it is possible to develop the muscular wheelmen, and that class of men, would give us an estimate of the number of miles heart and lungs or of the digestive system. But the conditions under which athletics are usually practiced are so favorable to the maintenance of health and vigor that few persons who were sound at the time of com-mencing their athletic efforts have injured themselves by the practice of these vigorous exercises. It is true that a certain number of young men who were distinguished for their supremacy in certain athletic events have died young. But the number of young men who are now practicing athletic exer cises in this country and appearing in public contests is very large, as many as 600 or 70 entries being recorded in some of the great city meetings.

> Examine the labels and trademarks of proprietary articles. Imitations are common, and in some cases the difference between them and the genuine is so slight as to es honest shopkeepers and salesmen.

The absent-minded man continues to do things that add to the general merriment of the world and his own chagrin, says Harper's A case in point is that of a Boston father of a "wool-gathering turn of mind," who

entered a grocery store with his baby on one arm and a kerosene can in his hand. Set-

ting the can down on the counter he said

"Sit there a moment, dear;" and holding the haby out to the dazed clerk, he said: "A gallon of kerosene in this, please."

WE MOVE JUNE 15th. To Our handsome New Quarters in the Karback Block. (Formerly German Savings bank.)

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Are you skepticle on account of the low price? Examine closely the woolens we offer- hen ask to see the class of trimmings we use. and finally inspect the garm nt; that have been finished. chances on getting your order then.

Remember! Garments ordered during this reduced price sale will receive the same care ul attention-for which our establishment is noted. We can't afford to do oth rwise-for we want you to become a pemanent patron of our new store.

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depends on your choice of

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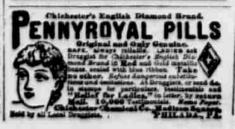
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