IN THE WHEELING WORLD

Modern Machinery contributes a chapter to the discussion of the forthcoming chainless wheel. There is no new feature of the problem, except as concerns the patent. It is pointed out that a patent cannot be had on bevel gear for the reason that the principle is an ancient one in mechanics. The patent is on a newly devised machine for cutting the gear. It is controlled by one firm of bicycle manufacturers and all other firms with up-to-date wheels will operate under license from the patentee. Modern Machinery expresses doubts as to the success of the chainless wheel. It intimates that the method of applying the power calls for special construction, the effect of which must necessarily weaken the frame.

The guarantees for 1898 have been adopted by bicycle and tire makers. The bicycle guarantee is reduced to sixty days and is as follows: "We agree with the purchaser of each ——— bicycle to make good, by repair or replacement when delivered at our factory, transportation prepaid, any imperfection or defect in material or manufacture of such bicycle, provided that the factory serial number shall be on such bicycle at the time the claim is made, and that all imperfect or defective parts shall be referred to us before any claim for repair or replacement shall be allowed. This guarantee does not cover the cost of repairing said bicycle when damaged by accident, misuse or neglect. This guarantee continues for sixty days from the date of the sale by the agent."

Here is what the tire makers agree to do: "We agree with the purchaser of each tire to make good by repair or replacement, at our option, any imperfection or defect in material or manufacture of such tire, provided that all such imperfect or defective tires shall be referred to us before any claim for repair or replacement shall be allowed. This guarantee expires on December 31, 1898. This agreement does not apply to tires into which any so-called anti-leak preparation has been introduced."

An inventor now claims to have found a method for making bicycle frames out of the fiber of Calcutta bamboo wood, a lighter and cheaper and stronger material than steel tubing. What with chainless wheels, pneumatic hubs, a return to solid tires and wooden frames, the bicycle seems to be as far from its completely revolutionized stage as ever it was.

Francis Murphy, the temperance advocate, says that electricity and the bicycle are doing great things for the cause. "The motormen and conductors," he says, "are keeping sober and the introduction of electricity is to be thanked for it;" and "a man cannot ride a bicycle when he is drunk, and a man who is breathing pure air of the country receives inspiration without the use of artificial stimulants."

Bicycling for women in Germany has taken a firm hold and there are now no less than thirty women cycling clubs in the fatherland. The German woman rides well and sits well, but she has not yet learned the art of clothing herself gracefully, as she either wears huge zouaves almost down to her ankles or very full knickerbockers. Skirts are also seen, but they are not so popular with German women as the rational costume.

To the minds of a good many the same rules which apply to sitting in the saddle on the back of a horse apply when sitting on a bicycle saddle. This is a mistake. While it may not be good form in horseback riding to permit daylight to be seen between the rider and the saddle, there is no set rule in this respect regarding cycle riding. Indeed, there are times when it is advisable to permit daylight to show when riding a bicycle. To begin with, there is a wide difference between the horse and the bicycle. The only similarity lies in the fact that both are used as a means of locomotion. A bicycle is much more delicate than a horse, and its lightness precludes the possibility of standing as much of a strain as a horse. When riding across rough places on a wheel if the rider sits perfectly rigid in the saddle he not only feels the vibrations more severely, but at the same time the strain on the machine is increased several fold by the rather eccentric motion of the wheelin going over the ground. If the rider would rise up in the saddle sufficiently to make the weight bear almost entirely upon the pedals and the front handle bar, the strain on the wheel would be diminished slightly, and what extra strain there is would be more evenly divided over the whole bicycle. A horse can pick his way over almost any road, but the bicycle has to roll over the road, and is subject to feel all slight depressions and inclines.

According to an exchange the bicycle is fast heralding the emancipation of the Oriental woman. "In the island country of Japan," it says, "the empress and the imperial women have adopted the bicycle, and use it every pleasant day. The mikado has kindly built for their exclusive use splendid cycle paths all through the royal gardens, and there, screened from masculine observation, the women gather to make the wheel spin round and round. The kingdom of the bicycle is enlarging daily, and when their almond-eyed cousins across the way take to the sport, the tiny shoes and accompanying torture will disappear, and the wheel will bring Chinese women the happiness and reform that it has brought so many women everywhere."

The long-looked-for and long-worked-for 100,000 membership mark of the League of American Wheelmen at last has been attained, and the organization of the bicycle riders of the United States has entered upon the leg to the 2,000 mark. The league was organized at Newport, R. I., on May 3, 1880, on which occasion a number of wheelmen and club delegations from New York, Boston and other eastern cities had gathered to join in a parade.

A modern man-of-war is about the last place to look for a bicycle, yet on nearly all the large steel craft cycles may be discovered tucked away in out-of-the-way corners. It would be difficult and highly destructive of discipline for any officer to use the wheel at sea but it must be remembered that the greater part of the time the big cruisers and battleships are tied up at some navy yard or dry dock, or are stationed for months anchored in some foreign harbor. During these seasons of weary waiting the wheel comes into use. Where the officers are favored with quarters large enough to stand up in, many wheels may be seen aboard the larger vessels. They are hung from the ceiling by straps and cords, and they swing there when the ship is at sea or when they are not being used by their owners. Among the younger officers it is not quite the proper thing to be without the cycle. A golf suit is also popular with the younger set, and one is included in nearly every wardrobe procured upon graduation from Annapolis.

Trick riding is rather a dangerous, awe-inspiring feat. The whole secret is a thorough love for the wheel, with the power of perfect ballancing. Self-control is another attribute, and one of the calmest, most unconcerned riders I have ever seen, says a writer in the Washington Capital, is little Ethelwyn Kyle, daughter of the South Dakota senator. She is 11 years old, but doesn't look more than 7. She doesn't seem to know the meaning of fear, nor has she ever been afraid to attempt mounting anything that needed control. One day, when quite small, she was riding horseback without saddle or bridle. Her father, standing in the yard, heard the horse's hoofs coming toward the barn, which was an old-fashioned affair, with a top piece across, which was that time fastened. Mr. Kyle turned around to see Ethelwyn and her horse making for this opening. The sight made him tremble, because he could not reach them in time to prevent his daughter being knocked off the horse, and perhaps seriously injured. The senator ducked his head and shut his eyes from the sight he feared, and started toward them. As he looked up and saw the riderless horse, his heart stood still, but he heard a little voice singing, and looking up saw his daughter swinging backward and forward upon the cross-piece as unconcerned as though she was doing a turn on the bar in the gymnasium. This shows her self-possession, how quickly her mind acts. To go back to the trick riding, the other day she went flying around the circle in front of the Varnum, standing upon the saddle. She also stood on the wheel guard poised on one foot, looking like a bird ready for flight. She rides sideways, pedaling with one foot as easily as the majority of people pedal with both feet. A run out to Cabin John's bridge is a small undertaking for this interesting little girl athlete. On pleasant evenings she and her father go out into the country. Mr. Kyle says:

"Ethelwyn always tires me out. She is such a muscular little bunch of vitality."

HORSE AND WHEEL.

The Contest for Supremacy in the Speed Line.

Is the bicycle now king and, having beaten the horse at the mile, will it continue to hold pre-eminence and always lead, or will the horse creep up and break his own record and that of the wheel? And how much more is the bicycle record likely to be pulled down, what will the horse record become, and what is the probable limit of speed of either for the mile? These are questions which are now being actively discussed in the sporting world. After years of struggling, the wheel has at last beaten the horse. Salvator's record, which has stood for seven years as the best speed for a mile ever made, except by a locomotive, 1:35½, has just been lowered in England by the Englishman, J. W. Stocks, who is one of the phenomenal short distance riders of the world. Stocks clipped one-fifth of a second off Salvator's mile, and in consequence cyclists everywhere are predicting that the horse is behind the age.

Horsemen rather unwilling acknowledge that the machinery of the bicycle may prove too much for their favorites. The racing wheel is physical strength plus mechanism, they say, while with the horse there is the animal alone and nothing artificial to help him along, that is, in a running race.

HORSE NOT REACHED HIS LIMIT.

However, hardly a man can be found who thinks that the horse has reached his limit. There are still seconds to be clipped off they contend, and the reason Salvator's record has been untouched for so long has been that racing men and breeders have not given their attention recently to running against time. What they are striving for is to have their horses win in competitions, regardless of moments and seconds, and since Salvator made his great run down at Monmouth park in 1890, on a straightaway track, especially prepared for him, there has been absolutely no attempt to lower this time.

That the horse can do it, conditions being favorable, there is little doubt. A story was told down on the Brooklyn Jockey club track the other day. A veteran breeder and racer was talking on this very subject. "Trot heat 1:37 2-5," he said, "of course a horse can. Why, I remember what Phil Dwyer said just after Salvator made his mile in 37½. 'You may call it fast time,' I heard him say, 'but that horse can do it in 32½.'" It is worth noting in this connection, that though the record has not been beaten, the speed of running horses, as well as trotters and pacers, has steadily increased. When Salvator made his famous mile, 1:40, over an ordinary course (oval) it was great time. It is exceedingly ordinary time nowadays, and any number of "selling platers," (to use a turf term, meaning ordinary, average good racers) can beat it. Time and again a horse that has no reputation at all, and never will have, does a mile on a circular track in 1:39 and a fraction, and there are many times in the 1:38 class.

This is as well as a bicycle can do on a circular track, even when properly paced. The honors, therefore, between the bicycle and the horse seem very nearly even. The great point that needs to be considered is the way the bicycle has for several years past been pulling down its own record, how it does it, and what the chances are of a still further drop.

LOWERING THE BICYCLE RECORD.

The gain in bicycle racing speed has been altogether phenomenal. It has steadily dropped since 1890. Early in that year W. C. Jones pulled the mile in 2:20 3-5, from a standing start, the custom of those days. What followed statistics can best tell. At the close of 1891 the record was reduced to 2:15—still with a standing start. In 1892 the flying start came in, and 2:02 3-5 became the figure. At the end of 1893 the two-minute mark had been lowered, and John S. Johnson, paced by a running horse, had cleared the mile in 1:56 3-5. During 1894 Johnson made a record of nine seconds better, and in 1895 Berlo cut the time down to 1:40 2-5. The following summer it looked as if the limit had been reached. W. W. Hamilton making the time of 1:39 1-5. This year, however, his record was assailed. E. A. McDuffee lowered it exactly one second, and later J. Platt-Betts, a famous rider of England, made the mile in 1:37 3-5. This stood until Stocks the other day passed the winning post in 1:35 2-5.

No cyclers in America have a better knowledge of the capabilities of the bicycle than A. G. Batchelder and "Eddie" Bald. Batchelder is the official handicapper of the League of American Wheelmen, a cycling writer and a man who sees every contest and knows every racer. "Eddie" Bald's record does not need comment, nor does he himself need introduction.

BATCHELDER GIVES AN OPINION.

"The end of cycling records," says Batchelder, "is not reached yet, nor is it in sight. What will be done later it is impossible to say, but I am confident Stock's time will be beaten. It looks as if the horse's limit was practically reached, but not so with the bicycle. The machine itself is now all it ever can be; there is no chance for improvement there, the rider can hardly be trained better, but the speed of racing has been increased and will continue to be because of the new racing machines, the multicycles. The use of these multicycles for pacing a man has rapidly developed. The greatest improvement in cycling the past two years has been in the building of these machines. They are highly developed pieces of mechanism, and the modern racer has three or four of them, with crews carefully trained. Sextettes and quads make up the racer's pacing outfit. It has been found that a sextette is about the limit for speed, as a larger machine would find it difficult to get around the turns. In these pacing machines lies the whole science of racing today. For fast time the main thing is well-drilled pacing crews.

"The mile record is a curious thing to talk about. Stock's mile is a greater achievement than Salvator's for the reason that the horse made his mile on a straightaway track, and the man ran on a track three laps to the mile, having to make twelve different turns. As a matter of fact, a fair comparison between the speed of a horse and a man has never been made on a regular track with regular officials. In September, 1895, or thereabouts, it is said (it is not part of the official records) Johnny Johnson did a mile straightaway on the Tonawanda boulevard in 1:35 2-5. A few days later E. F. Leonest rode over the same course in 1:35. There are a bushel of other stories of even faster times made on a straight track since, but none of them are official and they are regarded as fishy tales. This much is known, however, that 'Mary' Anderson, on a stretch of the Southern Pacific railroad, on a straightaway track, constructed for the occasion, alongside the rails, made a mile behind a locomotive in 1:03. As a record this is not taken, for a rule of the League of American Wheelmen only permits man pacing. In France electric pacing machines are used, but these are not regarded as fair tests here.

BALD SAYS IT WILL COME DOWN.

Bald, like other cyclists of reputation, agrees with Handicapper Batchelder as to the lowering of records. "Certainly, I think that Stock's time can be beaten," he says, "and the horse will be left out of sight; 1:30 or 1:31 I regard as quite possible time, considering the perfection to which the multicycles are being brought. There is a limit to the horse, it seems to me, but I don't see why there should be to the cycler. Remember how much the record has been brought down in three or four years. That was without the aid of pacing machines. Now there is a new opportunity to lower records.

"I have never tried riding against time myself, but if I should, properly paced, I am confident I could get below 1:35 in time. Men are said to have done much better than that on straight runs, you know; there have been reported instances of miles done in 1:16 and 1:18 on a straight track, only these runs were not official. I look to a lowering of the record far beyond where the horse can ever get."

Of the horsemen of the present day there is no man more of an expert than A. J. Joyner, Gideon's trainer. Joyner's views upon the horse against the bicycle are short and explicit:

"Under present conditions, no," he says, "I think Salvator's time will stand. You see bicycle racing and horse racing can't be fairly compared. If your horse had the wind at his back all the time, if he is shielded from the wind as a cycler is with his pacing machines it would be different, but a horse runs all alone. Yet on a specially prepared track with a trifle of a slope downward, as some fast tracks are built now, a straightaway track, mind you, and with everything in his favor, I think a horse could be found today who would beat that time of Salvator's. It should be possible to bring the record down several seconds. The general run of horses are certainly faster than they used to be. The only trouble is that none are trained to beat time now."

Representing the west as a trainer and owner, though he now spends much of his time racing east, is H. Eugene Leigh, enormously successful recently on the turf. His success as an owner and manager of horses may be best appreciated from the fact that he was the man who made a $25,000 sale of Kingston to Keene about a fortnight ago. The value of Leigh's opinion in a matter of this kind is that he knows the great racing field of the west as well as he does the east.

H. EUGENE LEIGH ON THE HORSE.

"The tracks of the west are faster than those of the east," says Mr. Leigh, "and very many horses out there can do the mile on an ordinary track in under 1:40. Where there was one horse that could run in the thirties a few years ago there are now a dozen. In fact, we think very little about it, and time is not being considered nowadays. In England now there is no such thing as official timing on the tracks. All they care about is the competition, and we are coming more and more to that view.

"Yet horses are certainly becoming faster, though they are not bred and trained for that. The pacing and the trotting records are being lowered and I could pick out a dozen horses today that I am fairly sure, under good conditions, could beat the running record. A bicycle track is built for speed, ours, on the contrary, are not. You seldom find a track with banked up turns, and there is no such thing as effective pacing. If a horse could be paced and the wind kept off him, with the track in condition for records, he could certainly do some seconds better than Salvator did. Just how far the record should be made to drop I cannot say. But there is no attempt being made to lower it just now."

POKING FUN AT WHEELERS.

Chicago Tribune: Judge—Have you anything to say why sentence of death should not be passed upon you?

Culprit—Yes, your honor. I have nearly perfected a chainless bicycle.

Detroit Journal: "Shall we," he asked, "repair hence?"

"Here," she answered, simply, for her tire was already punctured.

In the meanwhile her kit comprised four caramels and a monkey wrench.

Philadelphia Record: "The bicycle must go," thundered the young despot of Germany, and it is going faster every day.

Chicago News: "Jenkins says bicycles are more dangerous than trolley cars."

"Has he had any disastrous experiences?"

"Yes, he got hit by a trolley car while his head was turned watching a girl on a wheel."

Indianapolis Journal: Minnie—Think you shall keep up you bicycle riding this winter?

Mamie—I guess not; but there is one thing I intend to do; I mean to put in the winter learning how to ride backward on a tandem.

Chicago Post: "Where's Brown, the scorcher?"

"Laid up."

"What's the matter? Wagon?"

"No."

"Excavation?"

"No."

"Trolley car?"

"No. Another scorcher."

"Oho! Then it's really something serious, isn't it?"

Whisperings of the Wheel.

Nominations for Nebraska division, League of American Wheelmen, officers for the coming year were closed on Friday last and so far as can be learned now there is but one ticket in the field. There are two candidates for secretary-treasurer and two for vice consul, but for the other offices, so far as can be learned, there is but one candidate. Following is a list of the candidates: D. J. O'Brien, Omaha, chief consul; J. A. Benson, Omaha, vice consul; Dr. F. C. Allen, Beatrice, secretary-treasurer; E. K. Milmine, Lincoln, and N. P. Hansen, Kearney, representatives. F. E. H. Kind of Lincoln is a candidate for secretary-treasurer and D. C. Eldredge, York, for vice consul. Despite Mr. O'Brien's protests, his friends have nominated him for chief consul and will hear to nothing but his accepting the office for another year. Some time ago Mr. O'Brien found that the office was taking too much time from his business and he therefore sent in his resignation, but on being urged by his friends withdrew it and decided to serve out the remainder of his term, announcing that he would not accept the nomination for another term. At a meeting of local league members held last week the necessity of having some one as chief consul during the exposition year who was familiar with the workings of the office was discussed and after the matter had been presented to Mr. O'Brien in this light he agreed to accept the nomination and said if elected he would do the best he could to make the administration a successful one, but must have the co-operation of other members of the division or he would be able to accomplish but little. As is well known, Mr. O'Brien has proven himself one of the best consuls this division has ever had, and while he has been handicapped considerably he has succeeded in increasing the membership of the organization materially, and with the aid of other members of the division should be able to reach the 1,000 mark in membership before the close of 1898. J. A. Benson of Omaha, candidate for vice consul, is one of the best known wheelmen in the state. He is thoroughly familiar with the racing game, having at one time been a prominent racing man, and as the vice consul is chairman of the state racing board and has charge of the racing matters of the state. Mr. Benson is probably better qualified to fill the position than any one else in the state. He has acted as referee for the Nebraska State circuit both years it has been in existence, and has proven himself an efficient one. Dr. F. C. Allen of Beatrice, who is up for secretary-treasurer, is well known in wheeling circles throughout the state, and as he is a very enthusiastic and popular wheelman, would undoubtedly be a first class man to handle the books and money for the division. Messrs. Milmine and Hansen, candidates for representatives, are both prominent in Nebraska wheeling circles and are too as good men as could be found for the positions. Mr. Kind, the Lincoln candidate for secretary-treasurer, is not very well known in bicycle circles in this state and therefore but little can be said in regard to his ability, etc. Mr. Eldredge, York's candidate for vice consul, is a good man, but has been unable to give the office the attention it required during the last year, and for that reason is not as popular a candidate for the place as is Mr. Benson of Omaha. The election occurs between November 1 and 15, ballots being sent out on the 1st and returnable by the 15th, when they will be opened, counted and the result announced.

At the committee meeting of the city council, held last Monday afternoon, the proposed bicycle ordinance came up for consideration again. Letters from chiefs of police of different cities where such an ordinance is in vogue, giving their opinion upon the benefit to be derived from such an ordinance, were read and discussed at length, nearly the entire afternoon being taken up with the reading of the letters and general discussion. The ordinance was finally referred to the judiciary committee.

The six-day professional race which was to have been finished at Charles Street park last week has been postponed until the weather warms up enough to permit of the race being continued. Manager Morgan announces that the first warm Saturday and Monday the weather man gives us the race will be resumed. The riders are all keeping themselves in condition for the finish, and when it does come a hot one may be looked for.

Floyd McCall went over to Cedar Rapids Wednesday, where he participated in the sporting carnival held Thursday and Friday.

Another racing season is about to pass into history and, as was the case last year, no attempt has been made by either professional or amateur to lower and establish new state records, regardless of the fact that during the early part of the season it was announced that there would be several record-breaking attempts at the close of the racing season. However, for some cause or other, these ideas have all been abandoned, and Nebraska has few records made, flying start, against time, to put on her slate this season. Three professional competition records have been lowered, and two of them have been put where they will undoubtedly remain for some time. These are the one-half mile made at the state circuit races held at Charles Street park on September 11 by Cummings of Marengo, Ia., in 1:01 1-5. This is getting close to world's record time and is far better than the majority of the other states can claim for this distance. The other is the mile ridden by Pixley at Charles Street park on August 10 in 2:06 2-5. This is another mark that is better than many of the states can claim and proves conclusively that although the Charles street track is a small one, it is one of the fastest in the country. The other professional record made was the one mile tandem competition, which was lowered by McCall and Pixley from 2:13 4-5 to 2:13 2-5, a very small margin, yet enough to give them the record which was formerly held by Frederickson and McCall. There seems to be but little object in establishing a record in this state, as there is no such thing as a record book kept and so little interest is taken in the matter by our state racing board that it is hardly worth the riders' while to try for records. Iowa offers a neat certificate to all riders who get records in her state, and it seems that Nebraska might at least keep a record book.

And this excerpt from an article which is sent out from Indianapolis, supposedly from the pen of Fred W. Van Sicklen, who is making a hard fight for the Hoosier capital: "A club that is organized as the '98 Meet club of Omaha cannot honestly be expected to do other than repudiate its promises made to the league at large, if the riders who race at their meets are flimflammed out of the prizes won. Of course there is the possibility that although the intentions of the club are to do the square thing the financial end of the line may be weak. If the Omaha '98 Meet club is willing to take the consequences of deliberately repudiating its promises made to racing men, it is only fair to assume that the same thing would be done to the League of American Wheelmen, should that body make Omaha its next place of meeting. (That's a joke.) To be sure the league is a larger body than the handful of racing men who trusted the Omaha crowd only to be thrown down. But, if they are too poor to buy prizes honestly won by the riders, the only remaining question is, what kind of a time would they give the League of American Wheelmen?" This seems a rather hard rap at Omaha, and as the truthfulness of the statement cannot be denied, owing to the fact that several of the prizes offered by the '98 Meet club at this year's state meet remain unpaid, makes matters only the worse and looks as though some Omaha wheelmen had ruined the city's chances of getting the big meet in '98 merely on account of poor business management. The wheelmen of this city should locate the blame in this case and see that the guilty ones never have a chance to serve the wheelmen again.

That famous "Skeeter" of Jersey, Arthur Augustus Zimmerman, has again surprised his friends by signing a contract to ride throughout the season of 1898 in Paris, under the guidance of M. Henri Desgranges, one of the most enterprising velodrome managers in the world. Zim will leave this country the middle of February, and he will ride the entire season in Paris on the track controlled by M. Desgranges or where he shall decide, in competition, exhibition or match races. Zimmerman will meet the cream of the foreign talent. If, as has been stated by alleged authorities, the French riders are the fastest in the world, then we will have an opportunity to see what can be done by an American against them. At any rate, Zimmerman will command more attention next year than has any rider since his own days and those of Banker. It seems that after all the French people think that Zimmerman is the quintessence of perfection, greater by far than all of their riders. By his past work he has justified this belief, and by his next work he hopes with considerable encouragement to keep this opinion. All the world will welcome his return to competition, however, no matter what the result may be.—Cycling Gazette.

Wesleyan Foot Ball Players.

The Wesleyan foot ball team is now in good shape for its game, which occurs tomorrow on the Wesleyan university campus with the Tarkio team, which played yesterday with the State university team. Two of the best men returned only last week, so that it has been quite discouraging for Charles Thomas, the coach, who has been trying to teach foot ball to boys who were not heavy enough to compete with university teams.

Finally a complete team of splendid players has been gotten together with which the boys hope to be able to hold their own with any of the teams of the west. Hoffman, who played center last year, has just returned and has entered the game with his old-time vim. Gilbert, last year's guard and this year's captain, has been moved to tackle and seems to take quite well to that position, as he runs well with the ball and plays a strong defensive game, being a sure tackler. Dunn, the other tackle, played the same position on the team last year and is a strong, heady player, always breaking through the interference. He carries the ball well and is sure of a gain whenever his signal is given. Brew and Kingsbury are the two guards and are both new men, although they seem to take naturally to the game and will in time make good players. Sam Fitchie and Lemon are the ends, and, while both are new to the position, both have played foot ball before. Lemon is a good tackle and end runs are scarce around his end, while Fitchie is as yet untried, but promises well. Back of the line is where we find the veterans of the team. Ira Kenagy plays quarterback and has played in Omaha many times while holding the same connection with the Doane team. He is a cool, heady player, passes the ball quickly and accurately and is quick to get into the blocks. On the defense he plays the position of fullback, where he is sure on catching punts and tackling. The other three backs, Erwin, Bailey and Carver, are all large and speedy runners and are well qualified for the positions they hold. Carver, while the lightest, is also the speediest and the best dodger of the three, although he does not hit the line as hard. All are good defensive players and tackle well. Erwin was fullback on the strong Tarkio team last season, while Bailey played half on the same team. These two are somewhat larger than the ordinary halfbacks, as they weigh about 190 pounds each, so that when they hit the line something has to give. Stevenson is subquarter, is a very competent player and able to take Kenagy's place without weakening the team much, while Funke is a good substitute for either end.

The team on November 1 will play the State university of Missouri in Omaha.

Maybe some of youse fellers wud like ter put on de gloves wid me—but yer won't if I no it—cose I've got all I ken do to keep de fellers from scrapin' when dey git in de mad rush fur de five cent Stoecker cigar wat my dad makes at his smoke house on Douglas street—it draws de crowd like a porous plaster—but yer don't need no porous plaster on de back of yer neck ter smoke de Stoecker—it's dead easy—and den de terbaker in it is de same as some uf de ten centers while de rapper is my ant Samantha's—if yer want a good smoke jist give yer dealer a nickle fur a Stoecker cigar.

W. F. Stoecker
OMAHA

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Omaha Carpet Co

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Music and Art. 1513 Douglas

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Circulation Department

17th and Farnam. Bee Building

Never mind—the gates will be opened June 1, '98—when everybody can get in—in the meantime we'll sell you a shoe to walk around the fence in—a never slip shoe—It has a piece of rubber inserted in the bottom of the sole—you don't have to wear rubbers with this shoe—its a wet weather shoe from sole to uppers—and you can't slip—we've them in the box calf at $3.50—the viel kid calf lined at $5—and for those that don't care to wear rubbers there is nothing that will equal this shoe for wet weather and winter wear—while the price we make on them make it a very desirable shoe.

Drexel Shoe Co.,

1419 Farnam Street

New fall catalogue now ready; mailed for the asking.

Many who are interested in Rookwood pottery will be pleased to know that we are now showing a carefully selected line of these goods in the most beautiful colorings and effects—We will have on display Monday morning an entirely new shipment of the Gorham Sterling Silverware—at no time have we been able to gather together such an assortment of these goods—No more suitable wedding gift can be found than the genuine Gorham Sterling Silver pieces—Elegantly engraved wedding stationery at $10 for the first hundred—$2.50 for each hundred thereafter—We will print you 100 cards from your engraved plate for $1.00—or furnish you 100 engraved cards and copper engraved plate for $1.50—Mail orders solicited.

C. S. Raymond Co.,

Jewelers,

15th and Douglas Streets.

Heavy drop in wall paper—Frightened the dropper somewhat when he saw how close he had shaved his prices for the wall paper season—But it has attracted such a mob of customers that the stock has been increased in all the new designs and shades of wall paper and the large sales warrant the small profits—Our stock was never handsomer or more varied and for prices we refer you to our special announcement on page 5 of this issue.

Beard Brothers,

PAINTERS and DECORATORS.

1410 Douglas.

A stove right now wouldn't be such a bad investment—don't you wish you had that new stove bought and put up with a nice warm fire in it—it won't take us very long to have it all ready for the fire—just come in and pick out the one you want—we've the jewels in—cook stoves—steel ranges—and base burners—all sizes at all prices—we'll have it out to your house and put up before you've had time to get to your office—promptness and satisfaction are two things we pride ourselves upon—and when it comes to a stove—you won't find one anywhere that will fill all requirements as well as the Jewel—we have a full line of the little hardware necessities.

A. C. RAYMER

BUILDERS' HARDWARE

1514 Farnam St.

The curvature of the lenses have a great deal to do with it—in fact no matter how perfect and how much detail is used in the examination—if the lenses are not right your eyesight will be injured rather than benefited—As we are manufacturing opticians we can grind the very lenses your examination calls for—Then we make the frames to fit—so that they not only give the proper focus but are comfortable—All these little details require skilled workmen—And as we are the only manufacturers here—the point is very plain—We examine eyes free of charge.

Columbian Optical Co

ARTISTIC, SCIENTIFIC AND PRACTIAL OPCTICIANS.

DENVER, OMAHA, KANSAS CITY,

1649 Champa. 211 S. 16th St. 915 Main.