ROUND ABOUT ON WHEELS

The Gay and Serious Side of the Tired and Tireless Steed.

NEW YORK FIREMEN CATCH THE FEVER

Prospective Mounting of the Department—The Bachelor and Bloomers—Improvements and Novelties—Among Local Wheelers.

The bicycle craze has struck the New York fire department, and in the near future it may be no unusual sight to see firemen in full uniform awheel in the streets of the metropolis. Only a few months ago a suggestion of the possibility of applying the bicycle to the needs of the firemen would have been met with ridicule, but since suburban postmen and mounted policemen have taken to the wheel, the firemen have begun to ask themselves, "Why not we also?"

A New York Sun reporter talked with a number of members of the department recently and learned that a movement had been started to bring the wheelmen of the department together into a club, or league, and to agitate for the adoption of the bicycle for such of the work of the department as it is fitted to. Perhaps the most enthusiastic wheelman in the department at present is Assistant Foreman Maher of engine 20, on Marion street. Maher is an expert rider, and he has taught many of the men in his company to ride. The interest has now grown to such an extent that nowadays the third floor of the Marion street engine house frequently resembles a bicycle academy, and nearly all the men in the company have learned to ride. Foreman William Reilley, who is in charge of the company, encourages the adoption of the bicycle among his men, although he does not himself use one. Lieutenant Maher said to the reporter:

"It is true that the formation of a wheeling club among the bicycle riders in the department has been frequently suggested, and I believe that it only needs some one to take the initiative to carry the thing through. Such a club would be of value because it would serve to bring together members of the different battalions. As it is at present hardly any two men from one company have the same day off, but among all the members of the department there are of course a great many who have the same day, and frequent club runs would be possible."

Captain Freel of engine 8 and Lieutenant Smith of 2 truck both expressed themselves in favor of the adoption of the bicycle among the men for their private use. Captain Freel said:

"Of the 1,100 men in the fire department probably 300 now ride, and I should be glad to see the number twice as large. For the men in some of the stations the use of the wheel means a saving of from one-half to two-thirds of the time now spent in getting from the engine houses home and back again. I believe that wheeling would also improve the moral and physical tone of the men."

Another scheme which has been proposed and which a fire department official authorized the Sun man to say was under consideration is the construction of a bicycle chemical engine, for use in up-town, or suburban districts. The plan proposed contemplates a light chemical engine of from thirty to forty gallons capacity, which would be propelled by four men, and would make much better time than the horses do. A well known captain said in regard to this proposition:

"The scheme is perfectly feasible for districts where the roads are fairly good and the buildings not too large for a small squad to operate on. Where the buildings are some distance apart it would be a great improvement over the present arrangement. I should be glad to see it tried. Another place where I think that the bicycle could be made to do good service would be for the use of division chiefs in riding to fires. This would mean a considerable saving to the department, and would enable these officers also to make better time."

The manner in which the members of one uptown engine company became supplied with wheels is interesting. One night an alarm of fire was sent in from a bicycle store. It was not a serious affair, but the smoke and water resulted in considerable damage to a number of wheels. A member of the company suggested that there was an excellent chance to secure some cheap bicycles, and the firemen bought most of the damaged machines, and after spending a day or two in scouring them up they appeared in fine trim. It is said that a certain bicycle company is making a special bid for the patronage of firemen, offering to sell them wheels on the installment plan at 20 per cent discount. One captain, who is known as an enthusiastic wheelman, said:

"I don't want to be quoted as saying so, but I wish to heaven that enough firemen would adopt the bicycle so that a man riding along in uniform wouldn't attract attention. I haven't sufficient nerve to appear on my wheel in uniform, but I'd like awfully well to do it."

THE BACHELOR AND THE WHEEL.

When a fascinating bachelor talks about bicycles for women every woman in society, every rosebud in her first season should listen. Time was when every well-balanced man expected to marry. If these were those good old days the talk of even a bachelor bank official—and that is what he is—would not be so weighty, but now, when men inclined to be husbands are difficult to locate, and still more difficult to persuade to the altar, the opinons of every eligible male citizen in these United States are worth their weight in bicycle tires to every woman not yet provided with what Josiah Allen's wife calls "a pardner."

"No, I don't like for women to ride wheels," he said to a Globe-Democrat man, "and not because I think there is any harm in the exercise or any tendency to immorality in the mere pastime. On the contrary I belive the exercise is conducive to health, unless excessively indulged in, and I can not see wherein the pastime has any immoral tendency among moral women."

"Then what in the name of common sense is your objection based upon?" queried his listener.

"Well, I'll tell you," he answered. "It is the process of evolution that the wheel is the first instrument to bring about among women as womanly women. You see, I like women with all their feminine attributes—yes, and inconsistencies—and I am opposed to anything that brings them nearer the male level, and that is what I fear in the growth of bicycle riding. When a woman first buys a bicycle her intentions are generally good. She will ride moderately, she thinks; she will dress modestly, she is certain, and she will gain much in health and pleasure and lose nothing in womanliness. She sees no reason why she cannot ride a wheel and be just as good a wife and true a mother at the same time. Of course, she starts out in shoe-top or ankle-length skirts and leggings. She rides for awhile in perfect contentment, without overtaxing her strength or calling attention to herself by any idiosyncracy of garb. Then she gains more command over her wheel, more confidence in herself and makes acquaintances among other women more expert than herself. Once in awhile her skirt catches on the pedals of her wheel, so she decides to shorten them to a knee-length, and accordingly like

The old woman of whom we've heard tell,
Who went to the market her eggs to sell,
she 'cuts off her petticoats up to her knees.'

Unlike that dame of ancient ryhme, she does not shiver nor shake nor doubt her own identity, pending the decision of the little dog at home. But she does ride faster and farther in her abbreviated garments and one day she discovers that skirts of any sort are great nuisances; that Mrs. This and Miss That wear bloomers that have been endorsed and recommended by some dress reform league, and straightway she gets herself a pair of the most approved bagginess, and finds out she can coast like a boy and ride more madly than Tam O'Shanter.

"Leggings are hot things to wear, too; that is another brilliant discovery, and she soon reasons herself into a frame of mind where it is easy to discard them and flatter herself that she is conquering a tendency toward mock modesty. Released from the thralldom of leggings, why should she look like a guy in trousers that bag at the knees and over the knees? Why, indeed? From that question comes the final evolution into knickerbockers. And there you are! Where is the girl of your dreams, the soft "swish" of whose garments would alone set your pulse to a quick pace? Who wants to make love to another fellow or embrace a coat and tie the fac-simile of his own? Who wants to get married and eternally keep in hot water by putting on his wife's trousers by mistake or waste time changing cuff buttons into her cuffs? I say, no, I don't like to see women riding wheels. It always seems to me that the bicycle is the first link of an evolution that will abolish femininity and the 'eternal unmanly,' and sometimes I feel so strongly on the subject that the innocent rubber tires look like a monster force that is turning women into men at the rate of a thousand a minute."

And the bachelor banker lit another cigar with the hopeless expression of a man who has made idols and found them clay, who has dreamed of goddesses in soft robes, reclining upon mossy banks, inhaling the perfume lotus blossoms, and has awakened to find them red-cheeked boys, in knickerbockers, traveling into the twentieth century as fast as a bicycle can carry them.

MOSES ON THE BLOOMERS.

There have been a good many scorching philippics delivered against the bloomer garment, but the hottest on record thus far, in the opinion of the Chicago Times-Herald, was the scathing denunciation by Rev. G. E. Scott, pastor of the First Methodist Episcopal church of Waterloo, Ia., delivered on a recent Sunday. Rev. Mr. Scott handled the bloomer without gloves. To be more explicit, he picked up the bifurcated garment with the tongs of theological inquisition and flailed it with the chastisement of righteous rhetorical invective.

The bloomer may therefore be excused if it has a crushed and withered look. Coming close on the heels of the drastic ukase issued by the Chicago Telephone company, the body blow from the Iowa gentleman suggests the reflection that the bloomer will have to hustle if it maintains its standing in good society. Indeed, there are many who contend that it never had any standing in society and never will have.

The Waterloo preacher did not content himself with promulgating his own theories in regard to the bloomer, but quoted Moses to show that sacred writ is against it. He cited the admonition of the ancient law-giver wherein he declared that the woman who weareth that which pertaineth to a man is an abomination to the Lord. Whether bloomers pertain to man or not is a mooted question. If they do there is no doubt about the application of the Mosaic injunction to the bloomers.

Moses may have made a few mistakes of an inconsequential character, and his facilities for anticipating the needs of the centuries to come may have been somewhat inadequate, but in his deliverances on the bloomer question he gave utterance to sentiments that must certainly increase his popularity in this section of the country.

A POPULAR INSTRUCTOR.

Among the many things to be placed to the credit side of the sport and pastime of cycling there is one not to be lightly valued, but which is generally overlooked, and that is the technical education which indulgence in it unconsciously gives. Reading and talking about cycles, handling them, and adjusting them has given thousands of people a knowledge of the rudiments of mechanics and an acquaintance with technical terms which they would never have otherwise possessed. This is easily tested by attempting to carry on a purely cycling conversation with any man who is not a cyclist nor an engineer, but who may be otherwise an educated and experienced man of the world. Speak to him of cranks, ball bearings, gears, spindles, lugs, etc., and he is quickly reduced to a condition of bewilderment, and yet these are things with which nearly every cyclist is familiar, both with their names and with their nature, and not a few know their whole history, and could suggest genuine improvements in them. Before cycling became so general, the world of engineering mechanics was a sealed book to the multitude; cycling, more than anything else, has opened the door to the new popular knowledge, at once so useful and fascinating. The knowledge, thus gained by reading, conversation, and experience, can but be useful to all concerned; certain it is, the more a cyclist knows about that wonderful thing that carries him—a modern bicycle—the more he admires and appreciates it.

TAKE CARE.

There is a rule of common law "caveat emptor." It is applicable to the sale and purchase of real estate, and means let the purchaser take care, says the Indianapolis Journal. It is his business to protect himself in making a trade, to see that he gets a good title, and is not cheated otherwise. If he gets a financial fall it is his own fault. It is his duty to take care of himself, and not the duty of the seller or anybody else.

The principle has some moral application to wheel men and women. The bicycle having been legally and judicially recognized as a vehicle, with certain rights to the use of streets and roads, though not of sidewalks, equestrians must govern themselves accordingly. The average pedestrian is willing enough to do so, but there is some difficulty in knowing how to do it. No person cares to be run over or into by a bicycle propelled at full speed by a human motor, and no person will be if he or she can avoid it. How to avoid it is the question.

The solution of the problem is in making the bicycler or bicycless avoid you. If you are anxious to avoid a collision he or she is still more so, as it would probably result more disastrously to the rider than to you. That being the case, the logic and ethics of the situation require that the whole responsibility of avoiding a collision be thrown on the rider. The moment you begin to dodge you get confused yourself and you confuse the rider. Either stand still or proceed without reference to the impending wheel. Look straight ahead or keep your eyes on the ground. Above all, do not catch the eye of the rider. If you do the chances are that you will both begin to dodge and dodge in the wrong direction, with a consequent collision.

As a question of legal rights, remember that at all street crossings pedestrians have the right-of-way, and if a wheelman runs into you you have a claim for damages, the same as if the driver of a carriage should run over you. In addition to this, remember that the wheelman is even more anxious to avoid a collision than you are and if you do not confuse him by beginning to dodge, and especially by catching his eye, the chances are 100 to 1 he will give you a wide berth. The general rule should be "caveat wheelman"—let the rider beware.

A CAMPING OUTFIT.

Philip J. Bailey, a San Francisco lad, has completed arrangements for a bicycle tour under novel circumstances. He intends to camp out during his trip and has constructed an ingenious arrangement by which he hopes to add to his comfort in various ways. To keep off the sun he has arranged a canvas-covered canopy on a framework that is strong, while it is light and neat. On the front support is fixed a gong which makes almost as much noise as one of the fire patrol wagons. On a shelf over the hind wheel a small coal oil stove is firmly secured. This is for cooking on the way, and to the upper part of the canopy are fastened a small frying pan, coffee pot and water can. Another rack is for knife and fork and spoon. A rack parallel with the saddle bar holds the young camper's rifle. His blankets, in which certain necessaries will be wrapped, he will carry strapped over his shoulder, together with a water canteen. Thus rigged Mr. Bailey thinks he can make the trip very pleasantly. He made all the "extras" for his bicycle himself. Their neatness and evident strength bear witness to his mechanical skill. Everything is snugly fastened into place by various devices that keep the many "etceteras" from rattling. The young man is arranging a stand for a student's bicycle. This will serve for the student to carry his books in, or can be swung around and used as a book rack, so that the rider can read as he travels. Another device in course of construction is a bicycle arranged for the convenience of physicians.

MEDICAL ENDORSEMENT.

Bicycling as a healthful sport for women has received the endorsement of the Mississippi Valley Medical association, which seems to embrace the leaders of the profession in a large section of the country. One of the speakers at the meeting of the association at Detroit, Dr. I. N. Love of St. Louis, strongly defended the use of the wheel by women, believing that it offered to women a means of emancipation from her many troubles, but he deprecated the wearing of the ugly bloomer costume. He was loudly applauded by the women in the convention, and several prominent physicians endorsed his views.

HIGH OR LOW SHOES.

It seems that a considerable difference of opinion exists among bicycle riders regarding the proper style of shoes to be worn when propelling the wheel. The main difference centers upon the question of high-cut and low-cut shoes. While the advocate of low shoes claims greater freedom for movement in the ankle joint, and, consequently, greater power exerted in pedaling, the user of high shoes contends that the ankle is protected from injury and is strengthened for its work by the encasing high-cut shoe. Almost invariably the pointed-toe shoe is used by either class of riders. A shoe with a broad toe is considered preferable by some expert riders, both as regards efficiency and beauty. Concerning leggings, many practical women bicyclists contend that they should be worn simply to supply warmth in cold weather.

CORNER ON TUBES.

American manufacturers are straining every resource to meet the prospective demand for wheels next year. A report comes from London that American dealers have cornered the Birmingham bicycle frame-tubing market, a Toledo, O., firm having just placed an order for more than 2,000,000 feet at a price 25 per cent higher than English manufacturers pay.

The statement is well founded. A Chicago manufacturer has had agents in Birmingham and other cities in England and Germany with money in their hands ready to pick up tubing wherever they find it good. They have been at it for some time and now have about all that concern shall need. All the tubing that can be turned out by the American factories for next year's use was gobbled up long ago. One reason for the domestic shortage is that the tube manufacturers have not increased their facilities enough to supply the demands of the increased bicycle trade. Consequently some American makers of wheels have to go to Europe, where a few prefer to buy anyway.

"Was any combination of American manufacturers formed to corner the market?" the dealer was asked.

"So far as I know there is no such combination. I am not a member of it. I had my agents busy in England and Germany, however, and they have bought tubing which, with what we buy from American factories, will be all we want. Several other firms have probably done the same, some have, I know, and if the English market is cornered we cannot help it."

"Will the corner in tubing cause an increase in the price of bicycles next year?"

"No, bicycles will not be any higher. Some of them will be cheaper."

NEW IDEAS IN BICYCLES.

"The Spider" is the invention of a Chicago mechanic who promises great things for the new machine. His bicycle is propelled by levers fifteen inches long, having an up and down stroke as a substitute for the rotary motion of the pedals in the ordinary safety bicycle. The construction of the machine enables the rider to pull as well as push, increasing his power at least 20 per cent. The driving levers are more than twice as long as the ordinary cranks, and it is said can enable the rider to propel a wheel geared to 100 inches with as little muscular exertion as an ordinary chain wheel geared to sixty-eight. The tread is only three inches wide, and can be made even narrower. The feet are directly over the levers and not at the side. The frame is triangle shaped and has fewer brazed connections and less tubing than the present style of frame. The saddle is fixed, the adjustment to suit the rider being made by raising or lowering the large gear wheels at their connection with the frame. The stroke is also adjustable to any length, from ten to fifteen inches. The handle bars slide up and down in the fork sides, which are round for about five inches and fastened in any desired position by hexagon taperments. A pneumatic spring is provided to lessen the vibration which benumbs the arms and wrists of riders who bear heavily on the handle bars. While the wheel is designed for the track, the inventor says that it is equally adaptable for the road. A mile a minute is promised for the new bicycle.

BICYCLE NOTES.

An Ohio bicyclist was struck by lightning the other day.

If there were no opposition to wearing bloomers on the bicycle, maybe the dear creatures wouldn't care to wear 'em.

New York is the first city to recognize the rights of citizens who ride bicycles, and who use them in going to and from business. A resolution previously passed by the aldermen to pave Church street, from Chambers to Dey, in granite, has been rescinded, and one substituted making asphalt the material. This is part of the bicycle path that will be established between the Battery and Central park.

It has been calculated that every 100 wheels means a loss or revenue to street railway companies of $60 per week.

"Good-by, old slow!" shouted the bicycle; "you are not in my class." "Anyway," retorted the cart horse, "I am not as awkward as you are. I don't fall down standing still."

"What have you got for a hungry wheelman?" inquired the young man in knickerbockers, glancing over the bill of fare. "Our saddlerock oysters are very fine," said the solemn waiter, unbending slightly.

On the same day that a young business man in Minneapolis met his death from bicycling, Prof. Riley of Washington, an eminent scientist, was thrown from his wheel and killed. These accidents will probably not frighten people from the exhilarating and fascinating sport of cycling, but they should have the effect of inducing extreme care and caution in pursuing it.

The Studebakers publish a denial of the report that the firm intended manufacturing bicycles and marketing them at $30 each. The firm had the matter under consideration for some time, and concluded to shelve it.

Whisperings of the Wheel.

It is nearing the time for the yearly election of officers of the Nebraska division League of American Wheelmen, there being the offices of chief consul, vice-consul, secretary-treasurer and representative to fill. While no candidates for any of these offices have as yet announced themselves, it has been learned by the cycling editor that the following will be the probable candidates for the chief consulship: J. E. Ebersole, the present chief; E. B. Henderson, president of the Associated Cycling clubs of Omaha; Ray Elmiston and J. E. Howe, Lincoln. These men are all capable of filling the office and have all had considerable experience in league affairs. Mr. Ebersole has filled the bill admirably for the past two years and deserves an unlimited amount of credit for the manner in which he has conducted the division affairs. When Mr. Ebersole went into office there was a membership of but few more than 100, while it now numbers 236. Mr. Henderson, the other Omaha candidate, is at present at the head of the Young Men's Christian association cyclers, and the Associated Cycling clubs. He is a good road agitator and is going to do all he can to get the next legislature to take up the road matter. Messrs. Elmiston and Howe of Lincoln are old wheelmen, Mr. Howe being one of the editors of Nebraska's only wheel paper, the Western Wheelmen, which he will undoubtedly use to further the interests of the league if elected.

O. O. Hayman of Grand Island, Neb., has been transferred to class B by Chairman Gideon.

Messrs. Dean and Howe, proprietors of the Western Wheelmen, which is at present located at Lincoln, have been in the city the past week and are talking very seriously of locating here. Their paper is one of the best cycling journals published in the west, and as there is a large field open here for such an enterprise, these men can hardly help but do well here. They will turn the paper into a weekly instead of a semi-monthly, which it is at present. We would suggest to them, however, that they change their name again, as there is a cycling paper published in Missouri which styles itself as the Western Wheelmen, and as they have been in the field longer than the Nebraska paper, Messrs. Dean and Howe should not hesitate to give their paper a new name.

There is some talk of a 100-mile road race between Messrs. Barnum and Burdick of this city. The course will be from Omaha to Tekamah and return. Mr. Burdick is the young man who won the recent six-day race at the Charles Street park, while Mr. Barnum is a century rider of some note, he having made several 100-mile trips this season.

W. Montague Perrett, representing the American Dunlap Tire company of Chicago, was in the city last week. Mr. Perrett, when asked about prices of wheels for 1896, said: "I do not think wheels will be any cheaper next year, as the supply is not going to be equal to the demand, and therefore the manufacturers of high grade wheels will undoubtedly keep the prices up. Many of the large manufacturers already have contracts which will take their entire output to fulfill.

B. B. Bird of St. Paul, Minn., one of the fastest class B men in the northwest, is in the city.

The managers of the Charles Street Bicycle park talk of putting on a six-day professional bicycle race in the near future, with Holton, McCullough, Reading, Clark and the Kraemer brothers of Des Moines, Ia., as starters.

Leaves from a Tourist's Note Book.

The Tourist Century club will hold its annual century run over the Tekamah course today. The run will be in charge of the Century club entirely, the regular club officials being relegated to the ranks. Dinner at Tekamah and home again before dark. The pace set will be "easy" for all. Every cyclist in the city, whether a member of the Century club or not, is invited to make the run. Start will be made from the "Pump House" at time announced on run cards. All members of the Tourist club or Century club must register before starting and must ride one way with the main body in order to receive credit for the mileage.

C. E. Jenkins is able to be about again and is as lively as a "cricket." His experience as a double century rider is one which he will never forget. Mr. Jenkins appeared in the bicycle parade of Monday evening with the finest decorated wheel ever seen in the city. The spokes, frame work and rims were wound with parti-colored silk ribbon, so closely that no part of the original finish was visible. In the frame was fastened a large emblem of the club, in which the gentleman holds a membership. This was touched up in gold bronze. Entwined around the color staff-handle bar and head were white and crimson roses, festoons of club ribbon and some dark green vine. The tires were touched up with silver bronze. The wheel was admired by all and received considerable attention at the hands of the big crowd.

There was exactly 118 club members in the parade, eleven of whom were women, thirty-two men in the uniformed drill team, and the balance in the Tourist division, the largest club representation in the parade. The Tourists were assigned to a position in the rear and the division received the plaudits of the vast crowd as it passed along the line of march. The drill team, uniformed in white duck, caused favorable comment in going through the various marching maneuvers wherever space would permit. The "Rainmakers" were at their best and all along the route were the recipients of generous applause. The club mascot, Prof. Duberry Louis Napoleon Malone, rode at the head of the uniformed division, clad in the regulation uniform and wearing his most enchanting grin. After the parade the team gave an exhibition drill on Douglas street which was witnessed by a big crowd and applauded to the echo.

C. M. Randall is back again among his club mates, after a month's sojourn in the far east among the Berkshire hills and the trout streams of New York.

The club added 7,860 miles to its season's work last month.

Next month's runs will be long ones. Evening runs will be discontinued after the 15th. There will be one hill climbing contest, the last one of the series.

W. T. Edghill is soon to start upon his western trip awheel.

The club run last Sunday was well attended and wound up with the usual thunder storm and wetting. The "Rainmakers" returned about 1 o'clock, covered with mud and were content with their morning's experience. The morning was spent at Coffman's station and on the famous "Poncho Hill," where the fourth hill climbing contest of the series took place. Newcomb, Hartson, Gunther and Conklin scored points in the order named. Messrs. Bouk, Howe, Guldner and Ireland acted as judges. Referee Smith sent the men off in a bunch and the race to the top was a very pretty one. Newcomb now leads for the medal, Gunther second, Hirtton third, and fourth place between Conklin and Hofford and Howe.

T. R. Huston has the honor of holding the Tekamah course record. Time of start to actual line of finish, 7.45 minutes.

W. R. Barnum holds the double century state record for Nebraska, and C. E. Jenkins for Iowa. Claims have been made to the Century Road club for the same.

Bicycle Meet at Plattsmouth.

The bicycle races to take place at Plattsmouth September 24 and 27 promise to be a great meet. The prizes offered amount to over $300. All the local men are doing good work and promise to make it warm for any "pot hunters" that drop in at the last moment. The one-third mile track is in the best possible condition. Superintendent Tarsch is earnestly at work to make the meet a grand success. It being in connection with the Cass county fair adds a large amount of interest all over the county.

The prizes given by the club are not only the largest list, but is also composed of the most useful articles that could be purchased and hung up. There is not one article in the entire list that is not to be desired by any one, and are useful to every rider that may contest.

The club is anxious to earn a reputation for putting up the exact prizes it advertises, and thereby come out winner in the end.

Newell Will Coach Cornell.

Marshall Newell, the famous Harvard tackle, will arrive at Ithaca, N. Y., tomorrow to take charge of the coaching of the Cornell foot ball eleven. It will be remembered that Newell coached this team part of last season and succeeded in pushing the Cornellians right up with the leaders. Captain Wyckoff, the little quarterback, has called his candidates for backs together, and they are already engaged in light practice. Cornell has more "big" games arranged for the coming season than any other university team, those with Harvard, Princeton and Pennsylvania being the most severe tests scheduled. If the team can make as much improvement this fall as it did last some of these games ought to result in victories for the Ithacans.

Chatter with the Ball Cranks.

Jimmie McGuire has caught between 120 and 125 games for Washington this season. This is easily the record for consecutive games. His friends are raising a purse to present to him.

The Spiders have not lost a series this season either in the east or the west.

The season in the Eastern league has closed. Springfield, Mass., captured the rag.

Truby, Anson's new second baseman, is away up among the .300 mark batters.

Sioux City will be in the Western association next season.

McDougal is rapidly developing into a fast pitcher. Guess Von der Ahe don't know a thing.

It begins to look as if Chicago would beat out New York. This would mean $2,000 to Anson, as he has that amount bet on the relative positions of the two teams at the close of the season.

"Fatty" Childs of Cleveland hires a boy to kick him every night. "Cupid" is mad at himself because his batting is poor this year.

The winning streak enjoyed by New York for a week or so must have been a fluke. They are losing with startling regularity now.

"Chippy" McGarr is almost useless as a batter for Cleveland. In St. Louis they think that he could not "hit the pipe."

An effort will be made to abolish the rule which allows a substitute to bat in place of a weak batter at a critical stage of the game. The rule is hardly fair, and few teams have derived any benefit from it.

No less than six New York players are slated for release. Now you're getting right, Mr. Freedman.

Hoffer of Baltimore has won seventeen straight games.

Pittsburg won but three games off New York this season.

CHARMING DELLA FOX.

She is Immortalized in a Fine Cigar.

One of the most pronounced commercial successes of recent years has been achieved by the Della Fox high grade cigar, manufactured by Krohn, Feiss & Co., one of the oldest and largest firms in the country. Although this brand of cigars has been on the market but a short time it is already a prime favorite with the best judges of a really good and honest cigar. Its success has only been equalled by that of the irresistible little comedienne after whom it is named. The Steele-Smith Grocery company, the well known wholesale grocers, have been made the distributing agents for Omaha and the northwest, and it will be but a short time until the Della Fox 10-cent cigars, like a choice piece of news, will be in everybody's mouth in this locality. Sam Rose, general agent for Krohn, Feiss & Co., is in Omaha making the necessary arrangements for the distribution of the popular goods, and he is full of enthusiasm over the remarkable success achieved all over the country.

"The popularity achieved by our Della Fox brand of cigars is one of the wonders of the age," he said today. "It is only another incontroverible evidence of the fact that quality and honest made goods are bound to win. Those who are the best judges of cigars are most enthusiastic over this comparatively new cigar. After they once give it a trial they refuse to be satisfied with any other. The Della Fox cigar is made especially for smokers of high grade goods who want something better than can usually be bought without having to pay any more for it. Lightning is the only thing with which our firm feels justified in comparing the rapidity of the sale which the cigar has already attained. The sale has been more than double what was anticipated, notwithstanding the fact that so fine a cigar was bound to speedily come to the front. It is a strictly high grade Havana cigar.

"When I tell you that the sale for the first month reached the enormous figures of 2,700,000 you will have some idea of the rapidity with which the Della Fox cigar has leaped into fame. The facilities of our immense factory are taxed to their utmost in keeping pace with the demand. We are constantly in receipt of the most flattering letters of praise and encouragement from our distributing agents all over the country, and, taken altogether, we naturally feel that we have achieved one of the most pronounced business successes of the decade. We fully expect during the present month to double even the enormous figures of last month, and anticipate that a liberal proportion of the amount will be distributed in Omaha and Nebraska through our enterprising representatives, Messrs. Steele-Smith Grocery company.

"You often hear the statement, 'the pink of perfection,' applied to something which excels anything else in its line, and that is just what we know we have achieved in the Della Fox Boquet cigar. The charming Della will have no reason to feel ashamed of her namesake, as it is bound to add very materially to her already boundless popularity and fame."

Journal Amusant: "Mamma, I thought that ladies should never exhibit their limbs."

"Never—when they are scrawny."

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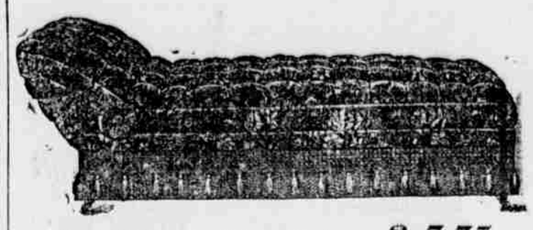
FURNITURE COMPANY.
1115 and 1117 Farnam Street.



THIS BEAUTIFUL $5.00

Cobbler Seat Rocker

SALE PRICE,

$2.65

We show over 250 styles, from $1.15 up.

$14.00 Tufted Corduroy Couches..... $ 7.75
$17.00 Tufted Corduroy Couches..... 10.50
$22.00 Tufted Corduroy Couches..... 12.75
$28.00 Tufted Corduroy Couches..... 14.50

THE LAST WEEK OF OUR SPECIAL
September Sale.

Although our sales for the past three weeks reach far in the thousands, our stock is still complete in every department, as we were fully prepared for the liberal patronage bestowed upon us. From our observation point we can see this vast Furniture trade putting a six months' business into one, and practical business growth in our storeting a six months' record into one and PAST our expectations by thousands of dollars, and your savings exceed our profits.

Dining Chairs

This Solid Oak $1.25 Chair reduced to **75c**

Our stock consists of over 200 Styles in oak and mahogony from **35c** up

Bed Springs

$1.50 Woven Wire Springs.. $ .90
1.75 Woven Wire Springs.. 1.10
3.00 ffloven Wire Springs.. 1.75
3.50 Spiral Springs..... 2.00
5.00 Woven Wire Springs... 2.85

You must see the goods to appreciate our prices.

Chamber Suits

$13.00 Antique Suits now... $ 8.25
19.00 Oak Suits now..... 11.75
35.00 Birch Suits now..... 19.50
60.00 Maple Suits now..... 36,75

This fine $28.00 polished oak suit, 30x24 glass, reduced to

$16.50

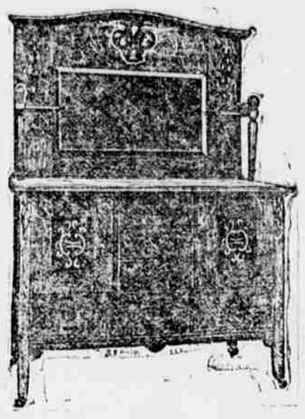
Dining Tables

$ 5.00 Extension Tables.... $2.90
9.00 Extension Tables.... 5.25
15.00 Extension Tables.... 8.50
22.00 Extension Tables.... 12.75

This 4-foot Curtain Desk **$13.50**

Made of solid antique oak and sold everywhere for $25.

Sideboards



This beautiful Antique Oak $35.00 Sideboard, 50 inches long, with 18x32 French bevel glass, reduced to

$21.50

Over 200 styles in Oak from $7.25 up.

These Prices Last but One More Week

Store open Mondy and Saturday night this week.

(My mama used Wool Soap) (I wish mine had)

WOOLENS will not shrink if

WOOL SOAP

is used in the laundry.

Wool Soap is delicate and refreshing for bath purposes. The best cleanser for household and laundry purposes. *Buy a bar at your dealers.*

Raworth, Schoedde & Co., Makers, Chicago.

DOCTOR

Searles & Searles
1416 Farnam St.
SPECIALISTS.

All forms of **Blood and Skin** Diseases, Syphilis cured for life and the poison thoroughly cleansed from the system. **LADIES** given careful and special attention for all their many peculiar ailments. **CATARRH.** Gleet, Varicocele, Hydrocele, Gonorrhoea, Loss, Manhood cured by a special treatment.

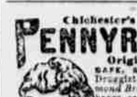
WEAK MEN (VITALITY WEAK) made so by too close application to business or study, severe mental strain or grief, SEXUAL EXCESSES in middle life or from the effects of youthful follies, all yield readily to our new treatment for loss of vital power.

WRITE Your troubles if out of the city. Thousands cured at home by correspondence. CONSULTATION FREE.

Dr. Searles & Searles, 1416 Farnam St., Omaha, Neb.

Chichester's English Diamond Brand.

PENNYROYAL PILLS



Original and Only Genuine. SAFE, always reliable. LADIES ask Druggist for Chichester's English Diamond Brand in Red and Gold metallic boxes, sealed with blue ribbon. Take no other. Refuse dangerous substitutions and imitations. At Druggists, or send 4c. in stamps for particulars, testimonials and "Relief for Ladies," in letter, by return Mail. 10,000 Testimonials. Name Paper.

Chichester Chemical Co., Madison Square, Sold by all Local Druggists. Philada., Pa.

VIGOR OF MEN

Easily, Quickly, Permanently Restored.

Weakness, Nervousness, Debility, and all the train of evils from early errors or later excesses, the results of overwork, sickness, worry, etc. Full strength, development and tone given to every organ and portion of the body. Simple, natural methods. Immediate improvement seen. Failure impossible. 2,000 references. Book, explanation and proofs mailed (sealed) free.

ERIE MEDICAL CO., Buffalo, N.Y.