



President Potter has divided to a friendly report secret of considerable interest to western members of the League of American Wheelmen, especially to that faction which would like to see race control abandoned by the organization. In a letter to the secretary of the national assembly at St. Louis in appreciation of a committee to consider and report on the question of the league quitting the race track, Mr. Potter said that "a popular misapprehension seems to exist concerning what the committee has reported to do. It has been reported that it was to investigate and make returns upon the advisability of the league abandoning the government of racing, whereas the committee was assigned simply to discover whether or not there is any existing organization that is equipped and competent to take control of cycle racing. Under such circumstances the committee might report in the affirmative, and yet the assembly would not be called upon to vote racing control out of the hands of the league. According to Mr. Potter there has been no such thing as two members of the committee and it will not be until the racing season is over. Each member of the committee, which is composed of the president and two vice-presidents of the league, has been doing his own investigation and forming his own conclusions, but no one knows what the other thinks on the subject. This puts the question in a different light from that generally understood to be the intention of the assembly, and tends strongly to confirm the belief that the appointment of the committee was a sop for the kickers, graciously tendered by Potter, Mott & Co. It is a foregone conclusion that the committee will fall to find an organization to handle cycle racing as competent as the League racing board.

While the general interest in cycling is as keen, if not keener than ever before, it is not as a whole a successful year for the manufacturer of bicycles. More wheels are seen on the road, and consequently more are made, but the number of bicycles sold so far this year has not met the expectations of the makers. Still the market has not been overstocked. The manufacturers have been conservative and the more prominent makers are in good shape for the coming year. Although the purchasing season is not over by any means, it is wanting. The war has affected the trade to a material extent and the ending of hostilities with Spain will be a boon to the trade all along the line. One prominent manufacturer is speaking about the conditions to a reporter for the New York Tribune, said: "I believe that more wheels were sold this year than last, but not quite as many as were disposed of in 1897. Next year ought to be the best in the history of the bicycle trade here. Many riders have held on to their old wheels this year, but they will be ready for the new models next year. Talking about the war not hurting the trade is all rot. We have sent to the front or to camp over 200,000 men, and we have not seen a thing what percentage of these men ride bicycles, but I think that a conservative estimate would place the number at least at one-quarter. I would not be surprised if half of the number were wheelmen. Now they are at the front, leaving their wheels at home. Their relatives and friends are riding their machines, with the result that many people who would have purchased wheels this year have come into temporary possession of mounts unexpectedly, and the maker and the dealer will not be able to sell them until the war is over. Of course, there are bright spots ahead, particularly bright, and they can't come any too soon to suit the maker and the dealer."

According to advices received by the National Board of Trade from the United States consul at Shanghai, the use of bicycles in China has had a decided boom in the last year. The consul has written a special letter to the board, in which he explains the causes for the boom and also describes customs that are distinctly interesting. Society there is dominated by the English idea that exercise is necessary for the maintenance of health in that climate, and all classes have begun within the twelvemonth to employ the bicycle as the medium for their exercise. There are native roads, as we understand the term. There are narrow paths for pedestrians and horses, and as a rule they are not wide enough for vehicles. They are dusty in dry weather, very muddy after rain, and at all times so rough as to make them impracticable for cycling. These roads are not maintained by the community, but each landowner takes care of the section immediately in front of his property. There is a general lack of public spirit, and no one does anything but what is in his own mind. As a result, the paths grow narrower and rougher, instead of improving. In consequence of this, bicycling has a hard time of it. It is only on the roads which have been built by the foreigners in the immediate vicinity of the larger towns and cities that cycling is possible. The boom in the sport has been for the most part among the foreign population. Few Chinese have taken to the wheel. Their clothing is not adapted to the exercise. In middle and northern China no man appears in public dressed otherwise than in long, loose, flowing robes, which means an outer shirt or petticoat that reaches to the ankle. Some of the younger Chinamen ride, and when they do they either leave off this garment or turn it up and fasten it at the waist. The question of hair, which usually is worn hanging down the back, is brought up by the shoulder and fastened at the waist. Because their trousers are so long and baggy as is the average divided skirt used by wheelwomen here, the men of the Flowery Kingdom invariably use chain guards. It has often been said that Chinese women ride, but this the Shanghai consul emphatically denies. He says that absolutely no woman of any class is ever seen on a bicycle. Bicycles are not made in China. All the machines used are imported, and because of the tariff laws American makers are most favored. There are no distinct bicycle dealers, but firms in every kind of business handle wheels as a side line. The climate is so damp that wood rims do not hold with the same means as the ordinary tire. The saddle is clamped to the T, which is part of the top plate, and the weight of the rider thus rests upon the air-filled cushion. It is claimed that by this device vibration is almost completely absorbed.

A recently introduced pneumatic saddle post is meeting with some favor. It consists of a seat post topped with two plates, between which is fitted a pneumatic cushion, capable of distention in the same manner and by the same means as the ordinary tire. The saddle is clamped to the T, which is part of the top plate, and the weight of the rider thus rests upon the air-filled cushion. It is claimed that by this device vibration is almost completely absorbed.

into the palm of the hand. A good remedy for sunburn is a mixture of olive oil and glycerine, in equal proportions, for use at bedtime. It must be well shaken before being used, but the oil will be found to disappear much more quickly than the glycerine, when more should be added.

A paragraph is floating about to the effect that the chainless is not a good racing wheel because, forsooth, the bearings "bind" in taking the banks. Critics of the new machine should really find something better than this to say. When a bicycle—be it good, bad or indifferent—is ridden, the pressure is at all times normal to the plane of the bearings. Otherwise the thing wouldn't stand up. Bearings that bind in turning curves are under the same obligation to bind in going straight ahead. The tip of the machine in turning equalizes matters.

A popular fallacy is the notion that, other things being equal, a machine with a low-hanging crank bracket runs easier than one with a higher bracket. Elaborate tests fail to show anything for or against the idea so far as running qualities are concerned. The statement, often made, that the chain runs easier down hill may be answered by asking how it gets it "up hill" again to the starting point.

It is asserted that bicycle manufacturers, in their eagerness to make a quick profit as they did before the reduction in prices, are putting a great deal of poor material into their wheels. The result has been the frequent breaking of forks and frames, as well as of lesser parts of the wheel, with a number of fatal casualties following. Probably the most serious case of this kind was sold in job lots to retailers and labeled with fictitious names—the manufacturers thus "dodging the responsibility."

It is a fine long bicycle path from Calcutta to the river miles of level riding, concrete and dustless, and bordered a good deal of the road with trees. There is a chance for twelve century runs without dismounting, to tempt some record breaker!

Two bicycles can be coupled together in a straight line by a Massachusetts man's invention, consisting of several tubes joined together, with a universal joint at each end, to which sockets are attached for connecting the frames of the two bicycles, the wheels being thus allowed independent motion for balancing the rider.

SPECULATING ON STYLES.
Probable Changes in Patterns and Equipments for 1899.
While some of the manufacturers have already begun to plan their models for next year, others are waiting until the end of the month to come. From talk in trade circles, however, some points can be gleaned from which certain trends in connection with the 1899 product can be foretold with reasonable accuracy. The general frame line of this year's models will be maintained, although there may be reaction on the part of certain makers against the excessively short head. The short head, it is claimed by some, has been the cause of many frames getting twisted out of alignment, because with the lower tube running up from the bottom bracket at such a sharp angle there is more sway to the rear section of the machine. The rear wheel does not follow so quickly, and in turning corners sharply or steering through sand the front of the frame is apt to be affected. This proposition, though, is not generally considered to be of much importance, and, as a rule, the dropped crank hanger and low heads will be retained. The complaint on the part of some riders against the increased weight of a pound or two nearer the scale of 1895 will pass unheeded, for the reason that with the reduced prices prevailing manufacturers cannot afford to take such risks on their guarantee as formerly. Lowering the weight of bicycles would mean a decrease in the factor of safety. The lower the safety factor the more liability of breakage and the more claims on manufacturers to make good at their own expense. In fact, wheels next season are more apt to run half a pound heavier than they are at present. Low tubing with D-shaped rear forks and back stays will be retained.

A stronger tendency toward widening the distance between the bearings of the crank axle by means of ball races within the frame is being noted. This is being done to make room for a number who had not previously done so will adopt disk adjustment for the bearings. All this means little change in the external appearance, but there will be many new improvements in the bearings and adjustment of the machine. The construction that make toward the refinement of the bicycles. Half a dozen makers, it is now known, will make up part of their stock with thirty-inch wheels, which annoys a few of the others, because with wheels of this diameter frame lines have to be so altered that it means a complete change of patterns, with the consequent expense of new tools. The annoyance is felt because of the bare possibility of the thirty-inch wheels creating a demand for a market not open to the rest. As cycles with thirty-inch wheels are necessarily bigger and heavier, and being more costly to make, are held at higher prices, they are not likely to appeal to the scorching element of the market. Large size riders who have also large purses and exclusive ideas are apt to furnish the chief market for this type of cycle and it is in recognition of these conditions that the majority of makers are holding aloof from the experiment.

The fact that the larger the wheel and the rider is about the strongest virtue in thirty-inch wheels, although it is a permit of a greater drop at the crank hanger. Makers who disapprove of them say that the advocates of them are working to bring out a new pattern with the idea of restoring prices somewhat. There will be a variety of specialties in the line of grips, bars, saddles and other parts, but some of the producers are seriously contemplating the advisability of offering only two colors of enamel on option and charging extra for other colors and fancy stripes. Some interesting changes are promised in connection with chainless wheels, but precisely what they will be cannot at this time be ascertained. Under the natural law of progress might be expected that the shaft and pinions of the machine used are made of steel will be found susceptible of marked improvements after the first season's use.

THE WHEELWOMAN'S ERRORS.
She Forgets that Her Costume is Always Main Point of Observation.
"Most women will, of course, follow their own tastes in dressing for outdoor exercises, and many of them present a woefully misapplied appearance," writes Mary Katharine Howard in Woman's Home Companion. "Especially is this true of the wheelwoman, to vote the short-skirted girl as bold and

league are hardly drawing corporal's guards, while money is being lost at all the National circuit bicycle races and there seems to be little or no chance of making expenses here any kind of an sporting event this year, so it is not to be wondered at that Beatrice fell down on the meet. This not only means that Nebraska will have no state meet, but as the Beatrice meet was to have been the opening one of the state circuit it is likely that this year's circuit will now have to be declared off. This will be the first year since 1889 that the Nebraska division has not held its annual state meet and the following list will show where they have been held: 1889, Leavenworth; 1890, Omaha; 1891, York; 1892, Hastings; 1893, Lincoln; 1894, Kearney; 1895, Kearney; 1896, Lincoln; 1897, Omaha.

The declaring off of the state meets means that Nebraska will have no official championships this year and that the winners of last year's championships can consider themselves the leaders until 1899, at least. Chief Consul Dave O'Brien of the Nebraska division called a mass meeting of local wheelmen for tomorrow evening at the Commercial club rooms for the purpose of appointing committees to complete arrangements for the entertainment of the Denver wheelmen, that are to visit Omaha on the 29th inst. O'Brien, who was designated as August 15. Every bicyclist in the city should attend this meeting, as it is desirable to make success, and this cannot be done without the cooperation of the entire wheeling population. Mr. O'Brien has invited President Isaac B. Potter of the League of American Wheelmen to visit Omaha and the matter will be held immediately after the meeting which will be held at the Commercial club rooms. Mr. Potter will attend it is quite likely that he can be induced to come on to Omaha. In this case Consul O'Brien hopes to arrange for the use of the Auditorium, in which to hold a general wheelmen's convention and for President Potter and other good speakers on the good roads and other questions of interest to wheelmen.

WITH THE RACING MEN.
The national circuit is beginning to grow interesting. The near approach of the sixty-point championship races at Indianapolis and the steadily improving form of Tom Cooper are two factors that are attracting attention. The last two national championship races were won by Tom Cooper, a boy in driving finches, with Gardner away back, and it begins to look as though the fight would again be between Bald and Cooper, with the curly-headed Chicagoan out of it. Gardner has overworked himself and is lying in bed with a broken leg, so that the national meet is not expected to be anything like the one in any event, his recent races have not been characterized by the dash and abandon of his earlier contests. Cooper is riding superbly, but Bald seems content to drag along, taking an occasional first, but more often second and third. It may be that Bald, too, is holding in for Indianapolis. The circuit records are given herewith:

Rider	1	2	3	4	5	6	7	8	9	10
Gardner	1	2	3	4	5	6	7	8	9	10
Cooper	1	2	3	4	5	6	7	8	9	10
Bald	1	2	3	4	5	6	7	8	9	10
Nat Butler	1	2	3	4	5	6	7	8	9	10
Hiser	1	2	3	4	5	6	7	8	9	10
Bourrette	1	2	3	4	5	6	7	8	9	10
Freeman	1	2	3	4	5	6	7	8	9	10
Eden	1	2	3	4	5	6	7	8	9	10
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