



It is evident from the activity already shown that the present year will be a record-breaker in bicycle racing. This does not imply a very serious raid on time records. Never before has greater interest been shown in race matters or greater preparations for the season. Whereas, a few monopolists for the purpose heretofore, this year scores of speedy young men are in training for fame and fortune, and those now at the top of the list will undoubtedly come down a peg or two before the season is over. The possibilities for a reduction of time records excites some discussion in interested circles. Last season new figures were created for one mile, and with greater perfection in pacing method, and with better records are looked for. The one mile race figures stand at 1 minute, 25 seconds, made by E. A. McDuffie, the Boston rider, and J. W. Stocks of England. A comparison of the best English and American records for the last two seasons shows that only fractional reductions have been possible. The racing conditions now have attained such a degree of perfection that it is impossible to calculate how the records will stand the assault upon them this year. Improved cranks, faster riders, and better pacing facilities are likely to result in new records. In reviewing the prospects J. W. Stocks, the English rider, predicts that the one mile record, with standing start, will be placed at 1 minute 42 seconds, and the one mile flying start record at 1 minute 29 seconds. Eddie Baldwin seems confident that the riders this year will do better than 1 minute and 25 seconds for the mile, with a flying start. He believes that within the bounds of possibility, the American competition track record, 1 minute and 49 seconds, is held by James Michael.

Another cyclist, prominent in the racing field, replying to the question, "what is the utmost a bicycle rider can do at the present time," says in the utmost he could do can hardly be prophesied, the old adage that "no one knows what he can do till he tries," being particularly applicable to cycling. The utmost powers of anybody a few years ago, but is a performance already several times accomplished. The inventor of the bicycle does not contemplate racing, but increasing his mileage powers. This is an object most riders aim at, and a few words on the subject may not be out of place, because long-distance riding and touring are identical, except in degree. "Riding long distances is a practice which is carried to excess, especially with the adventitious aid of pacemakers, and the excitement of a great pecuniary reward, but there is no harm in limiting the distance to one's own best. Long-distance riding demands a lower gear than short. A high gear is right for a concentrated effort for a ride so short that the fatigue point is not nearly approached, but for very long rides a low gear postpones distress. "It is a mistake on a long ride to start fast; the pace should be kept down to one that seems ridiculously easy, one which can be maintained with little diminution all the way. This more than anything else will tend to increase the ride. The amount of the first hour will deduct miles an hour from the totals of subsequent hours. The same idea underlies the principle of not forcing pace up hill. To ride fast on a hill is a mistake to go hard at the hill; the muscular power is exhausted, and the rider is left rather than speed, should be kept about the same."

All reports to the contrary Earl Kiser, the little whirlwind, and Augustus Mertens, the two crack racing men who hold national League of American Wheelmen championships, will ride for their old manager, Tom Eck, during the coming season. His team, which is made up of Kiser, Mertens, Pietie, Ciesac and Lartigue, the French champions, will probably probably ride in the coming season, their training at Willow Grove, Philadelphia.

The presence of such an array of foreign cracks in this country this year will likely result in great rivalry between the various track owners and race promoters for the star attractions, and it is feared that the national League of American Wheelmen racing board maintains the closest kind of a watch over its department some scandals may result. The amount of money to be paid in the promotion of racing this year is proof that it is expected big returns will accrue from meet.

"A bicycle carries your weight," says Eddie Bald, "and therefore it is not a good plan to train your front end to make a long light on a wheel. When going on the track to ride always know the distance you are going to ride and rate of speed you are going to maintain. Good judgment in pace is essential, not to kill yourself at the start. A little is always needed up your sleeve for a good finish, for it is the final spurt that wins the race. There is no glory or prize money in dying at the tape."

A singular phase of rivalry between the armies of Germany and France is impending. The extending use of bicycles in military maneuvers has induced the German military authorities to put themselves in a position to defeat the onslaught of attacking cycle corps in time of war. To this end they are training dogs to distinguish between German, Austrian and Italian uniforms from those of the French and Russian soldiers, and when their education in this respect is sufficiently advanced, they are taught to throw themselves on the cyclists who wear the uniform of the supposed enemy. Wheelmen clad in various uniforms and so guarded by pads that they are protected against bites, ride past or among the dogs, which instantly rush at men costumed as Frenchmen or Russians, and throw themselves over. If a dog should make a mistake and attack a representative of the triple alliance he is severely whipped, while a reward is given for assisting the man who personates an enemy. The dogs selected are Great Danes, which, from their weight and strength, are specially fitted for the service. But the German officers, while actively pushing the drilling of this novel corps, are understood to dread the employment by the enemy of dogs in a similar capacity, fearing that in this case the animal might rush among themselves, and, losing their sense of distinction between friends and foes, be dangerous to the one as to the other. The French military officers, who have become alive to the importance of such an issue, are now urging the training of dogs on their own account, as the readiest way of circumventing the intentions of their neighbors on the other side of the Rhine.

A common subject for artists who are fond of depicting the humor of cycling is a village pump, at which the unfortunate rider, who has picked up a nail on the road, to the manifest disadvantage of his tire, or the traveler who is losing time and ruining his wheel by running hard down on the rime, can get all the air under pressure they want. So a timely help to the wheelman in this case is a portable, automatic, automatic cycle inflator now ready for the public, which does all the wheelman needs in the matter of inflating his tires. All that is necessary is to attach a flexible tube to the valve on the tire, drop a penny in the slot, and in a few seconds the tire is hard. There is no lever or pump-handle to work, however, and this is the only part of the machine's mechanism which does not come true. The machine is to be placed along the streets and avenues traversed by wheelmen, regulation sign being displayed wherever one of the machines is located. Pumps instead of pumps will probably be carried by wheelmen in the future.

Patents for pneumatic tires come next in numerical strength with 110, including patents for puncture-proof armor. Improvements on hand-tire and pneumatic tires, and stems are claimed in 106 patents; improvements in driving gear in 105; upward of seventy of these being for various chainless gears. There are eighty-eight patents for bicycle saddles, sixty-nine for brakes, fifty-one for frame constructions, fifty for pedals and cranks and twenty-six for guards.

A ruling of considerable interest to wheelmen was made by a Maryland court recently. A wheelman was arrested at Hyattsville for riding on a sidewalk, the roadway being impassable for a wheel. The judge gave as his decision that "town ordinance or not, when the roads are impassable, cyclists are not liable for riding on sidewalks, and in case of absolutely impassable roads riders and drivers would be justified in removing fences and traversing private property until the worst part of the road has been passed."

Brazilian wheelwomen show a marked partiality for American bicycles instead of those of their own country. They have, however, the latter wheels are much cheaper there. None but well made wheels will stand the rough cobblestone pavements of most of the American cities. After having tested different makes of wheels, have adopted those of American manufacture, as they find them the most lasting.

In the supreme court at Riverhead, R. I., yesterday, a man was sentenced to ten years' imprisonment at Sing Sing for stealing a bicycle. It was his second offense. It is suspected that the court is addicted to the silent treat.

**With the Racing Men.**

William Martin, alias the "Pluggin'", who is well known in this city in connection with bike races of past days, landed in San Francisco from Honolulu last week. Martin purposes to stay on the coast for awhile in the attempt to pick up a match. When he gets through he will work his way eastward. He is getting along in years, but seems to be able to keep in the punch all right. Martin belonged to the old school of long distance champions, along with Morgan, Howell, Knapp and Ashinger, all of whom plodded around the track in this city during the palmy days of the high wheel. With the advent of the safety he adopted that style of wheel, and he has been winning the shorter distances, from five to twenty-five miles being his favorites. He traveled in Europe and won his way against some of the best men ever seen there. Two years ago he landed in the Antipodes. It did not take the "Pluggin'" long to get accustomed to the grass tracks in Australia and to their style of riding, and after he had won three or four of their principal championships and had annexed several \$750 purses were forced to the conclusion that the quiet American was "not so worser" after all. Further, Martin has a style of fighting out his finishes to the very tape that won for him merited encomiums, and he soon became very popular with the audiences and a big drawing card. He stayed there two years, consequently, and returns considerably enriched in purse and thinks he is as fast as ever. Martin says all the racing men in Australia ride American-made wheels, and that they considered the superiors of any make in the world. He says he has seen as many as 20,000 people at a race in Melbourne, and that with such immense "crowds" it is easy for the promoters to give the big purses they are noted for hanging up.

Cycle manufacturers have evidently come to the belief that it does not pay to support a racing team for advertising purposes. Up to date not a man has been signed to ride for a wheel of tire make, and the few who are not more than three or four of the best men will get berths during '98. Bald, Michael, Linton, Cooper, Kiser, Mertens and Eck, who are the finishing touches of the former \$100 wheel selling at \$50, there is little margin for a racing team. In other words, the money that formerly went to riding teams is an expensive luxury. The team of Kiser and Mertens, managed by Eck last year, cost a prominent wheel maker \$200 a week, or \$6,000 for a term of thirty weeks. Kiser received \$25, Mertens \$25 and Eck \$50 a week, besides a salary of \$150 weekly for expenses. Eddie Bald cost his employer \$4,500 last year, receiving, as he said, a salary of \$50 a week, a trainer's fee of \$100 a week, and a trainer's fee of \$140 a week for thirty weeks, which is considered the full season.

Linton is the only racer of note now in this country who is supposed to have any sort of a show against Michael, and race promoters are falling over themselves in efforts to bring the two together during the coming season. Already \$5,000 has been offered for such a race and now the American Cycle Racing association has added an even thousand to the pot. According to this proposition the race is to be 100 miles, paced, to take place in September. It is figured out that if this race is arranged no less than sixty pacemakers will be used by the two riders. A peculiar stipulation in the race agreement is that the race shall not be held if Linton is badly beaten by any one before the time of holding the race. The promoters apparently want their money back and if Linton does not come up to the expectations of his backers he will not be such a drawing card.

The idea of pace to let has been worked out in detail in France. There the Societe des Applications Electriques has provided electric multicycle pacemaking at fixed rates by the hour, day, week or month. For training a bicycle race pacemaking electric system with two men to ride it and storage batteries charged to last an hour. The terms for this outfit for one racing man for twenty to thirty minutes daily are \$60 a month. For two racing men an hour a day the cost is \$90 a month. For pacing in match races up to 100 miles (sixty-two and one-eighth miles) there is a carefully drawn schedule of prices and above that limit special arrangements have to be made.

Whisperings of the Wheel. There is every indication that the different large bicycle manufacturing concerns of this country will make extensive exhibits of their products at the exposition here this summer. So far the following well known makers have filed applications for space: Pope Manufacturing company, H. A. Loring & Co., Deere, Wells & Co., White Manufacturing company, Sterling Cycle works, Fowler Cycle company, and many other smaller concerns, while as many more applications are expected from Secretary Frank of the National Board of Trade of Cycle Manufacturers, who

is looking after the matter of space, etc., for the members of the board. The Department of Exhibits has reserved a large section in the Transportation building for the different bicycle exhibits, and it is estimated that over 300 cycles will be shown.

Chief Consul D. J. O'Brien gave his order to local bicycle concerns last week for a twenty-pound racer, and while he has not as yet announced his intention of entering the racing game, at the same time it might be well for the local racing men to get in a little extra time training this spring, as the order for so light a machine looks a little suspicious. However, it may be Mr. O'Brien's intention only make a warm for the boys on some of the club runs during the summer.

Frank Rigby of Toledo, O., the prominent young eastern racing man who will be remembered by local wheelmen who attended the state meet at Kearney, Neb., in 1895, as the young flyer who captured all of the first prizes in class B, a wheel which was the \$120 piano offered in the mile open, was in the city several days last week. Mr. Rigby was among the ten leading professionals of the coast during 1897, but has since abandoned racing on account of rheumatism. He is now traveling in the interests of one of the large eastern bicycle manufacturers.

Another new chainless gearing has been shown in the show window of one of the local bicycle stores during the past week and has attracted considerable attention. It is entirely different from anything shown here in the chainless line as far as it consists of three cog wheels, one attached to the crank hanger, about the size and shape of an ordinary front sprocket, one the size of a rear sprocket, attached to the hub of the rear wheel, and a large cog wheel connecting the front and rear sprockets to the lower rear stays. These who have tried the gearing since it has been in the city say that it runs remarkably free and easy.

W. W. Oudirk, the prominent young western professional, who showed up so well in the open events at the state meet held in this city last year, stopped in the city several days the fore part of the week. He was on his way from his home in Cedar Rapids, Ia., where he has been spending the winter, to Denver, Col., where he expects to do his spring training. Mr. Oudirk stopped in Omaha to get his last year's team mate, W. F. Sager, to accompany him. Sager had announced that he would make Omaha his home during 1898, but in view of the fact that there is at the present time no track in the city on which he could train, while in Denver there is a splendid track on which the racing men of that city have already been training for several weeks, he decided to go with Oudirk. Both of these men promise to make this city their headquarters, however, Sager will probably return early in July. They left Wednesday for Denver.

William Shields of Woonsocket, R. I., the trick and fancy bicyclist who is better known throughout the country as "Rube" Shields, has been giving daily exhibitions on the streets of Omaha during the last week. He is advertising for a local concert, and appears in the make-up of a country "Rube." During the week he rode down the steps of the court house, high school, postoffice and many other streets as steps. He seems to go down the steepest steps with the greatest ease, much to the wonderment of the people who assemble on the streets to watch his performance. He will remain in Omaha until April 1.

Virgil Hall, one of Omaha's popular young racing men, left for Spokane, Wash., a couple of weeks ago, where he went to spend a few years on a cattle ranch with his uncle. He decided that there was little to be made in the racing game and will follow stock raising for a time at least. He is a very popular young rider and deservedly popular in this state, which loses one of its best racing men by his removal to Washington.

**CONSUMPTION CONQUERED.**

An Absolute Cure in Dr. Slocum's Wonderful New Discovery. Thousands of human beings, in hopeless cases given new lease of life. This is an age of discovery and invention. We have made such radical advances in the past few decades that nothing is apt to startle us. So wonderful have been some of the improvements that our mode of living has been utterly metamorphosed.

One good result has been the state of mind superinduced. The barriers of skepticism and prejudice have largely been broken down. Men are more prone to believe that matters without the scope of their pre-belief may be so. They have been shown that very little is so revolutionary that it is impossible to bring about in universal acceptance, so that if we were told today that a regular line of transportation had been established between earth and moon, we would listen to their words with respect and confidence.

A cure for consumption has been discovered. Before it had been submitted to people at large, it had been tested in every conceivable way. It has proven so remarkably efficient, so incontestably curative, that there is no longer justification in withholding it from a larger circle of beneficence. So that now, in giving it to the public, there are no misgivings that it may not accomplish all that may be claimed. Know, then, that a cure for consumption, which is modestly, it shall err, if at all, in the direction of understatement. The inventor and discoverer of this new scientific system of treatment, Dr. Slocum, is well known among pharmacists and chemists everywhere. Even before exploiting his remedy in the usual channels, he has had some abroad to the extent of several years to establish large laboratories in Europe, as well as those at Slocum building, New York.

Dr. Slocum's name and fame are too generally recognized to need comment upon. They had already been placed in the forefront among the scientists of our generation. His "New Discovery" was the first of his laurels, but he feels, nevertheless, that he shall have been amply rewarded by the gratitude of mankind and posterity. The "New Discovery" is the result of many years of patient research and experiment. Recognizing the unimpeded march of that scourge of mankind, consumption, he determined to devote his life to the finding of a reliable remedy. For this purpose he conducted all search. Is it a wonder that the doctor's cure has been hailed with enthusiasm and delight? May it prove the deliverer of mankind!

The Slocum system cures consumption and bronchial, lung, chest and throat troubles, coughs, croup, catarrhs, affections, grippe, erysipelas, general decline and weakness, loss of flesh and all conditions of wasting away, can best be attested by the thousands of desperate cures it has already made. All these before the remedy has been exploited. Consumption has been considered incurable, and its increase has always been greater during the winter in cold, and during damp and inclement weather. The Slocum system cures at all times and in all climates. But it is best, of course, to take "time by the forelock." There is no cause so hopeless that a cure

cannot be effected—about of those who may actually be dying. The doctor's file, discloses thousands of grateful letters from all parts of the world, some of these are from sunburned healthy people who have been treated and are now given up as hopeless by good physicians in active practice. To give publicity to the remedy, and, too, in a spirit of humanity, the doctor has made this generous offer. To all readers of The Bee who will write to Dr. Slocum, The Slocum Building, New York City, he will send three free bottles (of 300 grains) of his "New Discovery," with all proper instructions, pamphlets, etc. There are absolutely no conditions attached to this offer. If in need of advice, write. The doctor will freely give it without charge. Kindly tell the doctor you read his offer in The Omaha Bee.

**THE TSUNG-LI-YAMEN.**

Foreign office of the "Son of Heaven" China's Noted Men. There are seven or eight executive departments under the emperor of China, relates the San Francisco Chronicle. His cabinet consists of five grand secretaries, of which Li Hung Chang is one, and all communications that pass between him and the rest of the government go through their hands. When a report of a proposition reaches the emperor it is marked with the vermilion pencil, according to his pleasure, and then handed down through the cabinet to the particular bureau or board having jurisdiction over that particular subject. There are boards of censors, revenue, civil officials, rites and ceremonies, army and navy, appointments, public works, and the tsung-li-yamen, which has jurisdiction, writes W. E. Curtis in the Chicago Record, over foreign affairs. It is composed of the president of the other boards and the grand secretaries. There is also a council of state, composed of the same men, who have regular meetings for the consideration of the most important matters to be considered by the emperor. It is possible to comprehend their duties and distinguish where their jurisdiction begins or ends.

Before the war of 1860 with England business with foreigners was conducted at the colonial office and by the same officials who looked after the tribute paid the emperor by his vassal states, Tibet, Manchuria, Korea and elsewhere. That was considered the proper department for the affairs of "foreign devils" and barbarians like the queen of England, the emperor of France and the president of the United States were regarded as vassals of the "Son of Heaven." After that war the ministers from foreign countries refused to accept this situation any longer, and the foreign city, whose gates no longer were opened to the ministers of the permanent boards to confer with the diplomatic representatives residing in Peking, and transact such matters as were necessary to carry on their relations with contractors and other foreigners. Recent events have made it the most important of all the government boards at Peking. It is the only one that has offices outside the forbidden city, whose gates no longer are allowed to enter, except the members of the diplomatic corps, and they only when they present their letters of credence to the emperor for a local concern.

The tsung-li-yamen occupies an old temple within convenient distance of Legation street, upon which nearly all the foreign legations are situated. It is now composed of the most eminent men surrounding the emperor. Li Hung Chang, who is the best known to foreigners; Prince Kung, Weng Tung Ho, Kang Yi and Chieh Ying, who compose the emperor's cabinet, are particularly influential, and whatever they say is usually the law of the court.

Prince Kung is the oldest and present emperor and son of the late Emperor Tao Tsung. He is considered an excellent man of liberal ideas and good intentions, but is old and in bad health.

Weng Tung Ho was the emperor's tutor during his minority and is considered the ablest and most influential man at court. He is president of the Board of Revenue, which corresponds to the Treasury department of our government, and is the most important office under the emperor. He was an implacable foe of all "foreign devils" and resisted all progressive movements until the late war with Japan, when his eyes were opened to the importance and necessity of modernizing China. Since then he has been regarded as the leader of the progressive faction, but he has never been outside of the forbidden city, and has no knowledge of geography or foreign affairs or modern civilization, except what he has learned in conversation with foreigners, and being stubborn and superstitious and vain, is, therefore, very difficult to deal with.

Kang Yi is the leader of the anti-foreign faction—a conservative of conservatives, who resists all innovations and has been a member of the Board of Revenue since he was a child. During the late war with Japan he ordered the soldiers to be armed with bows and arrows instead of guns, and insisted that those who carried muskets should have bullets made of clay, instead of wasting money on lead. He is a fair representative of Chinese statesmanship of the thirteenth century.

Chieh Ying is president of the Board of Public Works, and although he has never been outside of China, he has a very fair knowledge of foreign affairs, and has made his efforts to promote railway building and other internal improvements, and is free from prejudice against foreigners. It was he who recently introduced a postal service into China.

Jung Lu is a Manchurian general who has spent most of his life in command of an army of Tartars, and is a very able and energetic soldier. He is considered the ablest military man in China. He is narrow, bigoted, ignorant and superstitious.

Ching Hsin, another Manchurian, is also narrow and bigoted, and believes that China is the greatest and most powerful nation on earth. He knows nothing about foreign affairs, and has never left the northern province of China.

Chang Yen Huen, who was formerly minister to the United States, and went to London as a special ambassador to the Queen's Jubilee, is the ablest and most intelligent member of the tsung-li-yamen, but his comparatively low rank prevents him from having much influence. There are reports also that since his return to China he has earned in his public life he has offended some of the more conservative and suspicious of his associates by assuming foreign airs.

The "New Discovery" is a protegee of Prince Kung, being a member of the tsung-li-yamen, is a protégé of Prince Kung. He belongs to the reform party, and is the leader of the younger and liberal element in the cabinet, and his diplomatic skill make him the most promising among Chinese statesmen, and his influence with Prince Kung, through whom he can reach the emperor, is very great.

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