IN THE WHEELING WORLD

No matter what the future has in store for Spain, one victory may be credited up to the dons. Their argument with Uncle Sam has given the bicycle fad a paralyzing blow in the solar plexus. Many of the most enthusiastic bicyclists east and west are on their way to Cuba and the Philippines. Patriotism and glory have the call; wheels are forgotten or relegated to the home guard. Not only is trade in the dumps; racing fails to draw as of yore, and the number of wheelers on the favorite streets show marked diminution. The low price of wheels only partially makes up the loss. The absorbing interest in the progress of the war at present diverts attention from pursuit of pleasure. A little more time and another Manila will doubtless restore normal conditions.

Those who are not disposed to take a hand in the fracas may show their patriotism in ways more conducive to longevity than by bombarding the Spaniards. Bicycle stockings with red, white and blue tops and sweaters having the national colors running in lateral stripes around them are being displayed in eastern shop windows, and, according to reports, are being freely purchased. A New Jersey manufacturer says he is rushing work in his factory in the endeavor to get out red, white and blue tires. New enamel for wheels showing the colors of Old Glory will be next in order, and when, on wheels of this kind, the cycling pageant moves along the boulevards, with small flags fluttering from the frames and the riders displaying neckties, handkerchiefs and feminine shirt waists of the three colors, which are now being worn, the scene will be apt to impress the beholder as a fancy dress carnival in honor of the stars and stripes.

The judge of a court at Grand Rapids, Mich., has rendered a decision which is regarded as unique and which will undoubtedly result in the case being brought before the supreme court of the state. A woman cyclist, while riding on the streets of the city, rode into a rut and was thrown from her wheel, sustaining serious damage. She entered a suit against the city for damages, but was defeated, the court deciding that when a street was safe for four-wheeled vehicles the city could not be held responsible for accidents befalling bicycle riders. In his classification of the bicycle the court reaches the following interesting conclusion, which is a portion of the decision:

"A bicycle differs materially from any other form of vehicle, and is, in fact, only a vehicle when being actually ridden; at all other times its classification is changed. When not a vehicle when being ridden it is oftenest found to be baggage or luggage. As a vehicle it can only be ridden lawfully where other vehicles can travel and is prohibited from the sidewalks; as baggage, when not ridden it may be rolled or carried upon the sidewalk or elsewhere the same as a satchel or carpet bag or other bundle, and occupies less space often than such bag or package. As a vehicle it cannot be propelled through the walks of our parks; as baggage, it may be rolled anywhere; as a vehicle, it cannot lawfully run along a railroad, though as baggage it is checked upon the cars the same as trunks and boxes. So in this case we have to deal with a kind of quasi vehicle, that from its peculiar construction and use may have a strong influence upon the law from that applicable to usual damage suits."

Judging from a report of one of the officials of the British consulate at Finland, the defects of the English-constructed wheel are plainly evident to the people of their own country. The English wheel is a clumsy and heavy affair, while the American wheel, being light and trim-looking, readily displaces it in foreign markets. The consulate officer makes this report to the home office: "As regards the cycle trade, Finland is a good field for operations. But whilst some years ago the English machines formed about two-thirds of the number in use, American and German bicycles are now in very great demand, so that at present there are only about one-third or a quarter English make. The reasons why American and German machines are grown so much in favor of the public are: The English machines are heavier, clumsier and more expensive than the former. I beg to give you as an example the statement of a leading bicycle merchant here, who said to me the other day that he could always sell a first-class, high-grade American machine at 500 Finnish marks (one Finnish mark equals one French franc), whilst the price of an English machine of the same material and finish would come to about 700 Finnish marks. The English should, therefore, not stick so much to their conservativeness, but follow more the taste and requirements of the public. It behooves them to see to the matter and not let the market in Finland glide from their hands, as it now seriously threatens to do."

The tendency of riders seems to be to go back to the use of the thirty-inch wheel. The twenty-eight-inch wheel is used on fully nine-tenths of the bicycles now manufactured, but some factories are now turning out thirty-inch wheels. This size of wheel has become popular in England, where it is claimed they make riding more steady. In fact, the use of the large wheels is popular across the water. The spread of the matter to this side is only natural, and now a number of thirty-inch wheels are being placed on frames, which have to be constructed differently for the larger diameters. By some it is predicted that the style of wheel will be all of the demand for next season.

A new bicycle company has been organized in New York to put upon the market a wheel with special devices for insuring greater safety, not only to bicycle riders, but to other travelers upon the highway. This wheel is so arranged as to give the rider complete control of the movement on the steepest hills. It also enables him to hold his pedals stationary for the purpose of coasting. There is no slipping or jostling nor danger of accidental application of the brake until back pressure is applied, which throws the brake upon the rear tire. The brake is a rolling belt of rubber so constructed that contact does not wear the tire and cannot puncture it.

The great advantage of his wheel is in the perfection of its safety appointments. The brake can be applied gradually or so quickly as to stop within the length of the wheel. Its operation is entirely independent of the movement of the chain. This feature of the cuckoo wheel is novel and will doubtless serve to recommend it to the attention of purchasers, particularly those riders who appreciate the delights of coasting, but who are deterred by the danger involved when using the ordinary wheel.

According to the decision of the appellate court of New York state, a bicycle is by no means a necessary article for a girl who is under the legal age to possess. Bicycle dealers who sell wheels on weekly installments were very much interested in the outcome of the case, which was as follows: A girl of 17 purchased a wheel, paying $15 down and agreeing to finish the payment on the instalment plan. Three months later only $4 more had been paid, and then the girl returned the wheel, which had been ridden during that time, and asked for the cash she had paid. But the dealer objected to this kind of business, and suing for the balance, the municipal and county courts decided in his favor. The higher court reversed their judgment, holding that a contract made with a minor is regard to a necessary article is valid, but for a girl of 17 a bicycle is not a necessity.

Personal pride is put to a severe test by those who walk up a hill and push a bicycle by hand, while others pass blithely by in the saddle. A sop to one's pride and a legitimate excuse for walking can be found in the strain put upon a bicycle in hill climbing. A sensible man is sparing of his bicycle and the great twisting strain put upon the rear section of a cycle in climbing hills is little appreciated. There is a continually repeated loss of impetus and consequently a repetition of "chug-chug" on the chain which tends to draw the rear quadrant of the machine, comprised by the rear forks and back stays, out of alignment. Not only do the chain and rear tubes of the frame suffer, but as the wheel revolves and various sections of it come in contact with the ground different groups of spokes are subjected to a strain that is certain to loosen them, and if the hill be very steep, throw the wheel out of true. Riders who learn these things can afford to pocket pride and walk up steep hills and yet smile in a superior way at those who pedal past them, conscious that in going afoot they are doing the wiser thing for both their muscles and their bicycles.

A new foot pump, which, like nearly all the other so-called foot pumps, is worked by hand, has appeared. One interesting thing about this fresh device is that it can be packed in the tool bag, and the second is that it is retroactionary. The bicyclist puts his foot on a lever that, when not in use, folds up on the outside of the machine, and, grasping a short wooden handle at the end of a piece of string, keeps pulling up and letting go until the tire is inflated. The forcing of the air is due to a spring that works the valve in the pump downward and sends the air into the tire from the nether end of the pump. The wheelman pulls up against the spring and it does the rest, as long as it is in good form. The device is ingenious, and puts atmosphere into a tire with almost the strength of an ordinary foot pump. The samples of the invention that have been shown work well enough to indicate that a solution has been obtained to the question of "why do not lazy men ride bicycles?"

It will often be noticed that little particles of sand and other substances become imbedded in the tires, particularly in wet weather. These should be cleaned out thoroughly, as they will gradually wear holes in the rubber and ultimately cause it to rot. Wheelmen should turn the vehicle upside down every little while and investigate the surface of the tires and should be particular to notice any small cuts which may appear. These should be cleaned out, a pointed stick will do for the purpose, and solution inserted. It will perhaps take half an hour once a month to do this, but it will result in the tires lasting much longer, and may save a walk home occasionally by the giving out when least expected.

BEARDED WHEELMEN.

Has "His Whiskers" Any Right to a Slice of the Road?

Why is the cyclist with a beard the center of so much curiosity and why does the younger generation point at him and shout with a significant but pitiless grin, "There goes whiskers?" The query is propounded by the New York Sun, which regards it of sufficient importance to discuss it editorially, as follows: "For more than a year past patience and discrimination have tried their best to solve it, but in vain. Last year the bewhiskered gentleman who mounted his bicycle in the hope of enjoying a quiet and refreshing spin soon discovered that he was the object of much uncomfortable criticism. This year the situation is the same and, to make matters worse, there's apparently little help for it.

"The reasons advanced for the peculiar attractiveness of wheelmen with beards are numerous and very diverse. One critic says that their pose is unlike that of whiskerless riders, that the former sit more erect and 'hold their knees' differently. Another avers that bearded wheelmen appear so serious and ill at ease that one imagines their saddles are chafing them or that their feet can't keep pace with the pedals. Some observers, also, declare that the force of the wind against an exuberant capillary growth noticeably retards its owner's speed and in a short time makes him look careworn and distressed. Still others believe that there is something in the combination of whiskers and knickerbockers that is responsible for the mirthfulness provoked by some who wear both at the same time.

"Whatever cause may be assigned for it by science His Whiskers on a bicycle is certainly a very much noticed individual. Whether his face is adorned with vegetation of the straggling, flowing or bunch-grass variety he seldom escapes the eye of the small boy and his ear rarely fails to catch words of highly personal import.

"Must bearded bicyclists sell their steel horses in order to retain their beloved whiskers? Shall they be compelled to dispense with the latter before they can wheel like other folks."

Wheeling Chaff.

Cawker—This war is affording opportunities for people to brush up their knowledge of geography. Cumso—Is it? Cawker—It is. Only yesterday Sprocketts discovered that Hampton Roads weren't good for cycling.

"Are you getting ahead in your bicycle learning?" said Amy to Mabel. "Getting ahead? I'm doing better than that. That is the positive form, while I have reached the comparative. I often get a header."

"Did you hear old Longbow's latest story?" Nop." "Says he saw a hoop snake with a rubber tire."

Scorcher—They say that it has a bad effect on the brain to ride with your head down between the handle-bars. Sprockett—Don't you believe a word of it. The men who ride that way haven't any brain to be affected.

Claude—I thought you were not going to pay more than $50 for a wheel. Maud—I didn't mean to when I went into the store, but he said if I'd take the $60 wheel he would let me have a dollar pump for 98 cents.

"It ain't the time so much," said the gentleman who had just drawn five years for stealing a bicycle, "as thinkin' by the time I git out I will have been in for liftin' a wheel that at that time won't be worth havin' as a gracious gift, free gratis!"

"Ah," cried the poet, "she comes like the breath of the morning!" "But in short pa—" Here the Unconscious Imbecile was felled to the floor, where he lay smiling to himself. In the meanwhile the bicycle girl had fluttered away.

The scorcher who thinks of nothing but his bicycle caught a cold which left him with a very sore throat. He decided to see a physician. "Well," said the doctor, cheerily, "what seems to be the matter?"

"I can't say exactly," was the reply in a heavy whisper. "But it feels and sounds as if I had a puncture in my inner tube.

He tried to teach her how to bike,
But now he is in heaven;
Her weight was just two hundred pounds
And his was ninety-seven.

Whisperings of the Wheel.

If the present plans of Chairman Benson of the state racing board materialize Nebraska will have one of the best state circuits this year of any so far in its bicycle history. The circuit will open at Fairbury on July 30 and will continue one month, during which the following towns will be visited: August 1, Beatrice; August 2, Lincoln; August 3, Ashland; August 4, Plattsmouth; August 5, Omaha; August 8, Wayne; August 9, Norfolk; August 10, Fremont; August 11, Columbus; August 12, Central City; August 13, St. Paul; August 15, Grand Island; August 16, Kearney; August 17, Lexington; August 19, Hastings; August 20, Minden; August 22, Holdrege; August 23, Red Cloud; August 24, Superior; August 25, Geneva; August 26, York; August 27, Aurora; August 29, Seward. As will be seen by the above list, twenty-three of the best cycle towns in the state will be visited by the racing men. Chairman Benson has visited each of them during the last winter and has their promise that they will accept dates, or notify him in sufficient time so that their places can be filled by other towns that may want to come in. It will also be seen by the list that the men following the circuit will be enabled to ride every day in the week with the exception of Sunday and that there will be no long jumps from town to town. It is the intention of the officers in charge of the circuit to make a minimum prize list limit according to the size of the town accepting date, which will be announced later. Racing men need have no fear, however, that the prizes will not be of sufficient size to warrant their following the circuit, as the amateur prizes will all be strictly up to value and will run from $35 down, while the professional purses will doubtless be $25, $15 and $5, which are as good as will be offered on any of the western state circuits this year, and is considered good in view of the fact that the riders will have the opportunity of riding every day, thereby losing no time in waiting from one date for the next, as was the case last year on both the Kansas and Nebraska circuits. Any towns which are not included in the list and which wish dates on the circuit or any information in regard to it can get either by addressing Chairman J. A. Benson, this city.

Bicycle clubs are being organized in many of the cities of the transmississippi states for the purpose of visiting the exposition in a body this summer, and in many cases will come upon their wheels. So far nothing has been done by the local wheelmen in the way of preparations for entertaining the visitors. If Omaha wheelmen do not want the visitors to return to their homes with the impression that they are an inhospitable set they should get together at once and prepare some sort of entertainment for them.

The weather man was unable to plug the hole in nature's stand pipe last week and as a result the local clubs will make no country runs today, but will confine their riding to the paved streets of the city. The Omaha Wheel club had called a run to Missouri Valley, but as none of the boys care to plow through mud to make it a postponement will be made until next Sunday and some short city ride will be taken this morning. The Turners will assemble at 2 o'clock this afternoon for a blind run, which will probably be to Ruser's park or the exposition grounds.

Last year Jimmy Michael rode a total distance of 291 miles in races at an average speed of about 1:58 per mile.

Arthur A. Zimmerman, the famous "Jersey skeeter" who was the undisputed world's champion from 1890 to 1894 and who retired from the path in that year and made his reappearance last year, making exhibition rides, has decided to do a bit of competition riding this season. He rode his first race down in Mexico last week and won it, but not in the easy way that characterized his riding back in the old days. He was pushed hard clear to the tape and by a practically unknown Mexican rider.

Turner Wheel Club Notes.

Blind run is called for today to leave the Wigwam at 2 p. m.

Teddy Bauman has upon exhibition at the Wigwam the prize pole and tackle offered by him to the fish-catching Braves at Paddlefoot's picnic.

The Wigwam is being thoroughly renovated and with a new dress of paper and paint will be in all probabilities a great visiting place this summer.

Frank Casey is laid up with a sprained ankle, as a result of one of his famous impersonations of Trick Rider Dan Canary, which will keep him off the trail for a week or ten days.

An appointment of an amusement committee is one of the matters to be brought up by President Kuehne at the next meeting, whose duty it will be to look after wheelmen guests during the coming turnfest.

Captain Mueller has bought himself a new mount and has it equipped with a set of tires so "hot" that it will burn all the cockleburrs along the Florence cycle path. He puts himself on record by stating to the Braves who follow his trail during the season of '98 that they won't be bothered with delays. Absolute puncture protection he guarantees.

CHESS.

The following encouraging expression has been received from William Borsodi, 209 east Twentyithird street, New York, regarding a chess congress in this city and the opinion of Nebraska chess players is requested in regard to it:

I believe that even an international congress could be brought about for Omaha, for the first part of October, but surely a national congress. The next number of the American Chess Magazine will have an article on this subject, and I will start active and vigorous work to make a success of the plan. The main question is whether money for the prizes could be secured. I believe I will be able to induce George J. Gould to offer the first prize, but that is the only one I believe could be interested in the east, for a western congress. Do you believe that something can be done in Omaha? Kindly invite the opinion of your chess players in regard to it.

The following has been received from Nelson Hald, president of the Nebraska Chess association, in regard to the project:

I am pleased to learn through your chess column that there is a prospect for a chess congress to be held in Omaha this summer, and I shall be glad to do all I can to make it a reality. What do the local players propose to do about it? In regard to the establishment of prizes, the entry fees would supply part, and the balance would have to be raised by subscription. I would be glad to hear from Nebraska chess players on the subject, and then we can get down to business. Our state correspondence tournament is progressing nicely and prizes will be ordered this week.

H. W. Van Lennep, who died recently at the age of 25, was one of the most promising of the young masters and a son of one of the chief judges of Holland. The following from the London Times is one of his best games and was played in a London chess club championship match. The finish is exceptionally good. White's P to B 5 threatened Q to R 6 (ch) and was not easily to be defended:

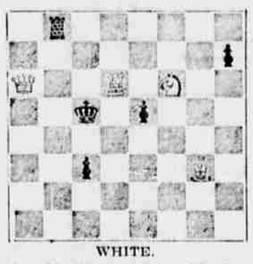
FRENCH DEFENSE.

White—Van Lennep.	Black—H. Jones.
1—P to K 4.	1—P to K 3.
2—P to Q 4.	2—P to Q 4.
3—Kt to Q B 3.	3—Kt to K B 3.
4—P to K 5.	4—K Kt to Q 2.
5—P to K B 4.	5—P to Q R 3.
6—P to Q R 3.	6—P to Q B 4.
7—P takes P.	7—B takes P.
8—Q to Kt 4.	8—P to K Kt 3.
9—Kt to K B 3.	9—P to K R 4.
10—Q to Kt 3.	10—Kt to Q B 3.
11—B to Q 3.	11—Kt to K 2.
12—B to Q 2.	12—P to Q Kt 4.
13—R to K B sq.	13—B to Kt 2.
14—Kt to K R 4.	14—R to K Kt sq.
15—K to K 2.	15—P to K B 4.
16—P takes P (e. p.)	16—Kt takes P.
17—Q to Kt 5.	17—K to B 2.
18—Kt to K B 3.	18—Kt to K 5.
19—Kt to K 5 (ch.)	19—K to Kt 2.
20—B takes Kt.	20—P takes B.
21—P to B 5.	21—Kt takes P.

White mates in two moves.

Problem No. 24: White to play and mate in two moves.

BLACK.



WHITE.

Problem No. 23 was thoroughly dissected by players in Nebraska, Iowa, Missouri and Kansas with the result that while it had been planned as a three-mover, a way was found of solving it in two moves. The method suggested by S. T. Tracy, McCurry, Mo.; G. N. Young, Woodbine, Ia., and W. M. Moore, Pacific Junction, Ia., was as follows: R to R4, followed by Kt to Q3, mate.

Correct three-move solutions were received from Nelson Hald, Dannebrog, Neb.; S. B. Camp, Geneva, Neb., and D. F. Logan, Norton, Kan.

A. Rasmussen: Problem No. 20, was short a white pawn on Q B3, and hence black B to Q B3 would defeat the mate.

Questions and Answers.

MONROE, Neb., May 16.—To the Sporting Editor of The Bee: Suppose A and B are playing a game of poker, and the hand happens to be a jack-pot, and A opens it on a pair of jacks and holds a four-card flush with one of the jacks, the kind the flush is, he discards the opposite jack on the draw and draws one card to fill the flush, at the same time holding the discarded jack away from the discards, so that if he is asked to show his openers, he may be able to do so. In drawing, A makes his flush, but suppose he did not make it, and he is called to show openers, what will he do? The answer we desire is to know if A has a right to do this?—A Sport.

Ans.—Yes. The discarded jack is thrown into the jack pot, either face up or not, as you play it.

LIVING SPRING, Ia., May 20.—To the Sporting Editor of The Bee: Will you please give the proper pronunciation of Commodore Schley's name?—R. Mack.

Ans.—As if spelled S-l-a-y.

ARLINGTON, May 17.—To the Sporting Editor of The Bee: What ships compose the three different squadrons commanded by Dewey, Sampson and Schley?—E. Ludwig.

Ans.—Dewey's—Cruisers Olympia, Baltimore, Boston, Raleigh; gunboats Concord and Petrel; dispatch boat McCulloch.

Schley's—Battleships Massachusetts and Texas; armored cruiser Brooklyn; cruiser New Orleans and converted auxiliary cruiser St. Paul.

Sampson's—Battleships Iowa and Indiana; armored cruiser New York, cruisers Montgomery and Detroit.

The monitors Puritan, Terror, Amphritite and Monadnock and battleship Oregon are also in the same waters, but latest reports do not indicate what squadrons they are attached to.

Commodore Watson, in command of the Cuban blockading fleet, has charge of a large number of smaller cruisers and gunboats.

LINDSAY, Neb., May 17.—To the Sporting Editor of The Bee: Was there any hostile guns fired before April 23 between Spain and the United States? If so, what date?—E. C. Fitzsimmons.

Ans.—No answers by mail. The first gun of the war was fired by the Nashville when it captured the Buena Ventura on April 22.

LYONS, Neb., May 15.—To the Sporting Editor of The Bee: What is the strength of the navies of England, Russia, Germany and France?—Reader.

Ans.—It would take a column to answer this in detail and any way The Bee published the relative standing of the navies of the world a couple of weeks ago. In brief, England's navy is about as large as the combined navies of any four powers of the world; France's navy is equal to any two navies except England's; Russia's is about twice as large as Germany's. The latter has a navy about equal to the United States navy.

WINSIDE, Neb., May 18.—To the Sporting Editor of The Bee: Will you kindly inform us as to what is the nationality of a child born on the ocean? What name is given to such a child since it would be a citizen of no country?—Reader of the Bee.

Ans.—The nationality of the parents determines the nationality of a child, no matter where it is born.

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