

IN THE WHEELING WORLD

Membership of the League of American Wheelmen shows a falling off from the totals of a year ago, the loss averaging several hundred a week. The high water mark of the league last year was 103,000. On May 15 the total was 92,767. A lively campaign is being waged to hold up the membership and thousands of circulars are being distributed telling of the advantages of the league. None of these touch upon the real trouble. The league was organized primarily to protect the interests of wheelmen and promote good roads. These have become side issues. Control of management of racing absorbs the energies of the management to the exclusion of measures that would appeal to the multitude of cyclists who ride for pleasure and exercise.

Riders who suffer from short breath and who think they should refrain from long rides because of it should disabuse their minds. There is no better cure for the trouble than long-distance bicycle riding. But it must be done very carefully. The rides at first should be short and then be gradually increased in distance until the limit of physical enjoyment is reached. The shortness of breath is caused by unfiltered air cells, which become weak for want of exercise by regular respiration. The gradual increase in the riding distance tends to fill the unfiltered cells and thereby increases the lung capacity.

An attachment to a bicycle for laying a temporary telephone line is the invention of Captain Robert H. Thompson of the United States army, and is now being used by the cable office. A reel on the cycle is wound with several miles of two insulated copper wires, and is further equipped with a receiver and annunciator. When the commanding officer desires to communicate with an officer in the field he dispatches the cycle courier to him. As the wheelman proceeds the telephone line is laid, and when the field officer is found the wheelman courier simply dismounts and hands the officer the telephone apparatus. When the officer has finished his conversation with the commanding officer he hands the telephone to the signal wheelman, who retraces his course, the line being picked up automatically by the reel on the return trip.

Something new in electric lamps for bicycles is the dynamo lamp, which has many characteristics of an ideal lamp. It burns only while the wheel is in motion, always ready, no filling nor cleaning, no smoke nor smell and cannot be blown out. The dynamo is enclosed within a cylindrical metal box about three inches in diameter and two inches thick, connecting with light insulated wires with a tiny vacuum bulb set within a metallic reflector cup having a plain glass lens. The dynamo is attached to either the front or rear fork in such a fashion that the rubber tire just grazes it enough to cause it to revolve when the bicycle is in motion. The friction between the dynamo and tire is not appreciable to the rider.

Let lazy, careless or unfortunate wheelmen who smoke pipes and place their brains in the pocket without dumping out the ashes therefrom beware of the fate of one Frank Taxy, whose misfortune is chronicled in the White Plains (N. Y.) Argus. The wheelman was coasting down a long hill, with his feet up, and when not half way down he found his clothing, more particularly his coat tails, burning as fierce as a gasoline flare. The conflagration was exceedingly uncomfortable to the wheelman and his speed in descending the hill was too swift to allow dismounting and retaining his anatomy in its normal condition. For a few exciting moments Frank figured whether he would stop before he was incinerated, or whether he would become incinerated and then stop. Reaching the base of the hill, with a small portion of his coat still in existence, the swiftly flying cyclist noted a pond at one side and with a quick turn whirled through a gateway and plunged, wheel and all, into its depths. The wheelman was slightly scorched, but the rider was not otherwise injured.

An ordinance has been introduced into the New York Board of Aldermen to tax bicycles \$12 each, and to tax the accessories used by mail carriers, soldiers of the militia and the regular army and policemen on duty, the proceeds to be applied to a fund for the repair of pavements. The ordinance also provides for a re-enactment of the old ordinances requiring lights at nights, bells, etc.

A man who has conducted a bicycle instruction hall for more than ten years speaks as follows: "It seems to me as if every day I see more women on the road with an ungainly knee action. They lift their knees so high that they are bound to look awkward, while their skirts are at the mercy of the breeze. They wonder why other women do not have the same trouble with their skirts and why they ride so gracefully. They would be astonished if they were told that it is all a matter of position and pedaling, but that is the fact, and all women should learn it. Here is another statement that will be surprising: 'No men or women riding with an ordinary six-inch crank should have a knee action of more than six inches, and they could get along nicely inside of five inches. By this I mean that the distance between the position of the pedals when the pedal is down and the leg straightened out and when the pedal is at its highest point should not be greater than five inches. When you consider that the pedal on a six-inch crank when it is down is twelve inches from the point of its upward position, this statement seems startling. The difference between twelve inches and five is taken up by an ankle motion. A woman wearing a 2 1/2 shoe by pointing her toes downward when the pedals reach the bottom limit can easily reach three and a half inches and can reach the same distance by pointing the toes upward when the pedals are at their highest point in the revolution of the crank. Any woman who has not learned to 'ankle' properly can be satisfied of this and learn how to prevent her skirts from lifting because of unnecessary knee action by simply trying the experiment of dipping and raising her foot with the pedal in position at its highest point in the revolution of the crank. Any woman who has not learned to 'ankle' properly can be satisfied of this and learn how to prevent her skirts from lifting because of unnecessary knee action by simply trying the experiment of dipping and raising her foot with the pedal in position at its highest point in the revolution of the crank. Any woman who has not learned to 'ankle' properly can be satisfied of this and learn how to prevent her skirts from lifting because of unnecessary knee action by simply trying the experiment of dipping and raising her foot with the pedal in position at its highest point in the revolution of the crank."

It frequently happens that when a racer becomes famous he also becomes egotistical, and such seems to be the case with Young Jaquelin, the French sprinter, who is in the pride of his countrymen. At a recent meeting, when he seemed about to meet defeat, he insisted that all racing conditions, rules and regulations be subsordinated to his personal wishes, else he would not ride. The judges promptly declined to accede to his demands, and forced him to mount his wheel and start the race. He did so,

but made such a fluke of it that he was fined \$10.

THE BICYCLE TRADE.

Business Affected by War and Overproduction.
Talking on the subject of the bicycle trade—present and future—and the questions of overproduction, stagnant business, etc., R. E. Conroy, the well known manufacturer, recently expressed himself to the New York Times reporter in substance as follows:
"While business is not disturbing me at all, there is no denying the fact that it—the bicycle business—is in anything but the healthy condition which its friends would like to see. Manufacturers have been running full up to the present time, and have no reason to apprehend any immediate stoppage of orders, but it is true that sales are not what they should be for this season of the year. I don't attribute it to the weather entirely. That unquestionably has something to do with it, but the war has more. A simple reference to a daily sales report will show when war was declared. Up to April 1 double the business of any other year was done, but the day after the declaration of war sales immediately began to fall off, and have so continued."
"I don't know what the end of it is going to be. Don't see how there can be anything but a cleaning out of a lot of the small fry. Consider for one moment. The buying conditions are not nearly as favorable as they were last year. Two hundred thousand young men will probably go to the front during the present war. Then there are probably another hundred thousand who will be expecting a summons. The greater number of these were riders. Now, instead of buying a new machine, as they had counted on doing, they not only defer this purchase, but in numerous instances attempt to dispose of their old bicycles in order to raise money, because they believe that they will have no use for a machine during this year at least."
"It is a case of overproduction. I see no escape from this conclusion. Today four, or at the most, five of the leading factories could supply the country. Reputation, experience, and capital are necessary adjuncts to the success of a bicycle business. Experience is probably the most valuable of all, for if dealers did not have this experience, the distribution of goods would not be what it is, and today it is in the distributing agencies that the success or failure of a bicycle business is to be found. I consider branch stores as one of the necessary features in the distribution of goods. I have given most careful study to the question of the distribution of bicycles and the establishment of agencies. While branches are expensive, they more than repay themselves if conducted on the right lines."
"Now the trade generally cannot stand the expense of branch houses. It takes a million of money; more than that, it takes experience in handling the branches, and an established reputation back of the goods. So with a lack of facilities for the distribution of their product the next six months will witness a shaking out of the trade. I don't believe that there will be any profits in the business for the average manufacturer—certainly not for the new comers and the small factories."

Whisperings of the Wheel.
The warm sun that shone all day yesterday had the desired effect upon the country roads and all of them should be in splendid shape to ride today providing the weather holds. Last Sunday there was a heavy rain. Last Sunday they were on the road, companies, regiments and battalions and all seemed bound for the exposition grounds. The Florence cycle path was kept hot all day and those who rode over it report that it is in fine condition, being as hard and level as a floor and that a very enjoyable ride. The new paving out Farnam street was used a good deal by those who did not mind hill climbing, while the Center street boulevard was also frequented, but there is but a short run around Omaha so popular as the one out Sherman avenue to the exposition grounds and then north through Miller park to Florence over the Twentieth street boulevard and the Florence cycle path.

All of the local wheel clubs have called runs for the day with the exception of the Tourist wheelmen and Captain Harry says that he is afraid to call one for fear of bringing rain, as out of nine Sunday runs that he has called so far this season the club has been able to make but one and all of the rest have been called off on account of rain. As a result the Tourists have been given their old name of "Rainmakers" again. Last Sunday Captain Harry called a run to Jefferson square, which is but a half block from the exposition grounds, in hopes that they might be able to make it, and thus break the hoodoo. About a dozen of the members, headed by the captain, mounted their wheels and rode to the park, when they returned to the club house and consulted themselves upon the fact that they had been able to make one called run out of nine without having it rain.

Members of the Triangle Wheel club of the Young Men's Christian association are trying to work up some bicycle enthusiasm by giving a grand parade and inviting all clubs and unattached wheelmen in the city to participate. The date set for the parade was Thursday evening last, but rain necessitated a postponement until the coming Thursday, when it is hoped that a big crowd of wheelmen will turn out and participate. Lanterns with which to decorate wheels will be furnished by the Young Men's Christian association free and may be had upon application at their building just before the parade forms.

The special policeman who has been doing duty upon the Florence cycle path during the last three weeks has succeeded in keeping teams off the path during the rainy spells just passed admirably and as a result there is not a wagon wheel track to be seen anywhere upon it.
Local racing men are rapidly getting themselves into condition for the season's racing. Six of the best riders from Kansas and Nebraska are both to have good circuits the boys have been working exceptionally hard with a view of following both circuits. The only place where they train is the Center street boulevard, where they have eight quarters and have marked off so as to enable them to tell something near how fast they are sprinting, and the new fair grounds' Gadke, Proulx and Meierstein are all working out behind pacing machines and are already going along pretty fast. No remarkable time has been made yet in training, but it is a trifle early to expect this and another ten days may see some miles ridden under the two-minute mark and some quarters in less than twenty-eight seconds.

The Lincoln road race which occurs tomorrow will not attract any local racing men owing to the fact that the prizes were

rather small. A small party of enthusiasts will go down to witness the event, however.
A match race between Sager and Swanborough, the champion tandem team, and Stuebner and Chubb of the Philadelphia and unlimited pursuit race, to be run at Boston, is one of the new matches under way. The two teams are probably the best long distance teams in the world, and the American champions will meet the Quakers immediately after their race with Gougoltz and Lamberjack, the Frenchmen, which race will be run tomorrow at New York.

The retail dealers of the city have decided to close a portion of the time on Sundays, and have accordingly adopted a common plan as to hours. Hereafter they will be open from 8 a. m. until 12:30 p. m., and from 2 until 5:30 p. m., and in the evening from 6 to 6:30 p. m.

Harry E. Field of Hartford, Conn., arrived in the city last week. He will have charge of the exhibit of the Pope Manufacturing company at the exposition.

An interesting event is now being planned to come off sometime during June. It will be a coasting contest, and will be held on West Farnam street, with admission free, the same as the road race. The object will be to furnish an entertainment of benefit to the public. The affair will be under the management of the Western Cyclist of this city, and a committee of prominent wheelmen will be asked to officiate and assist in forming rules to govern the affair. It will be something of an innovation, and it is hoped that the wheelmen will do their share in making it a success. It will be strictly an amateur affair, and an entrance fee of 50 cents will be charged to defray the cost of pulling the event off. Already quite a list of prizes has been secured, and it will be made worth while to enter.

With the Racing Men.
Championship races will be run at each national circuit meet this season, but it should be remembered that with but six exceptions all these events are trial heats, as it were. The real championship races will be run as follows: Half a mile, one mile and two miles at Indianapolis on August 10, 11 and 12; one mile at Woodside Park, Philadelphia, on August 28; one-quarter mile at Ambrose Park, Brooklyn, on October 1; five miles at Berkeley Oval, New York, on October 8. In these six races the winner will score 50 points, the second 40, the third 30, the fourth 20 and the fifth 10, which in the convenient terms trial contests the first five men will score 6, 4, 3, 2 and 1 in order.

The complete national circuit schedule includes fifty-six championship events, thirty-three of which are at one and two miles, the number of mile contests being seventeen. Eighty-five-mile races will be run, while fifteen contests will be for shorter distances than one mile, five being at one-fourth, four at one-third and six at one-half. During the season Chairman Mott will keep the public informed on the progress of the championship struggle, which will be immensely interesting, by promulgating weekly bulletins of the standing of the competitors.

Rochester will hold three national circuit meets this year, while New York will hold four. Boston will have three and Philadelphia four. Astoria Park will also have three, and so will Indianapolis, Buffalo, Green Bay, Racine, St. Louis and Louisville. More than \$60,000 will be put up in purses for national championship honors at these meets.

Zimmerman, who is now in Mexico, writes that the amateurs of that country are very fast, but not as fast as the best of the American amateurs. "The interest in cycle racing," writes the old-time champion, "is very great and Americans are looked upon as the greatest riders in the world."

Tom Butler will meet Jaap Eden in a match race the close of this month. The details were virtually arranged last week in Boston, when the entire Butler family decided to take a chance against the Frenchmen now in this country. Tom Butler is to ride against Eden in a match race, Nat Butler will take the measurements of Gougoltz in a similar race and Frank Butler, the youngest of the family, will measure speed against Lamberjack. After the single races have been done Tom and Nat Butler, on a tandem, will try their ability against the French tandem team, Gougoltz-Lamberjack, and after that the entire bunch of Butlers will mount a tripler and ride the foreigners. This is rather like a family affair, but it will be intensely interesting, nevertheless.

Eddie Bald, who is still in the south, is anxious to test his speed against the short distance sprinters, and to that end has issued a general challenge which, he hopes, will attract the attention of the sprinting brigade. "I am willing to ride any man in America," he writes confidently, "and I will make the race on almost any terms. If any of the Americans want to ride, I would prefer to ride first, but I stand ready to meet the contest, whether it be on a tandem, a tripler, French or Chinese. I would prefer to have the races best two in three heats, of one mile each, as that is the best possible condition for a race. Let those who have been so energetic with their press notices come to the front and let me see if I can get it." The reports received from Bald at Louisville state that he is in excellent condition and will make the ride of his life this year.

Earl Peabody of Chicago, who challenged Zimmerman, according to a western paper, denies that he wants to meet Zimmerman. He states that while he would be willing to meet the Jersey "skeeter," he is not over-ambitious to meet him, otherwise, he would turn professional for the occasion. "If I should ride against Zimmerman," says Peabody, "and should be defeated, I would lose my reputation, while if I did ride against him and defeated him the public would think that Zimmerman was a back number and thus I would get no honor out of it any way."

More match races have been made this season than has ever been known before. The National Track Team association and the American Cycle Racing association, who virtually control the racing situation, have agreed on eighteen match races, which will be run in the next two months. Michael Corbett for some time has been the principal man being Michael, Linton, Duffe, Taylor, Titus and Taylor, Starbuck, Ray Duer and other independent riders are to be given races on the tracks controlled by the associations making the engagements.

Tourist Wheel Notes.
Run is called for Sunday to leave Wisconsin at 2 p. m. for Center street. The "Vittu," formerly a member of the Kansas City Turnverein, has taken up his residence in this city. He is a whodman of the most enthusiastic type and insists upon being thoroughly initiated in the Wigwam's mysteries at the next tepee.

The braves to the number of twelve made Krueger's last Sunday allies of the Kegel club. Picked teams from them and the Kegel club tried at strikes and spars for two ten-minute games. Color Beaver Otto's team being victorious. Medicine Man Walkley is busy printing photos of the braves taken by him at Fairmount park a few days ago. He is sending from first print they will be hummer. Brave Richter has written a new topic song which he expects to render at the next tepee. He refuses to furnish title or music until after this event.
Indian Weymuller has some new ideas

relative to the bicycle bearings and has set forth his ideas in script upon the Wigwam's scroll, of it.
Shekel Keeper Weinheim reports finances of the bicycle industry for the past year with an ample fund to meet all contingent expenses.

CHESS.

The following is a portion of an article contained in the current number of the American Chess Magazine regarding a national chess congress in Omaha early in September: "Among the attractions of the exposition, national chess leagues, associations, national and state leagues, associations, conventions, lodges and all manner of gatherings of individuals representing the diversified interests of modern society. Of the ninety different bodies named in the list, only two are in the line of sports—cricket and the German Turner's association. When the suggestion was made by Mr. Borsodi, publisher of the American Chess Magazine, to include a meeting of chess players, it was taken up by the management in a hearty spirit and they announced that accommodations will be arranged in the Administration arch or in the Service building, and every facility will be offered to the committee which undertakes the control of the chess tournament."
"It now devolves upon the players of Omaha to show what executive talent can do towards forming the plans for an international tournament to be held in September. The possibilities for such an undertaking are very great, and if proper action is taken there will be a gathering which will rank with anything that has been held in this country since the impromptu tournament of 1893."
"The Vienna tournament will be finished by July 25, and thereafter it is possible to secure the presence of Pillsbury, Showalter, Steinitz, D. G. Baird, J. W. Baird, all of whom could reach Omaha to commence play early in September, and if a one-round tournament were arranged with twenty players, it could be finished in four weeks."
"If diligent work is done it is possible to procure a fund for prizes which would attract the players who are in Vienna, foreign as well as American, and with Max Judd, S. P. Johnson, L. Udemann, with the strong players of Omaha, Denver, St. Louis, Chicago, New Orleans, Philadelphia, New York, and other cities, a tournament of great interest could be formed which would reflect credit upon the exposition, as well as be of value in developing the knowledge of the game."
"A chess congress seems to be a natural part of an exposition to which so varied a class is attracted and there is no good reason why the hundreds of thousands who form the audiences should not contain a large percentage of chess lovers in addition to those who would be drawn by the congres green alone. Chess players who favor the idea will kindly address William Eorsodi, New York."

Problem No. 25. The following position, the author of which is unknown, was submitted by a correspondent, and is an interesting study in knights. White to play and mate in two moves.
BLACK.
Problem No. 26. The following position, the author of which is unknown, was submitted by a correspondent, and is an interesting study in knights. White to play and mate in two moves.

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Corbett is not. The shoe is on the other foot. Then again, McCoy may possibly realize that he might have been a little too huffy in claiming heavyweight championship honors and may have determined to gradually fight his way to the top by taking on smaller fry. Such would be the best thing in the world for him to do.

One Thomas Sharkey refuses to be quiescent and has stepped forward with another sweeping challenge to the whole world, and is willing that the winner of the decision in the recent unpleasantness with Big Jeffries. Through John Quinn he offers to box either McCoy, Corbett or Jeffries twenty rounds or more for \$5,000 a side and a purse or for stakes alone. In any case he is willing that the winner should take all. Here is a chance for Corbett to make a little easy money, for he has declared loudly that the sailor is a snip.

The way in which Oscar Gardner is pollishing off the men he meets in the ring is convincing many good judges throughout the country that he is the peer of any man in the country at from 118 to 125 pounds. The Omaha Kid's performances certainly furnish very strong grounds for this opinion. There are only two men who stand between him and the featherweight championship—George Dixon and Solly Smith. It is possible that the only thing that permits them to stand in the way is the fact that both have refused to consider any proposition to meet him for some time. A good man is hard to down, however, and Gardner will have to be given a show pretty soon. Smith and Dixon are matched for a meeting before Tom O'Rourke's Lenox Athletic club of New York on the night of June 6. When these two men meet in a twenty-round argument in San Francisco last October Smith was given the decision at the end of the contest, but Dixon had so long held the title of champion that he has practically continued to hold the public eye in spite of that decision. In the coming bout, however, Dixon will either establish himself all the more firmly with the public as the champion of his class or it will be said of him as of many others that he went to the well once too often. Whichever man wins in this contest will be hard for him to avoid giving Gardner a chance, and that is all the "Kid" is after.

Both Kid Lavigne and Jack Daly have issued challenges through a London sporting paper to meet Johnny Hughes, the lightweight champion of England. Both men are willing to box Hughes at 138 pounds. Daly is prepared to box for \$1,000 to \$2,500 on the side, while Lavigne says he will not fight for less than a \$1,000 stake. Both the Americans have sent forfeits across the water.

Manager O'Rourke of the Lenox Athletic club has arranged a number of star matches for that body since his pull brought the police authorities about to allow boxing contests in the metropolitan city. The bouts scheduled up to date are: May 30, Jimmy Barry against Casper Leon, twenty rounds at 110 pounds; June 6, George Dixon against Solly Smith, twenty rounds; June 6, Tom West against Jimmy Ryan, twenty rounds; June 20, Spike Sullivan against Dal Hawkins, twenty rounds at 120 pounds; June 27, Kid McCoy against Choyanski, twenty-five rounds at catch weights; July 5, Maher against Goddard, twenty-five rounds at catch weights.

Some date in next October is to settle the bantam weight championship of the world, as Hilly Rutchford is then to meet "Pedlar" Palmer, who now lays claim to the title. The match is to be pulled off before the National Sporting club on London, which has offered a purse of \$2,000, \$2,500 to go to the winner. Beside this there is to be a side bet of \$1,000.

Jim Chalton is getting up a boxing tournament for a week from Wednesday night in Washington hall and has already made arrangements for four bouts. He has secured a permit for the affair. The main event is to be an eight-round go between Jack O'Donnell and Jim Adams at 155 pounds. The other three bouts will be rounds between the following: McIntire and Billy Lambert, 142 pounds; Jim Chalton and Walter Nolan, 146 pounds; Jack Daly and Fred O'Neil, 128 pounds. Most of these boxes have dropped into the city during the past couple of weeks and have shown enough speed to promise that the affair will be interesting.

Questions and Answers.
OMAHA, Neb., May 24.—To the Sporting Editor of the Bee: Is Decoration day a national holiday, also the Fourth of July?
T. K. Bradley.
Ans.—Neither is a national holiday in the strict sense of the word—that is, holidays created by act of congress. Labor day was made a national holiday by act of congress and it is the only really national holiday we have. Virtually the Fourth of July is a national holiday, because it is observed in every state and territory in the union. There are some states in the south which do not observe Decoration day as a holiday.

OMAHA, Neb., May 27.—To the Sporting Editor of the Bee: During the time William Dorgan had the lease of the Nebraska penitentiary was it run so as the profits, if any, all belonged to the state? And did he pay the salaries of the guards and wardens?
A. S.
Ans.—Under the contract with Mr. Stout, which was later passed to Mosher and then to Dorgan, the state had practically nothing to do with the penitentiary, although it had control nominally. In Dorgan's time, for example, the contractor received every cent of the profit and paid all the guards. The wardens and his deputies, however, were appointed and paid by the state. Briefly, it may be said that the warden was simply a steward to show the penitentiary belonged to the state, but the convicts and the guards and all the workings of the penitentiary were under Dorgan's control. All the profits accrued to him and all the expenses, except the wardens' salaries, were supposed to be paid by him, although the state had the right to make an appropriation for an annual deficit.

LINCOLN, May 14.—To the Sporting Editor of the Bee: When and where was James J. Corbett born and what is his age?
J. H.
Ans.—Born in San Francisco, September 1, 1866.

OMAHA, May 28.—To the Sporting Editor of the Bee: Will you answer in Sunday's Bee where the Nebraska State fair will be held for the next five years—Reader of Bee.
Ans.—The state fair will be held in Omaha next year, at least, but the Lord and the State Board of Agriculture are the only ones who know anything about it afterward. Yet we hope for the best.


NORTH PLATTE, Neb., May 15.—To the Sporting Editor of the Bee: I have played 19-18 but in these same years could not be had from nothing to 29 except 19. If this be true, kindly tell me what hand with trump will count 25; also 26 and 27.—Crib Friend.
Ans.—All the numbers mentioned cannot be made in cribbage.

It is estimated that China now contains 20,000 communicant members of Protestant churches, with 20,000 more applying for membership.

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Whatever McCoy's motives may have been in refusing a match with the "pompador," he certainly was sensible about it. In the first place he did exactly what any other man under the circumstances would have done sixty-nine cases out of 100. It is not to be wondered at that he refused a match with Halp-Up-in-the-Air Jim, and the latter contemptuously refused to consider it. Now McCoy is making money and

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Reliance Wheels, \$40
1897 Gendron, \$35
Business Wheels, \$25.00

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