



Indianapolis appears to have a clear field for the next meet of the League of American Wheelmen. Among New Yorkers there is some talk of pushing the claims of Saratoga, but it is only talk, and talk will not capture a league meet. The belief that the Hooper capital is a winner is so great that league riders regard the location as settled, and are devoting their energies to corralling the office. The west appears to be of little consequence in the distribution of the national spoils. Yet the west pours considerable cash into the national coffers. And this suggests the query, What substantial return does the west receive for the cash? Out of every dollar paid by a member of the League 75 cents goes into the national treasury. It is claimed that the money is used in promoting good roads, in protecting the rights of wheelmen and in support of the Bulletin. All of which is beneficial as far as national officers are in the promotion of good roads, say in Iowa and Nebraska? Don't all speak of one. What work has been done in the west through local effort and local subscriptions. No view of this fact is in order for western members to demand some practical return for their investment in the league.

The German manufacturers of bicycles are the latest to complain of the competition of the "putter labor" of the United States. The American machine is made in a better and better made than the German wheels, but they are sold cheaper. Incidentally, it is said that American makes can be bought for less money in Germany than in the United States—another proof of the virtue of protection to our home industries. The German makers, however, are in league to shut out the Yankee product and expect to secure the enactment of a prohibitive tariff at the next session of the Imperial Parliament, after which, presumably, they will imitate the example of their American colleagues and make the purchaser aware of the beauty of protection.

A writer in the New York Herald includes in his report of a visit to an art gallery the following episode: I might have completed the romance in my fancy, had not my attention been attracted by three bicycle women who were directly in front of me, and out of pure curiosity I followed them. It was disappointing that they would not linger in front of Rembrandt's "Normandy Coast Scene," but I made a mental note, and continued in pursuit. I followed them through the room of the porcelain-eyed Herulanum, wondering what would interest these up-to-date young people. They finally caused in front of the big picture in the "Graces." "I wonder what wheels they ride," said the frivolous youngest. "Wheels of fortune, of course," replied the eldest, and on a supposition against which they reached a handsome old Sedan chair. "They couldn't have had wheels in these days," again exclaimed the eldest. "Whoever invented that as a means of conveyance must have had 'em," said the second, "I could stand it no longer; they were too modern, and I wanted to return to my Bacchante."

Bald has swooned down upon the circuit chasers in the past. In points Bald has played every man in America with the exception of Arthur Gardiner. Bald has 121 points to his credit and has won the 1897 season. The week Bald added eight points and \$200 to his winnings in connection with what he received for his match races. He now has won twenty-four points on the circuit, which is more than double the number of firsts won by any other rider. Cooper and Nat Butler credit. Bald has won the circuit, which is nearly three times as much money as that of any other rider.

Foreign riders contend that no part of a bicycle contributes more largely to the comfort, safety and general satisfaction of the rider than a compact, close-fitting and dust-proof gear case. This claim now stands fairly well to be practically proved by American riders. A moment's reflection shows that it is against mechanical precedent to expose to grit, dust and mud so delicate a bit of mechanism as the chain and sprockets of a bicycle. English riders claim that the difference in the easy running qualities of a gear-case wheel over one without a case is so great that few would dispute the attachment after having once used it. The scheme is to give the chain a constant oil bath and to save it from the handicap of grit and mud. It also saves the annoying and dangerous necessity of cleaning chains. It now seems that every make of wheel next year will be fitted with an optional gear case, which probably is another step toward cycling perfection.

A dispatch from Toledo, O., reports that a combination has been formed by the following manufacturers of medium-grade bicycles to control the prices and output for the season of 1898, and that possibly two more concerns will be taken into the combine: Small Cycle Fitting company, Kirk Manufacturing company, Toledo, O.; Western Wheel Works, A. Featherstone & Co., and St. Nicholas Manufacturing company, Chicago, Ill.; Indiana Bicycle company, Indianapolis, Ind.; Crawford Manufacturing company, Hazerstown, Md.; Schleuter Manufacturing company, Cincinnati, O.; Acme Manufacturing company and Reading Manufacturing company, Reading, Pa. These concerns make at least 90 per cent of the medium-grade wheels and are solid financially. The combination does not in any way affect the sale or output of high-grade wheels, but represents a capital of at least \$15,000,000 with which to carry out the designs of the pool.

In an article on the "Future of Bicycles," the Daily Mail of London speaks of an invention which may reduce the price of bicycles to very low figures. "A patent is now being discussed in Birmingham cycle circles," it says, "that may have an important influence on the future of the trade. It has been found possible to stamp out the whole frame of a machine. To be strictly accurate, the frame is stamped out in two halves, and these halves are afterwards clamped together, but only one operation is required to turn out a frame in perfect rigidity.

"Every cycle maker will appreciate the difference of cost between this simple operation and the elaborate processes which have to be gone through before a complete frame is turned out by the ordinary method. The patentees do not claim that the stamped frame is equal to the steel tube frame. Even should the stamped frame be put on the market, it is scarcely likely that it will be used in the construction of first-grade machines. But some people want cheap cycles, and the reduction in cost brought about by the use of such a frame may lead to its partial adoption by the trade. A machine constructed with such a frame is now being ridden about Birmingham. An old local champion assures the writer that he has ridden it, and that the perfection of rigidity, but as for its looks he will not say much in its favor."

The bicycle census recently taken in France resulted in the following figures: From January 1 to December 31, 1896, 328,518 wheels were registered throughout the country, as against 255,084 and 202,026 for 1895 and 1894. The total receipts of the bicycle license tax for 1894 were 2,772,336 francs, or \$431,551.42. The Seine department leads all others with 42,392 licenses, 1,845, etc. Corsica shows the ordinary vibration absorbed, but it is said that the machine can be run through deep smallest number of cyclists, namely, 89; Lo-

driches, up curbs and over eight-inch logs without throwing the rider, or even jolting him uncomformably, owing to the yielding or compression at the hubs. At a private exhibition a 180-pound rider did all these things, and more, on a twenty-one pound wheel without any difficulty, says the Philadelphia Ledger.

The inventor has been at work on it for over two years; he has protected it with seventeen patents at home and abroad, and is now nearly ready to start its manufacture. If it proves practicable it will greatly enhance the value of the bicycle for army use and other purposes. The outcome will be interesting.

RACING TEAM TO BIG EUROPE.
Plan to Secure the Big Prizes at the Vienna Meet.
Quite a unique organization is being perfected for the purpose of pushing American riders to the front at the international championships at Vienna next year. It is being organized by newspaper men there seems to be no apparent reason why it should not pan out a success. The plan has been concocted in Boston.

The purpose is to send to the meet a team of amateurs and professionals of sufficient number and merit to be represented in all the races and to carry some of the glory. The method by which the team is to be selected is outlined as follows: In every town of sufficient size a "trial meet" will be held, as nearly as possible on the same day throughout the country. The winners in these trials will compete against each other in semi-finals to be held in the fall, and those who survive the weeding-out process of the semi-finals will come together near the latter part of June, so that the final winners of the season will be represented in the national team, which will have a chance to reach Vienna, where the meet is to be held, in time to be acclimated.

The sultan has forbidden the use of the bicycle in Constantinople on the ground that it is "immoral and dangerous to the state." It is "immoral and dangerous to the state," says the sultan, because it is a means of buying several hundred American wheels for the feminine members of his family.

WORSE THAN A CENTURY RUN.
A Wild Ride A Wheel Under Most Peculiar Circumstances.
For several days west enders have been trying to solve the mystery of a bicycle ride which occurred one night last week, and that portion of the town, relative to the St. Louis Globe-Democrat, has been filled with strange stories of the affair. Almost every theory except the correct one has been advanced, and a solution of the matter, and these theories have been that it was an elopement, a swift ride for a doctor, a go-to-you-please race and a chase after a female bicycle thief. This latter comes very near the truth, and a solution of the mystery, when it is known that they are used on nearly every occasion, and therefore it is not strange that when a certain young man and a mutual friend they should ride on their wheels. He rode over to her house, and then the two rode out to his friend's home, which is near the corner of the porch, where two others stood, and went in.

On the same block lives a comely little girl, who is a bicycle rider, and a derby hat and bloomers and some other things. She had been over to see her girl chum, and it happened, had on her wheeling party. As she passed the house where the young people were calling the saw the wheels leaning against the porch, and believing that the diamond frame belonged to the young man who lived there, she decided to surprise him by taking a ride on his wheel.

"He will think some one has stolen it," she said to herself, as she led the wheel over the lawn and mounted it. The young man and his sweetheart had been talking in the parlor, and he, knowing they had given their confidence to each other, he would go to the library, where he could smoke. As he crossed the hall he looked out just in time to see some one wheeling his bicycle across the lawn. For a moment he hesitated. Then he saw this person mount and ride away. Hastily picking up a hat, he jammed it down on his head and rushed out of the house. Seizing the first wheel he saw, his sweetheart's, he dropped on the drop-frame machine and pedaled away.

His girl, however, had heard the wheels rattle outside and she looked out of the window just in time to see a strange man—she didn't recognize him in a slouch hat—jumping on her wheel. She is a girl of no mean hand—that is to be. She ran out of doors, seized what she supposed was his wheel and started in pursuit. "The wheel really belonged to her," she thought, "and she has the longest hair, to the 16-year-old brother of the girl on whom she was calling, and he, hearing the door slam, went to the window in time to see a woman in long skirts mounting his wheel. He came down the stairs, three steps at a time, and in another minute was in pursuit of 'a female bicycle thief'."

By this time the girl in bloomers had found she was being pursued. She looked back and caught the gleam of her pursuer's motor chain. She passed an electric light, and thinking it was a badge and an officer who had seen her take the wheel, she redoubled her efforts. The man behind was at a diabolical pace, and he pushed her back and saw some one riding as fast as he could behind, but he thought nothing of it. And his girl, behind, was pushing the pedal hard, in the regard of the lingerie and hose which the diamond frame exposed, and determined to catch the man who stole her wheel, while equally set on capturing the "female bicycle thief," the boy behind rode as if in a race.

Bravely the girl in bloomers kept on, although she was panting and her hair flying in the wind. Twice she turned and tried to lose her pursuer, but he clung on but did not gain, as the difference in wheels made the race nearly even between all four of the people. The bloomer girl's object was to catch the man, so as to reach the starting point, where she knew she could explain matters. So she turned west on Lillard boulevard, and soon on Taylor, and after a half hour's ride brought up at the starting point. She had barely reached there than her pursuer arrived, and close behind him the two others, panting and breathless, each tried to explain, but after a few words every one began to laugh. And the young man had to baffle the whole party over to buy some soda in an effort to hush the matter up. But it is still to be decided when the laugh is on.

AIR HUBS INSTEAD OF TIRES.
An Old Plan to Dispense with Pneumatic Tires Revived.
The action of the pneumatic tire in absorbing vibration is the basis of the popularity and utility of the cycle of today. Its most serious drawback is its liability to puncture. It would seem that a resilient tire that could be made non-puncturable would ensure almost perfect riding qualities. But a Pennsylvania has recently developed a pneumatic hub which is said to be capable not only of absorbing the ordinary tremulous vibrations, as is done by a pneumatic tire, but also of largely absorbing the greater jolting vibrations, such as spring-frame bicycles were formerly designed to take up. In the device the tire area of the cushion variety, being solid rubber with a central hole, and are held to the rim by being fitted into ear-shaped grooves, instead of being cemented. Such tires never puncture and can be used on the wheel on account of the ability of the hub to absorb vibration. The hub is described as having around the axle, protected by steel thimbles, so that it is absolutely no wear on the rubber, a pneumatic tube, blown up the same as pneumatic tires. This tube is encased in a nickel steel frame, the spokes are attached. The frame having no these inflated hubs causes the rider to rock easily, as though he were sitting in a swing. Not only is

"I wish you'd call a special meeting of the bicycle club to discuss a very important matter," he said to the president of the club. "Why? What's happened?" "Well, I tried to run down a pedestrian today and he stuck his cane into my wheel and threw me. I think we ought to petition the council to pass a law prohibiting the carrying of canes."

Detroit Free Press: "I have some," announced Perreux, "to strike off my chains." Andronide cast down her eyes and fingered her dance program nervously. "Do you really think the bevel gear is an assured success," she finally faltered. It was rather difficult to see, for the unhappy maiden to protect her own interests and yet not appear ungrateful.

Whisperings of the Wheel.
Now that the annual election of officers of the Nebraska division League of American Wheelmen for 1898 is a thing of the past the local members can turn their attention to increasing the membership of the organization in this state. Chief Consul O'Brien has made good start toward the 1,000 mark during the past year and in view of the fact that he is to succeed himself as chief consul he can continue the duties of the office, and, with the year's experience he has had, the membership crusade with more success. Nebraska has but 500 members at the present time, while nearly all of her sister states have more than twice the number. J. A. Benson, the newly elected vice consul, promises to see that the state's racing interests are better cared for in a better manner than they have been heretofore. Mr. Benson, by virtue of his office as vice consul, is chairman of the state racing board. He announces that he will begin to interest the different towns throughout the state in the Nebraska state circuit for next year at once and hopes by the opening of the 1898 racing season to have a large number of them pledged to take dates upon the circuit. As every one knows, this year's state circuit was a frost and a disgrace to the state. Therefore, it is Mr. Benson's intention to have circuit next year that will make up for this year's poor one and that will draw racing men from all over the country. It is also his intention to keep a record book, and every rider who lowers a state record will receive proper credit for it therein.

Dr. E. W. Allen, the local physician and treasurer, is a prominent wheelman of Kearney, the 1898 state meet city, and that he will fill his office creditably goes with out saying. Messrs. Benson and Allen have named themselves as representatives, having been selected for a second term. The installation of officers will occur at the Bullone Hotel on Wednesday, Nov. 18, at 8 o'clock. Consul O'Brien will appoint a committee within the next few days to look after the arrangements for the affair. He announces that all wheelmen and those interested in wheelmen or wheeling will be invited to participate in the banquet. There will be numerous toasts by prominent wheelmen and politicians as well as music and a general good time.

Chief Consul O'Brien announces that he will appoint the members of the state racing board, and the other state committees until after the national assembly of the league, which is to be held in St. Louis on February 15. He will represent the Nebraska division at the assembly and his reasons for awaiting its action before appointing his committees are that he expects that all wheelmen and those interested in wheelmen or wheeling will be invited to participate in the banquet. There will be numerous toasts by prominent wheelmen and politicians as well as music and a general good time.

W. F. Sager, the fast unpaired rider of Denver, who followed the Nebraska circuit and competed in the recent day race in Chicago last week, and incidentally raised in a couple of thousand shakels. He did this by beating Fred Tins in a match race of twenty-five miles and Ed McElroy in an afternoon match. But both wins were made in such a way that the defeated riders will claim that they did not have a fair shake for the mark. McElroy got a fall in the fifth mile and quit in the seventh. Tins was poorly paced in the start of his race and no more matters worse he was spilled in the eighth mile by the explosion of a tire on one of his pacine machines. He finished two miles behind the Welshman. Michael's time for the fifty-five miles was 2:07 and for the twenty-five 1:24-2-5.

Zim's famous record of 103 firsts in one season, made in 1893 when he was high five miles and Ed McElroy in an afternoon match. But both wins were made in such a way that the defeated riders will claim that they did not have a fair shake for the mark. McElroy got a fall in the fifth mile and quit in the seventh. Tins was poorly paced in the start of his race and no more matters worse he was spilled in the eighth mile by the explosion of a tire on one of his pacine machines. He finished two miles behind the Welshman. Michael's time for the fifty-five miles was 2:07 and for the twenty-five 1:24-2-5.

Local riders will be interested in a telegram published last week from Adelaide, Australia, announcing that W. Martin, the American cyclist, had been put into the "jug" at the local jail for fourteen days on a charge of assault. The Martin is none other than the "soldier" who participated in many of the high wheel races in this city in years gone by.

With the Racing Men.
J. Platt Betts, the English rider who is now in Australia, has reduced the Australian paced mile record from 1:48 to 1:47-2-5. Heurillon, the French professional, is stated to have won the 1897 season, and he has defeated all the noted short distance men. Charlie Kiser is said to be a sufferer from a chronic form of dyspepsia, which threatens to compel his retirement from the bicycle race track.

Among the foreign riders who will visit this country soon are Stephane, French; Maurice, Belgian; and Lamberjack, French; and Gouzeaux, Swiss. Eddie McElroy, the crack Boston rider, once more equaled the world's mile record of 1:35-2-5 at Willow Grove on a board track. He rode the mile in 1:35-2-5, which was better than 1:37-2-5. He was paced by two sextettes, a quiet and a quad.

Eddie Bald broke the world's record for one-third of a mile by making the distance in 0:38-2-5, at the recent National meet at Charlotte, N. C. The previous record was three seconds slower and was made by Bald. George H. Orr, president of the Canadian Wheelmen's association, has officially informed Chairman Albert Mott that the records that were sent out from San Francisco that the Canadian Wheelmen's association would recognize the California Association Cycling clubs have not any truth in them.

At Charlotte, N. C., Dr. A. I. Brown broke the world's competitive single paced mile record on a third-mile track, riding the distance in two minutes flat, which is one and one-fifth seconds faster than the record made by Arthur Gardiner at the national meet of the League of American Wheelmen held in Louisville in 1896.

FEMALE WEAKNESS.

My wife had much trouble at her menstrual periods for many years. She has been taking McElroy's Wine of Cardui, and Theford's Black-Draught in connection, and since then she has had better health than she had in ten years before.

My wife, by your advice, has used five bottles of McElroy's Wine of Cardui. It can say it has cured her leucorrhoea, and there is now no mucous discharge of any kind. She has recommended it to several of her afflicted friends, and they have used it with equally favorable results.

CHICAGO, ILL., Sept. 18.

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WINE OF CARDUI

A derangement of the menstrual function upsets the whole nervous system. A woman thus afflicted is constantly fighting a hidden foe. She is under a continual strain. She cannot work; her judgment is warped; her taste suggests inappropriate dress. It is a constant effort to entertain company, and she soon becomes an uninteresting woman.

McElroy's Wine of Cardui corrects all these derangements, quiets the nerves, purifies the blood, makes rosy cheeks, sparkling eyes, buoyant spirits and robust health. Take a dose every morning. A large bottle only costs \$1.00 at the drug store.

LADIES' ADVISORY DEPARTMENT.
For advice in cases requiring special directions, address: J. W. SIMPSON, The Chattanooga Medicine Co., Chattanooga, Tenn.

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NOVEMBER.
Chicago Tribune.
From out the cloudy face of heaven peers slowly the loath, late Sun—a dusky red. Dullly his cheeks, and shamed at all the beauty he sees, and hove of the year's Great glory, lets a veiling mist of tears. Wrap him from sight; then dully creeps instead. The close fog clinging round the dim, sad heat. Of the poor day, aghast and gloomed in fears. Ye, life and hope beat on thro' fog's like these! Strong, firm pulse of Nature is not stilled. For life is stored in all the unlovely trees. That stretch short arms, and the brown Earth is filled. With waiting beauty—tho' the cold dews freeze. And all the ununsung art be damp and chilled.

Amusement Dogs.
One may see any day circulating in the streets of the village of Lechench, near Cologne, a regular battalion of dogs. Their master is training them for ambulance service in military movements. Each animal carries upon its back a little saddle furnished with pockets containing all that is necessary for a first dressing of wounds as well as a bottle of brandy. The dogs are taught to recognize the wounded, and to stoop down to them, in order to permit them, while awaiting the stretcher, to quench their thirst and to alleviate their sufferings a little. A large red cross is marked on the saddle, and leather straps serve to fasten around the neck of the animal a little lantern that is illumined for night service. The ambulance dogs have already figured at the German maneuvers last year, where their usefulness was appreciated; so, this year, their instructor has been engaged to train a whole pack. He has chosen Scotch dogs, of medium height, whose docility and intelligence in learning are said to be remarkable.

His Reason.
Chicago Post: "Why is it," they asked him, "that you prefer gas to electric light?" "In the case of electric light," he said, looking at them in astonishment, "it can usually be controlled by means of a button or a spring on the wall within easy reach." "They admitted that he spoke truly." "That being so," he went on, "if you had ever stood over a small but pretty young woman, who, with upturned and anxious eyes, was striving to reach the chandelier to light the gas you never would have to ask me the question you have seen fit to put."

THE BAD BOY AND THE BALLOONS.
From Scripps.

Unless some action is taken this winter toward building a bicycle track early in the spring Omaha will be without one upon which to hold races. The old fair ground track, which has been graded for the Transmississippi Midway, and as the old Charles street track and the last stage of dilapidation, this leaves the city without a track on which to hold races. It is quite true that the one mile track at the state fair grounds can be used in splendid condition for bicycle racing, but it is entirely to far from the business center of the city, and a meet held there would hardly pay. If some enterprising business man would build a good third mile track not too far from the business center of the city it could be made to pay well and give him good interest on his investment.

The dilapidated condition of the old Charles street track goes to prove the fact that board tracks, like cedar block pavements, last but a very short time after being laid. The Charles street track is not yet three years old and the foundations are nearly all rotted away, while the boards of the track itself are rotting and interest and by spring, about the effects of another winter upon the track, it will be dangerous to ride upon. This would indicate that the life of an outdoor board track is about three years and that cement tracks are far cheaper in the long run.

It seems that some of the members of the Omaha Club have been indulging in considerable talk around the club house of late about their road riding ability, and to settle the many disputes last Sunday a club secret was called to Glenwood, Ia. A fair sized crowd of members congregated at the club house ready for the start and at 9:30 a. m. they were on their way. Accompanying the party were Sager and McCall, holders of the track record, and a tandem team geared to ninety, which was a rather big gear, as they found, to climb the many hills between Council Bluffs and Glenwood. Every rider was well until after leaving the Bluffs, when, thinking to give the men on single wheels a run for their money, the tandem team began to move along at an unusual rate. Tom Mickel, Len Lively, Arthur Angel, Herman Muensterling and a young Chicago racing man by the name of Smith made up the rest of the party, as they were called the "Buck team." Sager and McCall thought remarkable case, and, try as the pair would, they could not lose the balance of the party. On the contrary, whenever a hill was encountered they would find themselves trailing in the rear with the others far ahead. The party straggled into Glenwood singly and in pairs, all of them looking rather worse for wear. They remained there for dinner and started on the return trip at 2:00 o'clock. Coming back the tandem team again seemed to shake all the crowd and partly asped, shaking all with the exception of that hardy old road rider, Tom Mickel, who came right along with them. After the trip the racing men acknowledged that they were about baked, while Mickel, Lively and the balance of the old-time road riders were fresh and ready for another scorcher. Today the club will make the run to Blair, starting at 9:30 a. m. from the club house. These runs will be held weekly as long as the roads and weather will permit.

It's your next say, Miss Berlin. Lillie Williams has responded to the challenge last Sunday as follows:
"O'MAHA, Nov. 15.—To the Sporting Editor of the Bee: In reply to Miss Berlin's challenge in Sunday's Bee, would you say, I am under contract to race in St. Louis the week of November 23 to December 4, which will probably be the completion of my winter's circuit, but am perfectly willing to meet her in any kind of a race from one end of the state to the other, and will make the run to Blair, starting at 9:30 a. m. from the club house. These runs will be held weekly as long as the roads and weather will permit."
LILLIE WILLIAMS.

Questions and Answers.
OMAHA, Nov. 15.—To the Sporting Editor of the Bee: Will you please state in the Sunday issue of The Bee if it has been decided yet at which city, Omaha, Lincoln or Council Bluffs, the annual foot ball