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THE PNEUMATIC

A Progressive Monthly Paper
for Cyclists.

VOL. I.

MILWAUKEE, WIS., April 15, 1892.

Complete.

NO. 1.



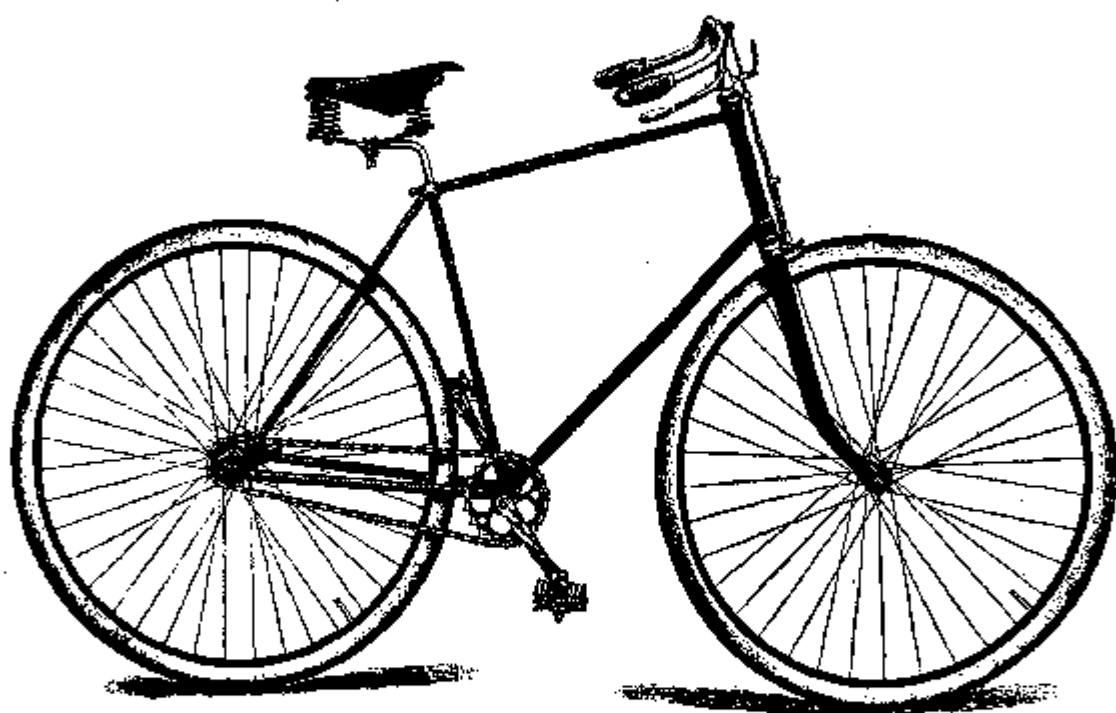
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M. C. ROTIER,

EDITOR AND PUBLISHER

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All copy for advertisements, changes for same, news and correspondence for publication must be sent in before the 15th, to insure insertion the same month.

ADDRESS M. C. ROTIER, 415 EAST WATER STREET, MILWAUKEE, WIS.

SALUTATION.

IN presenting this, the initial number of THE PNEUMATIC, the editor desires to say a few words to the friends who have awaited the forthcoming of this journal, and to all those interested in wheeling.

The approbation already bestowed upon the prospectus of this undertaking, has encouraged the editor to overcome his scruples of modesty, and to launch the enterprise among his friends—the wheelmen,—feeling they will as generously bestow upon it their encouragement, support and blessings as evinced so warmly when the “dummy” and prospectus of this journal was issued last January.

In this progressive age of wheeldom, the future success of THE PNEUMATIC is assured the editor, who hopes its creation will be welcomed by the fraternity to which he belongs. Special interest will be paid to the current topics of the western wheel world, and local correspondents will be secured in all its principal cycling centers. Improvements will be made from time to time as experience will suggest.

In conclusion, the editor feels great pleasure in the reflection that the effort will have the consideration of so large and intelligent a class as the wheelmen.

That it will be sufficiently appreciated to become self-sustaining is sincerely hoped, in which event THE PNEUMATIC will withstand the vicissitudes of the coming years.

THE amount of exports to the United States from Birmingham and Coventry districts, England, as declared by U. S. A. Consular reports for the year ending Sept. 30, 1891, was \$621,664.99. It is evident from this that the production of America's wheels—the past few years did not meet the approval of the entire cycling world this side of the Atlantic. But the American manufacturers have “fell,” and are now strictly in the race for trade with light wheels equal to any in the world.

THE relation between the body and the soul are such that the condition of the former closely affects the well-being of the latter. The mind is often strong enough to conquer the body, and to assist its supremacy over the influence of disease; but as a rule, an enfeebled or diseased physical frame means enfeebled intellectual faculties. The biography of great men reads us a clear and unmistakable lesson on this point. The men who have succeeded are the men of tough fibre, strong frame, remarkable powers of endurance, and steady nerve. The bicycle affords the cultivation of these physical acquirements. The riding of a bicycle brings that elastic, sinewy and sturdy vigor into the physical organization which adds energy to the intellect and produces a healthy mind.

WHAT a deal of hearty good feeling is shown by the wheelman's salute, when on the road. May this act of brotherly gallantry never cease! Riders should never question themselves, upon meeting a stranger, whether he will or will not return the polite move of the hand, but do it confidently and cheerfully, as though you were positive of receiving recognition.

IN business, in travel, in recreation and pleasure, the bicycle comes to our rescue. To the business man, the traveler and the tourist, the wheel pushes itself to the front, and stands alone without a peer, as the most independent, healthful, rapid and convenient mode of travel that the intelligent age of the nineteenth century has suggested.

LEAGUE members, wheelmen, and all, are requested to read the official letter of Chief Consul Simonds, which appears on another page. It is full of good things, and will be interesting, not alone to the members of the Division, but to all who view wheeling with interest.

THAT Wisconsin is coming up as a hustling cycling center is becoming evident. In another column THE PNEUMATIC publishes a brief review of what the state is and has been doing in the formation of cycling clubs and in the agitation for good roads.

IT is not doubtful that the national prowess has been encouraged and developed by the national love of cycling, boating, cricketing, wrestling, sporting, and every exercise which has in it an element of risk and makes a demand on the capacity of endurance.

THE artist, Mr. G. Liebscher, deserves many compliments for the production of the heading of this paper. The services of Mr. Liebscher have been retained to illustrate this journal in sketches of a comical and picturesque character.

YOUR membership in the League has expired. The renewal season is open until July 1st.

Official Notice to the Members of the Wisconsin Division, L. A. W.

Members of the Wisconsin Division, Greeting:—

This notice is issued for the purpose of giving information to all members, present and prospective, regarding the policy and personnel of this Division. The year past has been one of great interest to cyclists, and 1892 promises events, gatherings, organizations and good-will toward our pastime far exceeding all past accomplishments.

A membership in the League of American Wheelmen carries with it the implied guarantee that such member is pledged to uphold the good name not only of the organization, but of the bicyclist wherever found. It is for League members to set an example that shall hold public favor. Let us so conduct ourselves at all our gatherings, in our clubs, on the public highway and in our contests of speed and endurance, that we shall be everywhere welcome, courteously treated, being ourselves courteous, worthy of respect as devotees of a pastime that now ranks first for health, pleasure and good-fellowship.

The National body now publishes a monthly entitled "Good Roads." By an amendment to the by-laws adopted at Columbus every League member becomes a subscriber to this publication, with no increase in membership dues. You should now receive weekly "The Bicycling World," and monthly "Good Roads." It is hoped that every member is actively helping the work of the National committee on highway improvement. I ask you all to make good use of your magazine, and if you have a friend, especially outside of our own ranks, who has influence and inclination to take part in this work, secure his subscription. Our Division is a subscriber for 100 copies of "Good Roads," which so far have been sent to influential farmers and prominent citizens.

Local Consuls for 1892 are as follows, all former appointments being recalled:

Kenosha, S. C. Newman; La Crosse, J. W. Skinner; Monroe, L. A. Hodges; Appleton, C. F. Tottner; Oshkosh, B. T. Higgins; West Superior, H. A. Burgess; Madison, D. D. Warner; Beloit, F. H. Blodgett; Berlin, L. E. Davis; Medford, F. D. Shaw; Onalaska, E. W. Tiffany; Horicon, F. S. Forbes; Burlington, J. M. Schroeder; Reedsburg, R. P. Perry; Ripon, I. F. Strauss; Eau Claire, W. W. Jackson; Brandon, G. B. Weinstock; Wauwatosa, Dr. W. C. Meisburger; Winneconne, W. A. Melcher; Prairie du Sac, C. F. Rose; Janesville, S. Ray Inman; Fort Howard, G. W. Fiske; Prairie du Chien, C. W. Hufschmidt, Jr.; Chippewa Falls, M. A. Poznanski; Stevens Point, R. W. Rood; Marinette, N. E. Lindquist; Fort Atkinson, B. R. Hoard; Shullsburg, H. B. Chamberlain; Evansville, Leo Bevier; Waukau, L. L. Avery; Rhinelander, C. E. Woodward; Sheboygan, W. Waechter; Tomah, L. W. Earle; Wausau, Miss Margaret Scholfield; Milwaukee, R. P. Wheeler; Racine, E. C. Huffer; Fond du Lac, J. E.

Reeves; Pt. Washington, H. L. Coe; Lodi, S. H. Watson; Waupun, W. H. McCorn, M. D.; Menasha, L. A. Howard; Neenah, S. D. Baird; Waukesha, C. B. Wardrobe.

Notice to Local Consuls: Your duties are to secure members, look to renewals, and inform yourselves thoroughly as to the condition of all roads in your vicinity. Our membership should be doubled this year, and for this it is to the Local Consul to whom we look. Bear in mind that all initiation fees and one-half of membership fees come back to the Division. A larger membership will make two meetings, spring and fall, possible, give us more funds to contribute to the success of these events, and furnish us with capital to keep up the agitation for improved roads. Your appointment holds until recalled, and it is my earnest wish that the results of your labor in the cause may be so apparent that it will not be necessary during my term of office to make a single recall.

Our annual meeting will be held at Oshkosh, time not yet fixed. Preparations are under way to make this a race meet of note. I urge all members who enjoy track racing to enter these races. Our Division championships will be run at this meeting, and enough races will be scheduled to give everyone a chance of winning; some of the numerous prizes already pledged; but better than the prize, enter and have it out under the eyes of referee and judges with some time-honored friend who has led or followed you in many a mighty "scorch" with the question of superiority never definitely settled.

Full particulars of meet will be published in bulletin later. The racing board, to the chair of which all correspondence regarding races should be directed are: Ben. Hooper, chair, C. C. Chase, W. P. Findeisen, B. T. Higgins, all of Oshkosh.

Much correspondence has been received relative to three subjects, road [route] book, sidewalk riding, and transportation of bicycles.

As to the first, the Board of Officers believe that it is not practical to go into this as yet. Other Divisions have found it a very expensive undertaking, and in the main information obtained has been unsatisfactory.

As to the second, we have all the rights of any user of the public highway. The bicycle has absolutely no right whatever upon the sidewalk. If the citizens of your locality see fit to allow you to use the sidewalk, it is a privilege that should be appreciated and used only when necessity demands, and always as secondary to the rights of pedestrians.

As to the third, the transportation of bicycles is a vexed question, vexatious not only to ourselves but to baggage agents and trainmen. The carriage of bicycles is a privilege, not a right. Bicycles should always be tagged, showing destination. Give all possible assistance in the handling of them, conform cheerfully to regulations the railroad companies may make, pay no money to baggagemen, and if compell-

ed to, make a concise report of all circumstances to your Local Consul. Railway managements realize that bicycle riding is productive of an amount of passenger traffic that is constantly increasing. The right amount of forbearance and gentlemanly action on our part will have a much greater effect in securing the attention we ask, than any peremptory demands or any number of unwarranted complaints.

I call upon all members to renew their membership without delay, and more, double it by sending in a new member. Call on your Local Consul and help him in his work of organization. Introduce yourself to other riders, either local or transient. Your League card is the credential. If you believe yourself a speedy rider come to the front and prove it. Let the fraternal spirit prevail, take part in the doings of your clubs, attend the annual meeting without fail, let the Wisconsin Division if not the largest, be the one whose members are known to be enthusiastic and ever ready to act for the best interests of our organization.

Fraternally,

W. L. SIMONDS, C. C.

MILWAUKEE, APRIL 12, 1892.

The Coming Minstrel Show.

The eighth anniversary of the Milwaukee Wheelmen will be celebrated on the evening of the 28th of April by that organization, with a mammoth minstrel performance and a "hard times" social. The talent has been entirely selected from members of the club and with careful training the affair will be an unqualified success.

In the minstrel show Sam Walwig will act as interlocutor, Messrs. Coleman, Seward and Bartels will handle the tamborines and Oliphant, Price and Haven the bones. The songs and jokes of the first part are all newly composed for the occasion.

The second part will consist of a constellation of novelties performed by individual members of the club.

The Milwaukee Wheelmen's calathumpian double quartette will render a choice repertory of songs. At the conclusion of the minstrels a hard time smoker will be indulged in and prizes will be given to those that will wear the most dilapidated suits and present the toughest appearance. In lieu of the great expense and trouble incurred in getting up this entertainment, it is sincerely hoped that each member will interest himself in this affair and appear that evening clothed in the spirit of the occasion.

"Hard times" socials are the most unique and entertaining amusements yet invented. All the leading cycling clubs of the country have held these socials the past season.

This will be the last indoor entertainment given by the Milwaukee Wheelmen this season. Each member will be presented with three complimentary tickets to distribute among his friends.

A La Munchausen.

George Thorne brought to Chicago from Germany a curiosity in the shape of a native safety, which he used in the mountainous country, touring. The brake has an attachment for clipping it fast to the handle bar. The brake spoon is worn completely through and the edges are as sharp as a knife. George says that while coasting a mountain road, he saw a red streak shoot out ahead. Quickly dismounting he found the brake had worn through and the edges were paring the rubber tire into long shavings, one of which, a yard long, he brought with him. The hill was a steep one.—[That was a long shaving, too. It brings to mind the story of a man who recently coasted Pike's Peak. He was thrown off in rounding a precipitous curve and fell through the trees onto his saddle again, the runaway wheel reaching the road below at that moment.—Ed.]—*Bearing.*

That Gospel of Good Roads.

At a meeting of the Portage Farmers' Institution, the matter of roads improvement was to have been the principal topic of discussion, and a number of the members had previously been requested to come prepared on that subject. The names of the speakers were announced in one of the local papers which fell in the hands of the Division officers, who, ever ready with road literature, mailed each of these gentlemen a copy of the "Gospel of Good Roads" and each undoubtedly felt that it was a God-send—just what they wanted. The result can be imagined; after the first man called upon, had finished reading the Gospel of Good Roads, the others had to acknowledge themselves beat,—all came prepared with the same article.

The European Architectural Tour.

July 27th, '92, a party of 20 architects and artists, will leave on the Royal Netherlands line from New York for France, where a tour has been planned for a wheeling trip of fifty days, visiting the cathedrals, palaces and chateaux of France.

The tour is designed for the most profitable way of a pleasure jaunt to be obtained on the wheel, where so much knowledge can be obtained visiting the old castles and ruins of ancient architecture.

That such a trip is the acme of pleasureable touring, is beyond dispute. The roads of France are the best in the world and to wheel over them with a jolly lot of fellows whose tastes are similarly inclined must be the most enjoyable outing imaginable.

Elmer Grey and Cyrus Williams, both active wheelmen, have completed arrangements to join this party.

Philadelphia will have a race track, built by the associated cycling clubs of that city.

Rights and Privileges.

An interesting letter from Mr. W. M. Foster, Milwaukee, chairman Rights and Privileges committee of the Wisconsin Division L. A. W.:

FELLOW WHEELMEN:—While there remains some ignorance on the part of non-riders, and of riders, too, as I have observed, regarding the rights and privileges of wheelmen, a few words upon the subject may be of use; for nothing will do more to hasten the disappearance of the now fast dying prejudice against cycling and cyclists, than a thorough knowledge by cyclists of their rights and a courteous insistence upon them; and what is still more important, a thorough regard for the rights of those who do not ride.

Although the higher courts in this country have not passed upon the question whether or not the bicycle is a carriage, many of the lower courts have, following the English decisions giving it that status; and by common consent it is coming to be considered a carriage, subject to the same laws regarding the use of highways as are carriages. I need, therefore, say nothing upon its status as a vehicle.

In regard to the use of the highway, what concerns wheelmen most, is the rights they have and what duties devolve upon them while on the road, these rights and duties being mostly in regard to meeting and passing other vehicles.

The Wisconsin statute, which is similar to that of many other states, is as follows:

"Sec. 1291, R. S., Wis. Whenever any persons shall meet each other on any bridge or road, traveling with carriages, wagons, sleds, sleighs, or other vehicles, each person shall reasonably drive his carriage or other vehicle to the right of the middle of the traveled part of such bridge or road, so that the respective carriages or other vehicles aforesaid may pass each other without interference."

The question arises: What is the *traveled* part?

From being with wheelmen on the road I know that many of them think the traveled part means that part which is beaten down into a track by hoofs and wheels. Such, however, is not the case. It has been decided by the courts that "the traveled part means that part which is wrought for traveling, not any track which may happen to be made by vehicles."

It follows that although this track may be the only part of the road that is rideable—(which we all know, alas, is too often the case on our American roads)—it is the duty of a wheelman, upon meeting a vehicle, he being in this traveled track but on the wrong side of the center of the wrought or worked part of the road, to give up the whole of this traveled track, even if he is obliged to dismount to do so.

In practice this will seldom be found necessary, for as a rule, drivers, especially farmers and country

people, are courteous enough to give wheelmen, when practicable, part of the beaten track.

The same rule as to giving way applies, of course, to carriages upon the wrong side of the road, when meeting bicycles.

The law of the road applies as well to streets as to country highways, subject to such reasonable regulations as the municipal authorities may enact. These regulations would be regarding speed of riding, coasting, riding on sidewalks and use of bells and lanterns.

Respecting fast riding: A bicycle is so easily controlled—turned to right or left or stopped suddenly, I am not prepared to say that a rate of speed improper for a horse and carriage would not be proper for it.

And regarding coasting: While it is one of the most pleasant and exhilarating parts of road riding, on steep inclines in cities its practice is reprehensible, to say the least. More bicycle accidents occur through coasting in cities than in any other way.

There is a question connected with the use of streets which is not likely to arise concerning country roads, viz: the right of bicycle riding on sidewalks.

The sidewalk is that portion of the street or highway dedicated to the use of pedestrians. No carriage has a right there; and the bicycle being a carriage, it is very doubtful whether a municipality can, by ordinance or otherwise, give cyclists any right to ride on the sidewalk.

Some of you may have asked yourselves whether cyclists can lawfully be subjected to the payment of toll upon toll-roads and whether they can be excluded from such roads.

The answer to the first question would depend upon the charter of the turnpike company. But in all probability the charter would be broad enough to cover all classes of carriages or vehicles, in which case the toll could be levied upon bicycles.

In answer to the second question, let me quote from decisions upon the subject: "Turnpike roads form a class of highways upon which the company operating them has a right to set up gates and levy tolls. A turnpike is nevertheless a public easement, and every traveler, on paying the legal rate of toll, is entitled to use it."

"Every traveler has the same right to use it upon payment of the toll established by law, as he would have to use any other public highway."

Referring to carrying bicycles on railroads: Some wheelmen, I have heard it said, labor under the idea that railroad companies carry bicycles free because every person is entitled to transportation without pay, a certain amount of baggage. Bicycles and baggage have no further relation to each other than that they begin with the same letter, and a wheelman is no more entitled to have his wheel carried free than he

would his horse and buggy. Two years ago the Western Passenger association came within one vote of refusing to carry wheels free, and many railroads in the state do so refuse.

Following a discussion of the rights and privileges of wheelmen, the question naturally arises: What right have members of the L. A. W. to protection by the League? and here comes in, also, the subject of the abuse by wheelmen of their privileges.

An L. A. W. member has no claim of protection from the League if he get into trouble through his own negligence or wilfulness,—if he is riding on the wrong side of the road and injures some one or is injured; if he is riding recklessly or coasting the streets and either gives or receives injury or is taken in by some watchful policeman; or if he gets into trouble through riding on the sidewalk, where he has no right to be, or even taking a wheel that does not belong to him.

If, on the other hand, while within the bounds of the law himself, he or his wheel is recklessly or maliciously injured, or he falls into the clutches of some over-zealous officer, or an attempt is made to deprive him of some right to use the public highways, bridges, streets or parks, or, perhaps if some one is caught attempting to appropriate his wheel, then it is the duty of the division of the L. A. W. of which he is a member, to the extent (I believe the custom is), of half the money in its treasury; and behind that of the L. A. W. to see his rights protected and enforced.

And now, fellow wheelmen, having thus briefly discussed the subject of the rights and privileges of wheelmen, I will say a few words in closing:

Incidentally our organization is a social one, and we have for our amusement and use a new art of locomotion, graceful, rapid and easy,—an art by which we can, on two wheels, shorten distance measured by time 80 per cent. of what it is to him who travels on two legs.

When it was announced to man by the old Hebrew poet, that the days of our years are three-score and ten, he assuming to speak the words of inspiration, put mankind in a hurry. Man thought: So much to do and so short a time! He set his wits to work to add to the years by doubling the amount to be accomplished in one year. So he harnessed the ox to the plow, the horse to the chariot; he spread the sail to the wind, leaving the oar behind; he bottled up the steam for use on the sea and land, driving the steamboats on the water and the cars on the land as he let it loose. He caught the lightning and put it astride a wire to ride as a post-boy, sometime taking written messages and sometimes the words of the mouth as spoken; all because the shortness of time put man in such a scramble.

But the ships propelled by the winds and steam could only make haste where there was water, and the cars only where there was an iron roadway; and

the telegraph and telephone post-boys could do errands only where there were wires ready strung. Man wanted something by which he could transport himself in this hurry without much preparation,—without a special way for him, without a bottled-up power, but simply with the same force nature has given him and which he uses when he walks.

To satisfy this want the bicycle was invented, and how admirably it responds to the want!

The future of this invention we can partly see. A hundred are used now, where one was five years ago, and the number will increase probably in a geometrical ratio. Roads in the country will be made with a view to them; school districts will be enlarged, for pupils will travel on them to and from school. Street cars have now their space allotted to them in the streets; pedestrians have their space allotted to them, and wheelmen will soon have a portion of the streets allotted to them.

The bicycle is a new force in civilization. It carries the rider with great rapidity, making scarcely the noise of the soft evening breeze of summer (some bicycles). So noiseless and yet so powerful, thus capable of doing great injury, what are its right and duties?

To touch again on what I have already said: There is a maxim in the law saying that we must use our own rights in a way not to injure others. We can do what we please until we invade the rights of some other person. To prevent such invasion is the purpose of all law. The law of the road that two meeting, each must yield somewhat of the road, contains the philosophy of action where rights conflict. Such philosophy compels each to yield something. Two meeting, each turns to the right. If they were liable to meet without warning, going with great speed, the law would undoubtedly require that each should travel on the right side of the road. The result would naturally be the allotment of a wheelmen's track, in every street and every highway, and a law that the wheelman must keep to the right hand track.

The bicycle being such a great time-saver and contributing so much to man's easy locomotion, has come to stay. It will soon have a code of laws of its own contributing to the general welfare. I can see that it will aid much in the advancement of civilization, the improvement and refinement of society, it bringing together people in social intercourse who otherwise would be almost strangers.

But, I must stop. My enthusiasm for the bicycle and what great reforms it may accomplish, would keep me talking until you were tired; for I have noticed that riding a hobby, unlike riding a bicycle, tires others than the rider.

THE pages of this journal will be open to at all times to articles or essays upon subjects of interest to riders.

Milwaukee Notes.

At the meeting of the Milwaukee Wheelmen, Monday, April 11th, ten new applicants were elected to membership.

Ed. Roth, Capt. Bartels and First Lieut. J. C. Schmidbauer, made a run to Waukesha and back last Sunday afternoon.

A new boulevard will shortly be built from South Milwaukee, to Bay View on the Bluffs, which when completed, will no doubt rival in popularity the White Fish Bay run.

Chas. Maas, the well-known sprinter, of Milwaukee, is arranging to hold a grand athletic tournament at the National Park, some time next month. Bicycle races will be a feature.

In a few weeks Charles Price promises to allow the public's gaze to feast on a new mount which is being especially made for him. What it will be like, remains a mystery, but we'll guarantee that it will be a "dew drop."

The constitutions of the Milwaukee Wheelmen are out in a neatly printed form. They will be mailed to the members free. Otherwise, 25 cents a copy. Address, M. C. Rotier, secretary Milwaukee Wheelmen, Loan & Trust Bldg.

The Milwaukee Wheelmen will hold a special meeting Saturday, April 23d, to receive and consider samples and styles of new uniforms, caps and club colors. It is possible that the club will adopt an entire change of apparel.

A new organization, to be known as the Milwaukee Sparring and Fencing Association, has been formed and patterned after the California Athletic club and the Olympic club of New Orleans. The officers are: President, Thomas H. Camp; vice-president, Gustav Pabst; secretary and treasurer, Spencer Illsley; manager, Herbert Aylward. Quarters have been secured and competent instructors in the art of self-defense will be employed.

It must have been a very absent-minded, person that furnished the write-up of the club's team, which appeared in last Sunday's *Sentinel*. It has been the source of great indignation among the members of the Milwaukee Wheelmen, that the mention of one of the club's very best racers, Mr. Phillip Nickel, was omitted in that article, which contained otherwise an entire list of names of Wisconsin's racing men with complimentary notices of each. Mr. Nickel rode wonderfully last season and in the State Fair races was the only one that made the finish of those races exciting, his time being 2:34 1/4 for the mile, better than any time ever made on that track, except Wallace Sanger's who came in a wheel's length ahead.

Subscription price 50c. per annum.

Zimmermann Took the Cash.

I met one of the Worcester Athletic Club the other day and got some valuable information on the subject of that Zimmermann affair, which did not leave a shadow of doubt that Chairman of the Racing Board Atwater was perfectly correct in his action and made a big mistake in doing anything towards reinstatement. It is too bad that matters have come to that state that wrong can prevail. The statements of some parties who think they know the inside of the matter, have been terribly garbled, and show conclusively that they do not know whereof they speak. I have not heard the whole thing myself, but I have heard enough to enable me to understand most unmistakably that Mr. Zimmermann was guilty beyond the question of a doubt of violating the amateur rule. I for one would like to know what the reason was that Mr. Zimmermann refused to go to Worcester after he had given his word that he would go if it were not for the fact that he did not have sufficient inducement.

It is all very well to talk about the briber as well as the bribed being punished; but the fact is right here that the bribed put himself right in the position he occupied. The Worcester Club was obliged to take the step it did to get Zimmermann to Worcester. It had announced both Zimmermann and Windle to ride. It had advertised them widely and it was obliged to produce one of these men. The Worcester Club did not take the initiative in the matter. It's the same old story. In this case our man was caught "dead to rights." In nine cases out of ten your amateur gets away, but here was the tenth case and the victim was not harmed more than being squeezed. —*Sporting Life*

WANTED.—Local correspondents in every town, and to use their leisure time in securing subscribers for THE PNEUMATIC. Liberal commission allowed. Write immediately. The whole field is open for work. Address M. C. Rotier, Publisher, 415 East Water St., Milwaukee, Wis.

According to the *Pittsburg Bulletin*, Superintendent Warner, of the Alleghany County Workhouse has recently shown that convicts at his institution not only do good work at public road making, but are glad to find employment in such work.

Any number of bicycles are hibernating in the garrets, waiting for the "first bloom of spring, nipt with the rear of winter's frost."—*Buffalo Courier*.

Good roads will become a positive reality with the coming generation of tax-payers, judging by the rapid increase of the devotees of the bicycle.

The clergyman who is a wheelman cries to his hearers: "Save 'soles' and ride a bicycle."

A Parody on Coaching Days and Coaching Ways.

At the banquet held at the Plankinton House by the members of the Milwaukee Art League, a choice selection of readings was rendered. Among the best was a cycling toast by Mr. Elmer Grey, which THE PNEUMATIC takes pleasure in publishing:

Gentlemen:—To meet the requirements of an out-of-door sketcher—to meet the requirements of one who wants to *feel* nature as well as see her—to answer the purpose of one whose steed ought not to confine him to the immediate vicinity of railway stations, I firmly believe that the best methods to follow are "cycling ways," and the best times to live in are "cycling days."

Gentlemen—If I were to say that I had traveled through fifty miles of picturesque country, in an old fashioned stage coach, who among us would not associate that ride with everything that was pleasant?

Who among us would not be able to picture in his mind's eye many pleasant happenings along the way? All here to-night will agree with me in saying that were it not for the comparatively slow transportation, a trip of that kind would be far more agreeable than traveling by rail.

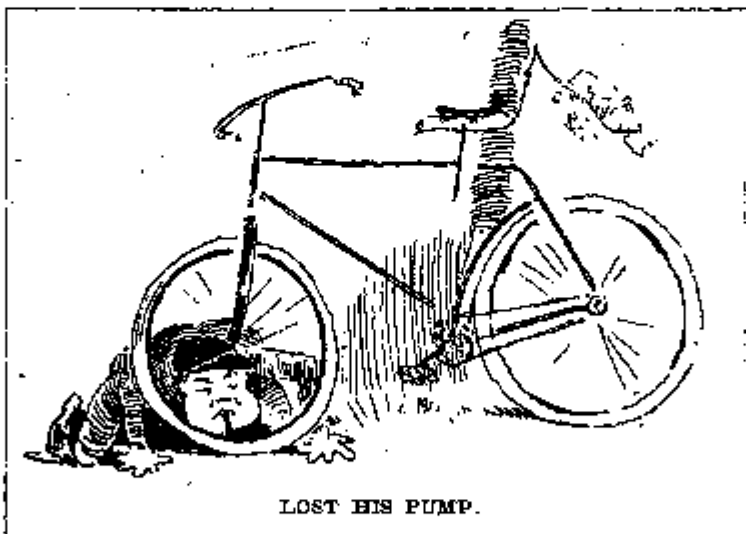
Gentlemen—The march of progress has made such a method of travel a thing of the past; but for the artist, the sketcher or the art-loving tourist the stage coach of to-day is the modern safety bicycle. Possibly much of the charm of the old coaching system lay in the very danger and uncertainty of the undertaking, to say nothing of the break-downs and wearing out of the horses that were repeatedly taking place, the danger incurred from being robbed by the highwaymen who continually infested the roads must have been very great.

Returning in comparison to our steed, the bicycle, these undeniable charms are not to be found wanting. With the advent of the pneumatic tire and the danger of tacks, may not the old-time picture of a broken hub and helpless traveler be as pathetically repeated to-day, in a case of puncture? May not the old, worn-out horse be replaced by a modern instrument equally as dilapidated? I am sure that the bold highwayman of English coaching days, mounted upon his fiery black steed, can be as equally well represented to-day by an unprincipled scorcher on a wheel of the modern type.

Another charm one involuntarily attaches to the name of coaching is the wayside inn, and surely this prominent factor in the happiness of the old-time traveler is not without its representative to-day. Admitting that the little country hotel one meets with now-a-days is not as picturesque perhaps as the one of long ago, every touring cyclist here to-night will support me in defence of the quaint air and generous hospitality of our nearest example, Hale's Corners. What architecture more appropriate than there, where the large shady verandah greets one's first glance, while overhead the long row of superimposed columns forming the balcony gives an air of comfort to the whole? What repast longer to be remembered than one served in that cozy, low-ceilinged dining room, the odor of unknown savory dishes wafted in from the kitchen, while ever and anon as the door opened and shut the sound of voices from the bar-room indicated the presence of loud-talking travelers without?

I shall never forget the scene of a stag dance held in that little attic ball-room, where the musician of the occasion in his miniature stage, for want of a better accomplishment, stamped upon the floor with his heels and kept time with his hands. To get other opinions upon the same subject I take the liberty of quoting from Mrs. Elizabeth Robins Pennell, who says:

"It may be that if you saw a cyclist winding his way through the crowded streets of a great town, you would think mainly of the discomfort and danger of being astride



LOST HIS PUMP.

a light wheel in the midst of heavy carts and impatient horses. But somehow when I meet one, even in the main thoroughfares of London, surrounded by hansom, and omnibuses and wagons, to me he suggests the quiet and loneliness of green leaves and shady roads. Who that has not tried can even imagine the delight of going off for a tour on a cycle?—of the long days spent in the open air; of the pleasant rests under the shade by the wayside; of the midday halt for luncheon in some little, unknown inn; of the arrival at night in a new town or village; of the dinner eaten with such hearty appetite; of the healthy sleepiness that sends one almost at once to bed. This really is the charm of cycling as a sport, the charm that has made it grow in little more than ten years into one of the most popular pastimes of the day."

Gentlemen—Do you think that all that is worth

seeing between here and Chicago is to be had for merely the looking from a car window? Do you think you know your own country because you have been whirled along in an express-train from New York to Philadelphia, from Boston to Richmond, or even to San Francisco? Do you think that a method of travel to be desired is one presenting to our eyes a beautiful scene, only to have it whisked away again without any beneficial results?

Women on Bicycles.

The following was written by a Washington correspondent for the *St. Louis Globe-Democrat*, dated Sept. 6, 1888:

I saw a sight one evening last week. I saw a woman go by on a bicycle! On a bicycle, I repeat; a vehicle with two wheels only, one of which was directly behind the other. Her feet—not to use a stronger term—were on both sides of the connecting bar, balancing precisely as a man would, and her lower extremities were flopping and kicking in a lively manner. There was a flutter of lace and a flash of skirts whenever the respective ends of the walking beam went up, and I thought I had struck a crazy ballet dancer running away with some man's machine.

I blushed and turned my face to the wall, resolved to gaze on the sight no more; but I immediately turned back and resumed my investigations.

When I bashfully withdrew my glance there was only one of these effigies; when I resumed my vigilance there were two of them, for another had galloped up and joined the first. Both were dressed in all respects in the ordinary street costume, one wearing a jaunty hat and the other a bonnet. But they were a pair of spectacles.

It ought to be added, perhaps, that the bicycles were safety machines, that the connecting bar between the wheels was lower than usual and that the contrivance was propelled by pedals attached to the hind wheels.

"This phenomenon must be further investigated," I remarked to myself, and down I went next day and interviewed our great bicycle manufacturer—call him Smith.

"Mr. Smith, how about those female bicycles?" I asked.

"There is one," he remarked, pointing out one that leaned languidly against the partition. "Just lift it." I did. It was very light.

"What's the use of a lady riding a tricycle, the lightest of which weighs sixty pounds, when she can ride a bicycle that only weighs thirty-five pounds, and go a great deal faster with a smaller expenditure of force?" that's what Smith said.

I did not answer the question, but inquired if bicycles were used by women anywhere else.

"Nowhere else in the world," said Smith, trium-

phantly. "I make these myself and put them on the market."

"Who are the gay girls I saw on them to-day," I inquired.

"They are not gay," he answered; "they are light-some maidens like Mary Walker; they are staid and conventional dames—wives and mothers."

"Will women wear bicycles anywhere else," I inquired of Smith.

"Of course they will. Washington will set the example, and New York, Boston and Chicago will follow. Of course, no other city is quite so well adapted to their use as Washington is, because no other in the world has such smooth streets; but others will use them. There are 14,000 cyclers in this city, and these new low bicycles will gradually supersede the tricycles. It must be so. The survival of the fittest requires it."

So woman is completing her conquest of the planet. She rows. She smokes. She preaches. She hazes. She shoots. She rides. And now she has lassoed the iron grasshopper and has fearlessly mounted it. For myself, I can only exclaim: "More power to the elbow of her lower extremities!"

A Desirable Route Wanted.

L. Fayette Sykes, L. A. W., No. 30,458, desires to obtain the best route from Minneapolis to Chicago, for a pleasurable wheel tour next June. Any one possessed with a knowledge of this trip will kindly write to Mr. Sykes, care of War Department, Washington, D. C.

THE disbanding of the Green Bay Cycle Club last October, is certainly an appearance of the deplorable condition of interest and harmony existing in the ranks of Green Bay wheelmen. But with the opening of this season a new club or reorganization of the old is almost inevitable. Members who have displayed such push, energy and activity in wheeling, and in the management of the two largest tournaments ever held in the state, cannot remain very long inactive in promoting and strengthening wheeling interests.

Arthur A. Zimmerman, the New York Athletic Club crack, will make his first appearance in competition on the other side at the Heine Hill track, riding under the colors of the London Country Club. He is also entered to ride at the race meet at Paddington, of the Polytechnic Cycling Club, of London, on May 28th.

P. H. Sercombe and Wm. M. Breckenridge will have a half-mile race on Prospect avenue.

Sample copies sent on application.

Wheel Pnues.

The annual Union Run will again be held Decoration day, given under the joint auspices of the Milwaukee Wheelmen and the Wisconsin Division, L. A. W., over the same course, along the Lake to White Fish Bay. The ride is a magnificent one, and the run will no doubt be attended again by a number of outside wheelmen. A banquet will be the feature at the other end.

The Mercruy Cycling Club, of Milwaukee, have decided to change the course of their annual road race this season. It will be from Waukesha in, finishing on National ave. The club is in a prosperous condition and promises to compare numerically with the Milwaukee Wheelmen in a short time.

At the last meeting of the Waukesha Wheelmen refreshments were served and a musical programme rendered. The lady bicyclists were there, and now the boys are contemplating the advisability of admitting ladies as member of their club.

Oshkosh wheelmen have fitted up their rooms in the Nehlein block on Washington St. Preparations are being made to entertain the visitors who will attend the Wisconsin Division meet in that town this summer.

The Fond du Lac (Wis.) Cycling Club was organized last week. The officers were as follows: President, V. M. Weeks; vice-president, Dr. W. C. Wise; secretary and treasurer, E. M. Moore; captian, William Reining.

W. C. Sanger, who bids fair to conquer and beat all the racing talent in Wisconsin, will have a pair of special pneumatic tires sent over from England to be put on his wheel. The tire is something new of its kind.

Mr. H. G. Rouse, of Peoria, Ill., states there will be no tournament held in their town this season. But a doubly good time is being planned for 1893, when the world's fastest track racers will be together.

Dr. Smith and Postmaster Coe, both enthusiastic wheelmen of Port Washington, were visitors in Milwaukee last week, and report favorable prospects for a club organization in their town this season.

The Appleton wheelmen are becoming enthused by the general excitement of spring wheeling prospects, and will shortly organize. They have a fine stretch of paved street in their city.

The now-becoming-famous Waukesha-Milwaukee road race, given annually by the Milwaukee wheelmen, is already being discussed with lively enthusiasm.

Will Ott, of La Crosse, Wis. spent a few days in Milwaukee the past week. The organization of a bicycle club in that town is being talked about.

Watertown, Wis., will start a new bicycle club. There are a large number of active wheelmen residing there, and they promise to make things hum.

Mr. A. Rau came to Milwaukee on his wheel from his home in Waukesha last week. He returned Sunday accompanied by Fred Schmitz.

The Waukesha Wheelmen have already started their scheduled Sunday club runs. Their last Sun-run was to Salesville and back.

Waupun, Wis., will soon organize a League Club. Dr. W. A. McCorn is the leading spirit in its formation with about 20 followers.

Henry Kasten, who has been connected with P. H. Sercombe for the past four years as bookkeeper, has resigned his position.

The Racine Bicycle Club are contemplating making a Century run on Decoration day. The course has not yet been selected.

The North Side Wheelmen is a new organization just started in Milwaukee. Officers were elected last Tuesday.

The Janesville Bicycle Club has been organized as a League club. Its official number is 384.

Green Bay will have an organization to be known as the Brown County Wheelmen.

Sheboygan has about a score of lady riders, but they ride like sixty.

Chicago has a half hundred bicycle clubs.

Pneu Pneumatic Pseudies.

Miss Jones—"My sweet Eddie, you must know how much I love you. Be my own dear husband! I have \$4,000 a year, and you shall have lovely clothes, a billiard table and a new racing wheel. And I'll let you go out on Sunday club runs, too." He (blushing).—"You must ask my pa, Miss Jones."

Why is there a resemblance between a stuffed fowl, the pneumatic tire and *THE PNEUMATIC* publication? Because they are all a-breast of the times.

The number of cartoons published in our weeklies, is sufficient to keep the goutiest of the gouty men from an attack of the "blues."

"Does a bicycler ride
For the sake of the ride,
Or ride for the sake of the show?"

Now is the time in particular,
When the festive young rider bicycler,
Strikes the stone rockular,
And losing pose perpendicular,
Sees * * * and starsocular.

No word was spoken when they met,
By either—sad or gay,
And yet one badly smitten was,
As was remarked next day.
They met by chance a spring-time eve,
Mith neither glance nor bow,
They often come together so—
The wheelman and the cow.

Trade Notes.

The advertising department is the heart and soul of every business.

Humbers are creating a wonderful demand in Milwaukee this season.

C. F. Mohr is handling a line of Columbias, Victors, Andraes and Humbers in Racine, Wis.

Readers will please mention THE PNEUMATIC when trading or corresponding with its advertisers.

John Reitzner and August Rolfs have opened a bicycle store at 160 Reed street and cater to the south side trade.

In the show window of the Julius Andrae bicycle house can be seen an electrically operated "Andrae" safety in constant motion.

It is the publisher's aim in securing advertisements, to publish only those of well-known business houses of established reputation.

A. N. Thompson, formerly superintendent in the repair shop of P. H. Sercombe, is now established in Janesville, Wis., selling electric supplies and bicycles.

T. T. Andrae has returned from a month's trip through the north-west representing their bicycle house and establishing agencies for the "Andrae" safety.

The store of the Stokes Mfg. Co.'s branch house on Third st., has been rebuilt inside. The place makes a fine looking salesroom. Mr. J. E. Reiter is the manager.

The Friese Boat and Cycle Co. will handle Bidwell's Tourist, a thirty-two pound roadster, and Bayliss, Thomas & Co.'s Excelsior. They will carry the St. Nicholas line also.

E. W. Roth, of the Roth-Hedger Cycle Co., Milwaukee, is way behind in supplying the demand for the Moffat safety, but firmly asserts that he will have in a large shipment of the wheels in a few days.

The Columbia Carriage Co., 329 Broadway, Milwaukee, has engaged W. M. Breckinridge to attend to their wheel business. They are doing a first-class trade and will handle Swifts, Imperials, Cleverlands (with Palmer's self-healing tire), Eclipse and Western Wheel Works lines.

One thousand more frames have been ordered by the Sercombe-Bolte Mfg. Co., to be shipped from

England immediately. The company is so crowded with orders that it intends to put on a night shift, which will double the capacity of the works. Mr. F. H. Bolte is now in England looking after the interest of the firm.

A telescope air pump for pneumatic tires has been invented by Martin Patitz of Milwaukee. It will inflate a two inch tire on a thirty inch wheel with twenty-five strokes. Any other pump will take sixty to seventy-five strokes to do the work. It will be made of aluminum to weigh three oz. The exertion in operating is very slight.

A sixty-five-year-old man of Harrisburg, Pa., who is an enthusiastic hunter, has purchased a chainless Telegram to carry him on his shooting expeditions. The story goes that he wants a wheel upon which he can handle his gun with both hands, while steering with his feet. The Telegram is manufactured by the Sercombe-Bolte Mfg. Co., and is creating a wonderful demand.

Racing Notes.

The Irvington-Milburn road race will, as usual, be held on Decoration day. Albert B. Barkman is managing the affair.

Grand Rapids is arranging to have a relay race between that point and Detroit early next May. Distance 175½ miles. 100 entries is the limit.

In the Pullman road race, to be held May 30th, the twelve minute limit handicap will be retained. No penalization on tires will be made. Entries for the great race close May 14th.

A number of dark horses will make their usual appearance in the races of the Milwaukee Wheelmen. Col. Andrae has as yet made no assertion of "dark horses," but the boys are confidently expecting it.

Buffalo will establish an annual road race event to be known as the Martin Road Race. It will be held on Decoration day, but the course will remain a secret until one week prior to the race. This will enable visiting racers to be nearly equal with the local men about the knowledge of the road. Mr. Priol of the Wheel will be the handicapper.

The New York and Manhattan Athletic Clubs have the best material out of racing stock, to compose their regular teams for this season's work. The New York club has W. F. Murphy, Arthur Zimmerman and Charley Murphy, listed for their team. The Manhattan's will be W. Windle, H. Arnold, P. Berls, G. Banker and another not yet known.

These clubs will be most evenly matched for this season's work and the mercury will run high in some of their contests.

He Walked.

F. C. Obrecht, a wheelman living at Prairie du Sac, Wis., met with a very amusing accident a few days ago, and, as it may serve to warn our city club men of what may happen in the country, will give them the experience. Mr. Obrecht got an idea while touring around his native heath that there was something wrong with his machine, and stopping at a farmhouse proceeded to edify the inmates by taking the wheel to pieces. The ball bearings proved the most curious, and as he explained how they facilitated the easy running of the wheels, he laid them out carefully on the porch—22 in number. At this point, for some reason or other, the whole party adjourned to the rear of the house, and during their absence the king of the barn-yard, accompanied by his cackling wife, happened in his wanderings to spy the dainty morsels, and no doubt thinking their digestive organs equal to any emergency, he and his brood proceeded to put themselves outside of them. The suspense under which Mr. Obrecht labored in his endeavor to locate the balls on his return was very painful. A thorough search was made, and at last the situation dawned upon him like a dream. It was useless to attempt to kill every chicken on the place, so he was compelled to shoulder his useless wheel and trudge homeward, "a sadder, if not a wiser man." Mr. Obrecht brought his wheel to Milwaukee to have it repaired, and feels confident he will never expose the balls of his machine again under any circumstances.—*J. R. in Am. Wheelman.*

The National Meet.

The large guarantee fund for the coming League meet is reported by the finance committee at Washington. Chairman Churchill is untiring in his effort to increase the interest of Division members. Subscription blanks have been freely distributed, and the members getting the largest amount by April 15 will be presented with an L. A. W. uniform. The Overman Band has been placed at the disposal of the entertainment committee. The programme will cover three days thoroughly, Chairman Stearns being particularly active. A sail down the classic Potomac, a big theatre party and a gigantic out-door smoker will be features.

Punctures.

The less a man knows about bicycles the more crazy theories he has in his head as to how they should be constructed.

Emerson says: The world moves by cycles.

The Gazette answers: Boys move by-cycles too.

Tourists declare Michigan mud proves an excellent tire cement. So sticky.

When money is "tight" all the time, how can the business outlook be in a healthy condition.

Can a bicycle run hot?

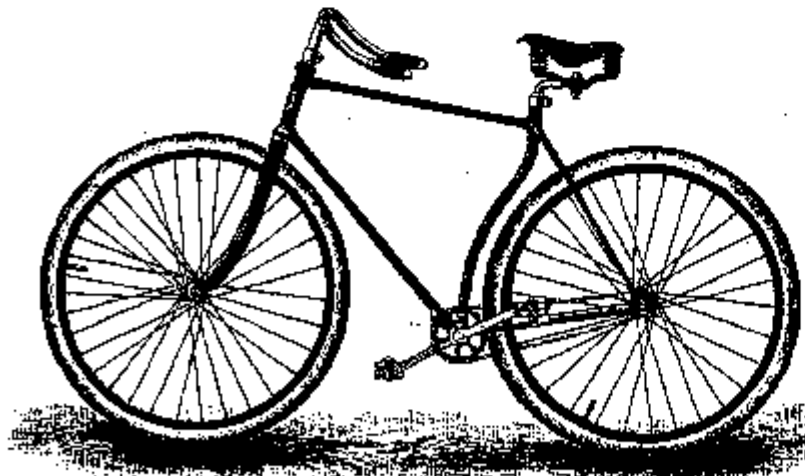
Yes,—when it is tant.

ROTH-HEDGER CYCLE CO.

AGENTS FOR

❖ MOFFATS. ❖

The King of Scorchers.



The Moffat. Weight 32 lbs. Price \$135.

THE MOFFAT TIRE is the most Practical Pneumatic on the market. In case of puncture it can be repaired in a few minutes. Before making your '92 purchase, wheelmen will do well to examine our stock, at 519 Grand Avenue, Milwaukee.

R. F. Dallman.

O. L. Gellerup.

HEADQUARTERS

—FORE—

BICYCLE SHOES,

DALLMAN

—AND—

GELLERUP,

—Dealers in—

Fine Boots and Shoes.

No. 317 THIRD ST.,

MILWAUKEE, WIS.

A Stylish Garment.

It is the best evidence of a first class store. So in the garments wrought by us the tale is told at once:

Workmen of Merit are Employed.

Goods selected are first class.

Styles are carefully followed always.

Prices are based on the quality.

SO CHAUNCEY SIMONDS CO.

Lead in their line and have an established trade that includes the wearers of good clothes.

WE CAN FIT

Your husband
Your friends
Your sons
Your brothers
Your wants
Your ideas

AND BEST

OF ALL

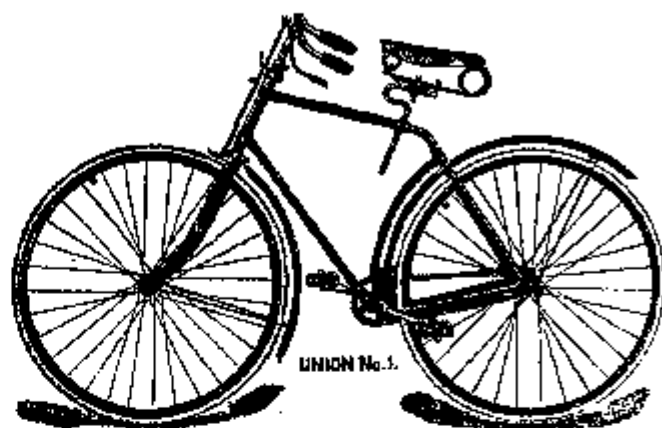
YOUR

POCKET BOOK.

Chauncey Simonds Co.

382 East Water St.,

MILWAUKEE.

Chas. F. Stokes Mfg. Co.

THE UNION 2:10 WINS ALL '92 RACES SURE.

Dealers everywhere should get the agency for our medium grade wheels. They are sellers, and good profit. Repairing promptly done. Send for catalogue, and save money. Cycle uniforms and sundries. A large stock on hand at all times.

337 and 339 Third St., Milwaukee, Wis.

J. E. REITER, Manager.

ESTABLISHED 1883.

DIETRICH & ADAMS,

MANUFACTURERS OF

HAND AND
SELF-INKING**RUBBER STAMPS,**Seals, Steel Stamps
and Stencils.

Rubber and Metal Bodied Rubber Type.

Merchants' Sign and Price Markers, Etc.

TELEPHONE

1360.

414 East Water Street,

MILWAUKEE, WIS.

"Imperial Wheels"

For 1892.

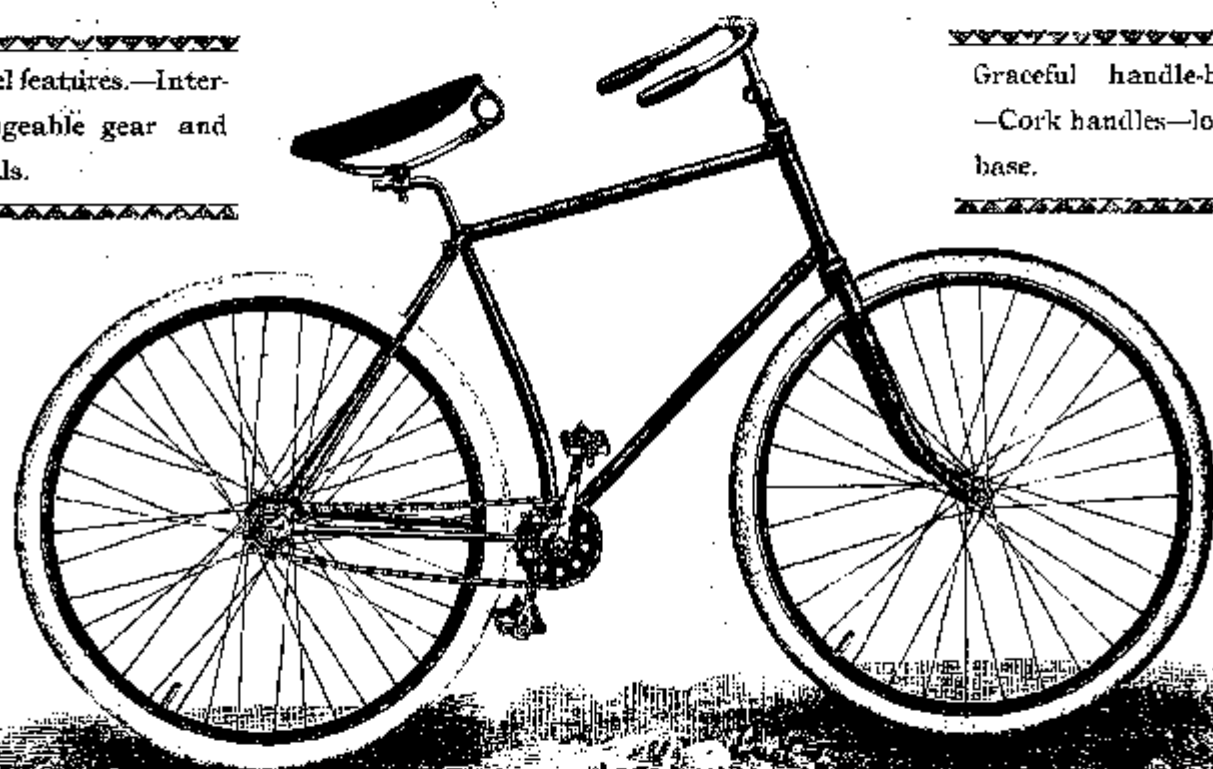
Are Hard to beat.

Strong, Light, Simple and Easy Running.

Don't forget that its tire is alive and Kicking.

Novel features.—Inter-
changeable gear and
pedals.

Graceful handle-bar
—Cork handles—long
base.



"IMPERIAL" SCORCHERS.—34 lbs. (actual.)

The Columbia Carriage Company,

329, 331 and 333 Broadway, Milwaukee.

Handle and control our wheels in the State of Wisconsin. Give them a call. They will surprise you. IMPERIAL WHEELS are up to date, modern, and are not to be confounded with \$135 wheels with imitation pneumatic tires. Don't forget this.

Columbia Carriage Co.,

STATE AGENTS.

Ames & Frost Co.,

CHICAGO, ILL.

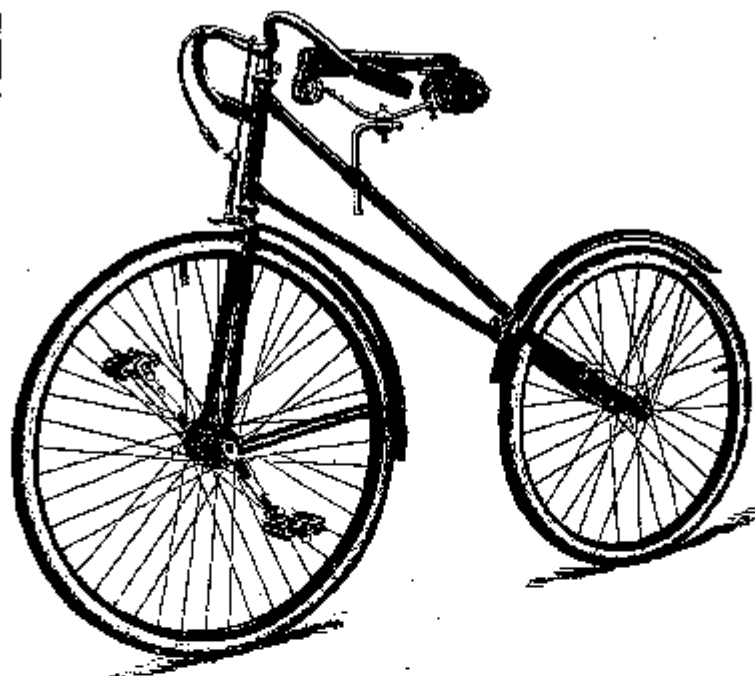
A GREAT HIT. - The Success and Novelty of the Philadelphia Show.



DEPOTS ARE ESTABLISHED

With the following firms for remodeling solid tired safeties and applying Bolte Cushions and Industrial Pneumatics:

Ed. A. Stoddard, New Orleans, La.
J. C. Shirwood, Columbus, O.
Sweeping Cycle Co., Philadelphia, Pa.
S. F. Heath & Co., Minneapolis, Minn.
Lodge Sordani, Chicago, Ill.
E. C. Mescham Arms Co., St. Louis, Mo.
Jas. E. Golan, Baltimore, Md.
Hub Cycle Co., Richmond, Ind.
Struys & Wills, New Bedford, Mass.
Putnam Bros., Detroit, Mich.
Pike & Snyder, New York City, N. Y.
H. L. Hensley, Indianapolis, Ind.
Ed. Mohr, San Francisco, Cal.
Francis L. Hawley, Rochester, N. Y.
Banker Cycle Co., Pittsburgh, Pa.
J. F. Hens, Louisville, Ky.
Rams, Hensel & Co., Poughkeepsie, N. Y.
Scamman & Co., Portland, Me.
Whitcomb-Godding Cycle Co., Providence, R. I.
M. Hillman, Atlantic City, N. J.
Geo. F. Higgins, Springfield, Mass.
Hodge Co., Denver, Col.
W. M. Dunham, Newburgh, N. Y.
W. J. Fenner & Co., Utica, N. Y.
D. Clinton Harty, Dayton, O.
Lester & Knowlton, New Britain, Conn.
Benjamin & Andrews, Syracuse, N. Y.
Henderson Bros., Saginaw, Mich.
Peoples Mfg. Co., Cleveland, O.
D. P. Clark & Co., Grand Rapids, Mich.



Ladies Telegram Safety.

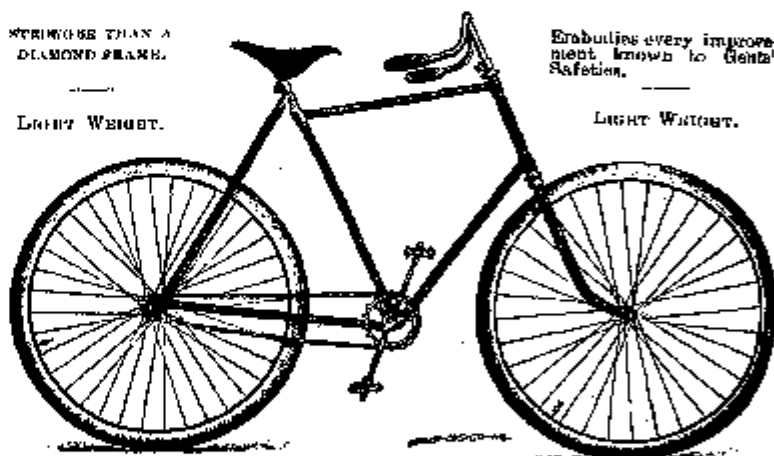
Weight, all out, less than 40 lbs. The most scientifically constructed Ladies' Safety, models ever made.

SPECIFICATIONS.

Bolte Pneumatics (1 5-8) or Cushion (1 1-4) Tires. 28-inch wheels. Tangent spokes of finest quality. Light Steel Hubs (best made). Long Wheel Base, Double Frame, with Humber Brank, Hanger Brank, between the two tubes. Low adjustment of saddle for short person. Pat. Louthair "Telegram" Drive. Gears quickly removed by substituting side gears fasteners. "Telegram" Chain Guard completely covering chain and sprocket wheel. "Telegram" Head Adjustment, effective and original. Fitted with Cushion or Pneumatic Tires.

STRONGER THAN A DIAMOND FRAME.

LIGHT WEIGHT.



Embraces every improvement known to Gent's Safeties.

LIGHT WEIGHT.

YOUR MONEY CANNOT BUY BETTER GOODS.

NOTHING BETTER HOME-MADE OR FOREIGN.

LIGHT WEIGHT.

Telegram Light Roadster.

WEIGHT, 27 POUNDS.

Price, Cushion \$135. Pneumatic \$150.

SPECIFICATIONS.—28 inch front and 26 inch rear wheel. Finest High Tension Tangent Spokes. Tubular Crank Hanger. Interchangeable Sprocket Gear. 2 inch or 1 1/2 inch Pneumatics or 1 1/4 inch Cushion Tires. Long Wheel Base (but not too long). Saddles and Handles so adjusted as to secure the greatest amount of speed and comfort. Workmanship finest possible.

The above machines are guaranteed to be strictly highest grade.

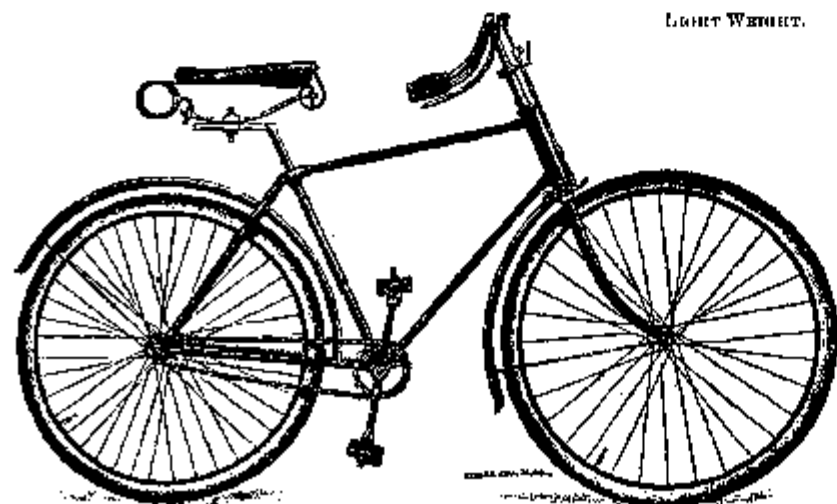
Sercombe-Bolte Manuf'g Co.

MILWAUKEE, WIS.

MAKERS OF

TELEGRAM - CYCLES.

We use the same rims for 1 1/4 Cushions and 1 5/8 Pneumatics so that these Tires are interchangeable.



THE PNEUMATIC

A Progressive Monthly Paper
for Cyclists.

VOL. I.

MILWAUKEE, WIS., May 14, 1892.

No. 2.

Gossip About Lady Cyclers.

BY JACK ROYAL.

Of all the out-door sports of the present day adapted for the enjoyment of old and young—male and female alike,—none occupies so conspicuous a position in universal favor as cycling. It is the sport par-excellence, and has gathered into its fold of devotees and admirers a vast army of the most healthy and vigorous of our population. Perhaps the most pleasant side of cycling is the fact of its being especially commendable and desirable for women; other sports that have found favor with the sterner sex have not been adapted for their general use and enjoyment. Physicians have come to regard cycling, if practiced with common sense methods as an effective remedy for many of the annoying indispositions so common to the human family. And it is a matter for congratulation to know that in Milwaukee we are in the van-guard as regards lady cyclers.

We have several clubs composed of ladies, and others where enough gentlemen are admitted to make things interesting.

The most prominent ladies' club last year was the Social Cyclers, composed of about twenty ladies who were escorted on certain evenings of each week by their gentlemen friends. At other times during their jaunts in the country, they rode alone. It is needless to say that they spent many pleasant tours to points of interest adjacent to Milwaukee, and that they were amply repaid by the enjoyment of perfect health, for any little discomfortures they had to undergo,—such as being caught in rain storms, etc. The Social Cyclers is composed of young ladies, well-known in social circles, who reside on the several sides of the city.

The South Side has a ladies' club of quite a large membership. Cycling has always been very popular in that section of the city, and the number of lady riders will be largely augmented during the coming season. With the completion of the new boulevard

to South Milwaukee, they will have a cycling thoroughfare of quaint picturesqueness and beauty, which will no doubt rival in popularity the famous White Fish Bay road of the East Side.

Mr. and Mrs. Jno. Campbell of the West Side, well-known cyclers, are sojourning in England. They will be gone abroad about three months, and expect to do much of their sight-seeing on their wheels.

Miss Blanch Price has one of the few pneumatic ladies' wheels in the city. She is a very enthusiastic rider, and contemplates considerable touring during the summer.

Miss Carlotta Parry, the gifted elocutionist, is a great admirer of the wheel, and is a very graceful rider. During the summer months her bicycle is her almost constant companion.

Miss Bishop is another devotee of the wheel and is conspicuous for the masterly manner in which she handles it. Miss Folson also spends many pleasant hours in pursuit of her favorite pastime.

Miss Mabel Allen, Miss Barber and Miss Stillman are among those who have recently purchased wheels. They reside on the East side.

Mr. and Mrs. R. S. Baird are among the new riders this season. They enjoy cycling immensely.

Mrs. J. H. Lyman, of the South side, is the happy possessor of the first ladies' pneumatic Humber brought to Milwaukee.

Miss Louise Haessler is perhaps one of the best lady road riders in the city. She is a very intelligent young lady, and a teacher in the public school.

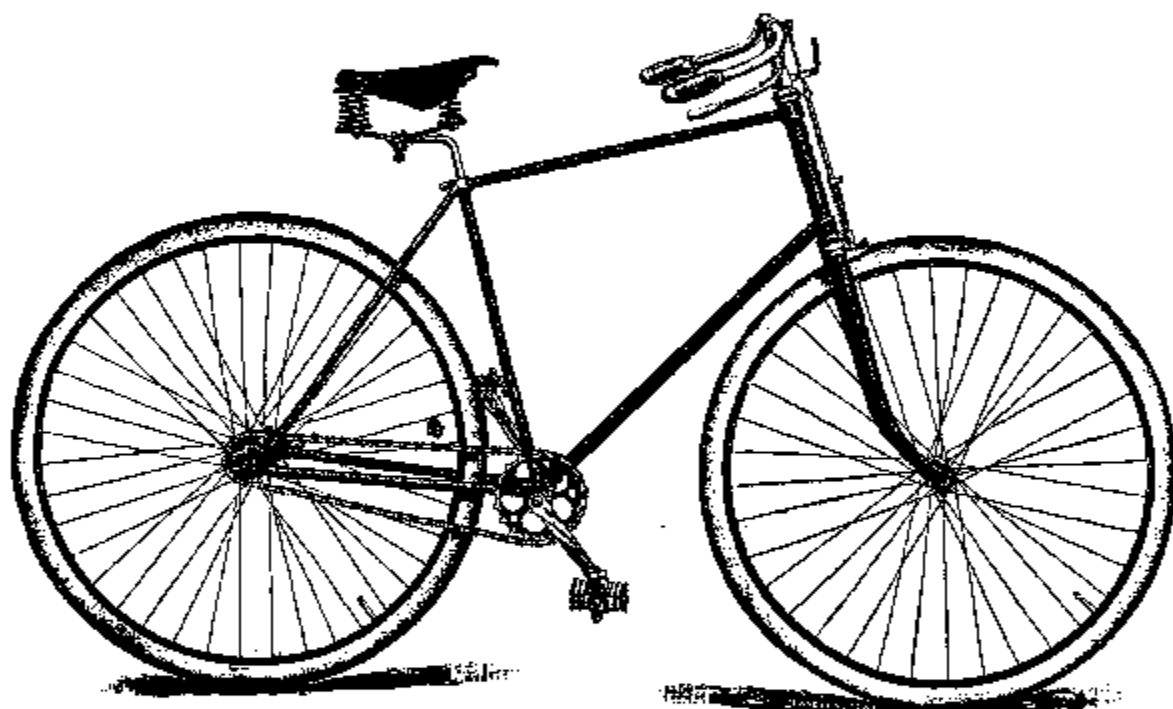
Miss Sarah McCreedy is among the new riders who reside in Bay View.

Miss Bessie Grey and Miss Julia Saveland are quite experienced cyclers. Miss Grey is a very plucky road rider, and a most pleasant companion on a tour. Her brother Elmer Grey contemplates the pleasure of doing France during the summer, a wheel.

Miss Arlisle Smith, of Cedar Grove, and Mrs. Will Ott, of La Crosse, purchased wheels of Milwaukee dealers during the past week.



The ANDRAE. - - -



Price with $1\frac{1}{2}$ in. Grey Cushion Tires \$120. Pneumatics \$135.

AGENT FOR

Humbers.

Ormondes.

Columbias.

Victors.

Credendas.

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JULIUS ANDRAE.

CYCLE WORKS.

225 W. WATER ST., MILWAUKEE.



A PROGRESSIVE MONTHLY PAPER FOR CYCLISTS.

M. C. NOTIER,

EDITOR AND PUBLISHER.

FIFTY CENTS PER YEAR. Advertising Rates on Application.

All copy for advertisements, changes for same, news and correspondence for publication must be sent in before the 15th, to insure insertion the same month.

ADDRESS M. C. NOTIER, 418 EAST WATER STREET, MILWAUKEE, WIS.

WITH the first flush of the publisher's triumph still lingering on his brow, the second issue of *THE PNEUMATIC* makes its appearance. Since the launching of this publication on the sea of the cycling world, it has been the publisher's pleasant fate to receive hearty support and encouragement from all, and it is safe to assert that *THE PNEUMATIC* will stay in the race to merit commendation in the future.

THOUGH support in a degree must come from advertisers to sustain this publication, the intent of the journal is purely designed to enhance the various interests of bicycling, and, as the literature demanded for its pages is such that for the most part, only wheelmen can furnish it, the contributors are enthusiastic and talented cyclers who take this way to assist in promoting the sport.

THE PNEUMATIC is an assured success and a permanent institution, and the publisher looks forward to see the paper attain such a degree of excellence in periodical literature, that it will be worthy of the sport it fosters. Since the production of the first number, experience has taught many things, and now the publisher commends *THE PNEUMATIC* to the favorable notice and support of all who believe in encouraging and fostering the noblest and most healthful out-door recreation.

A WRITER in a Toledo paper, commenting on the growth of wheeling, says: "There appears no surer fact of the future than that within a few years few men will walk to and from their business, but nearly all will avail themselves of the superior comfort and rapidity of wheeling. On every hand this growing love for this perfection of transit is manifest. Dealer after dealer is providing great stocks of wheels for the coming season, and already the sales

are phenomenally large. What the harvest shall be when the boys are all finally equipped it is difficult to say, but that we shall have at least double the number of wheels in commission this summer than we had last now appears probable. And why not? What can be more generally helpful than exercise? And how shall we take exercise except we enjoy the taking."

THE cycling paper should be equal to the cause it represents, should be elevating in its teachings, fair in its discussions and honorable in its purpose. Its mission is to instruct in the lessons taught by the logic of events, to demonstrate the wonderful capabilities and possibilities of the wheel, and to herald conquests in the realms of invention.

THE good fellowship existing among cyclers has ever been an admirable trait, and with the continuous accession of riders, the same spirit ought to prevail. And why not? Essentially a gentlemen's sport, its admirers are drawn from the best class of our young men, and there is but little risk that in courting the acquaintance of the riders we meet, we may lower our self-respect.

WITH the summer riding season at hand, and the doleful prospect of viewing local races on the slow horse-tracks of Milwaukee again, the leading spirits of the Milwaukee Wheelmen have lost their enthusiasm in the agitation of building a club house, and now ways and means are being discussed to build a quarter-mile bicycle track. A better project could not be undertaken, and if the matter is taken in hand immediately, such a track could be completed to hold a series of races by fall.

SOME restrictions in all prudence, ought to be placed on Sunday amusements. Sunday is, in the ecclesiastical authority, a day set apart for worship, rest and consequent recreation. The Bible says: "Six days shalt thou labor," and Sunday must be the day of rest and refreshment. But the largest part of the cycling devotees are, in a manner, laboring people who must work every day in the week, and it would not be Christianity to deny these people the refreshment and recreation for body and soul that can be obtained on the wheel only on Sunday. It has always been considered a day of rest, recreation, physically, mentally and morally, and to wheelmen, who have this opportunity to view the manifold works of all nature, to indulge in the restorative powers of body and mind, it cannot be violating any of God's laws or desecrating the brightest gem of our national crown, the guardian of our liberty and the joy of our existence—Sunday.



Milwaukee Notes.

Terry Andrae declares that he will not race this year.

A novel lantern parade will be one of the coming events in the city.

Dr. Chas. T. Peirce, of Janesville, Wis., was a visitor in Milwaukee the past week.

A. C. Morrison has signified his intention of entering the Pullman road race.

Capt. Geo. Bartels is now mounted on a "gas-light green" enameled machine. It is a beauty.

Rev. M. M. Parkhurst, of Summerfield Methodist church, is another of the late converts to cycling.

A bugle corps of six members will be an additional feature on club runs of the Milwaukee Wheelmen.

A bicycle track is one of the crying needs of Milwaukee wheelmen. Boys,—say nothing but saw wood.

Mr. Davis and Editor Berger, of Chicago, were in line with members of the "Calumet and Heckla Club" last Saturday evening.

Herm. Lammers, of the Binner Engraving Co., will join the architectural tour through France. He will leave New York July 27.

A cycle organization will be one of the additional features that a membership to the Young Men's Christian Association of Milwaukee will afford.

F. J. Morawetz, secretary of the Wisconsin Division reports a remarkable increase in the new membership of the division, but the renewals are coming in slowly.

F. H. Bolte rides in his light road buggy now with cushion tires on the wheels. It is a thorough success, and is likely to become very popular with light vehicles.

Rev. Judson Titsworth, pastor of Plymouth Congregational church, and a member of the Milwaukee Wheelmen, has returned from a visit of several months in the south.

The Milwaukee Wheelmen minstrels are acquiring fame. The Waukesha club has filed a bid to have them come out and repeat the performance recently made in Germania hall.

Fred J. Mayer, Jr. has jumped out of the field of the "unattached," and "done gone and done it." He was married Thursday, May 5 to a charming Milwaukee young lady.

In justice to Mr. W. Breckenridge it is necessary to state that he was another that was slighted in that write-up of Milwaukee racers, which appeared in The Sentinel, some time ago.

The Wisconsin Century Club will have a century run over the Milwaukee-Watertown course some time within a month. Col. H. P. Andrae is the Chief Centurian of the club.

Henry P. Andrach has been appointed the official handicapper for this district, by the racing board of the L. A. W. It is not an enviable position, and yet it is a deserved honor to be recognized in this manner.

From Bearings: President Oliphant, of the Milwaukee Wheelmen, is a handsome, solid, well-built man of medium height. He has a dark mustache and burnside, and is a worthy successor to the former popular president, A. Cressy Morrison.

A. C. Morrison has contributed the beautiful water set, won by him at the races in Oshkosh last year, to the Oshkosh Wheelmen, to be contested for as a special prize at the L. A. W. meet to be held in that city in July.

The walls of the club rooms of the Milwaukee Wheelmen are now adorned with a photographic group of last year's officers, a group of the present officers, the representative racing men of the club, and a picture of the "hard times" party which was held April 28.

The officers of the Wisconsin Division have made application to W. C. Thorne, of the racing board, L. A. W. to hold the tournament on July 7th and 8th. If 150 wheelmen from Milwaukee can be induced to go, a special train will be secured and the rates will be extremely low. Oshkosh is a hustling town and a great time is assured.

North Side Cycling Club.

The North Side Cycle Club, a new and prosperous organization in the northern part of the city, have elected the following officers: President, G. Aussem; vice-president, J. E. Reiter; secretary, Louis Pierron; captain, H. Janssen; lieutenant, James Becker. The club has now a membership of 50. A handsome uniform has been adopted, and regular club runs will be a feature. A May ball will be given by its members in Humboldt hall, on May 21.

The League of American Wheelmen has 619 women members, and it has been suggested that a women's auxiliary be added to that organization.

"Minstrelsy" and "Hard Times."



PRICE AND COLEMAN,
"THE UPPER TEN OF MINSTRELSY."

The lights are out in Germania hall, the merry sounds of the hilarious crowd and the strains of music are but echoes; the performers and their costumes have departed; and now nothing remains but the bright spot in the memory of those who were "in it."

Thursday evening, April 28th the members of the Milwaukee Wheelmen and their invited guests responded to the call of the entertainment committee and helped to celebrate the eighth anniversary of the organization. The ultimate success of the occasion was pronounced phenomenal, and Chairman H. A. Coleman deserves the unreserved thanks of the members for his untiring efforts which brought about the pleasantest and most novel entertainment ever held in the city. The dormant talent of the club has at last awakened to the truth that they are capable of entertaining an audience. The minstrel performance rendered by the local talent of the club never could wish for a bigger "hand" than they received that night. As the curtain ascended for the first time, the eyes in the black faces turned to the crowded hall, beheld with some tremulous excitement that the boys were on hand like warts. But conquering their disposition to stage fright, the performance was not marred by one break throughout the entire evening. Sam. Walwig was the interlocutor in the center of the crescent. The music was under the direction of D. H. Anthony, who rendered excellent entertainment on the piano. Nat. Oliphant, Charlie Price and Ed. Haven handled the bones, while Hal. Coleman, Harry Seward, and George Bartels tapped the tambourines. Harry Paine, Sam. Docter, Ed. Meisenheimer, Geo. Kendall, Wm. Breckenridge and Will White made up the rest of the company. Numerous local hits, catchy jokes and stories were

sprung, and Mr. Walwig had a hard time of it to solve the perplexing questions of the end-men. Solos were rendered by Docter, Meisenheimer and Kendall. Other humorous songs were sung by Oliphant and Coleman. Harry Paine's selections on different musical instruments were received with many encores. Among the constellation of novelties in the second part were Charles K. Harris and his banjo, Harry Seward in a cornet solo, E. D. Haven in Irish songs; Coleman and Price in specialties, and Sam. Docter in topical songs.

THE HARD TIMES SOCIAL.

Although half the audience of the minstrel show was dressed in a manner to represent hard times, little notice was taken of their costumes until after the curtain pulled down, and then their dress and appearance in all its uncouth features became noticeable. Judges were appointed and a grand march was formed to give them an opportunity to select the toughest looking tramp in the crowd for whom a prize was offered. The characters were so good and so many in number that the judges found themselves perplexed. But the mass was finally sifted down to half a dozen, and from these Ed. Roth was selected as having the toughest looking make-up. Mr. Roth was presented with a silk umbrella and was immediately voted the captain of the tramp brigade. The appearance of Binner, Friese, Baumgartner and several others were characteristic on account of their artistic excellence.



A FEW REPRESENTATIVES OF THE GANG.

Mercury Cycling Club.

William Gilles, Gus Simmerling and George Bender, the racing board of the Mercury Cycling Club, are doing some active work in making arrangements for the road race on Saturday, May 28. The race will start from Lake station and the finish will be at National Park, a distance of about ten miles. This course is practically the same as the one last year, except that the finish is at National Park. The start will be made at 4:30 p. m. A few of the Mercury boys will be represented in the Pullman.

Milwaukee Wheelmen Notes.

The club will run to Waukesha Sunday, May 15th.

About 35 members took part in last Sunday's club run to the Bay.

"Look out for dark horses in the coming races," is the cry of the old vets.

J. C. Schmidtbauer will enter all the races at the exposition tournament to be held June 4 and 5.

F. T. Andrae spent the past week traveling through Southern and Western Wisconsin in the interest of the firm.

H. A. Coleman was extended a vote of thanks, three cheers and a tiger, for his successful management of the last entertainment.

The new colors of the club are navy blue and cardinal red. The captain will furnish each member with the colors at the Decoration Day run.

Low. Beyer, of Calumet Harbor, took a spin out with the boys last Sunday, and showed a remarkable burst of speed on his solid tire wheel.

D. H. Anthony has been presented with a handsome gold locket, suitably inscribed, by the minstrel boys for his efficient duty on the piano at the minstrel show.

At the regular meeting held Monday evening, May 9, thirteen applicants were admitted to membership. A new uniform and cap were adopted, of the following styles and designs: A sack coat, skeleton made of black cloth, cut square in front with round corners, patch pockets, vents in side seams, small roll collar, sleeves furnished with three buttons, and coat to close with four buttons. The trousers to be knickerbocker, large and free at the knee, gathered together with string or rubber below the knee. The headwear must be the Gladstone cap, with white buttons on the side, one on top and cord of same color on the front, also to be adorned with club monogram pin.

Wisconsin Notes.

The Superior Cycle club held a road race May 13.

B. R. Hoard, of Fort Atkinson, was a visitor in Milwaukee last week.

A bicycle club has been organized at Beaver Dam, with eighteen charter members.

Mantred C. Meyer, now of Wausau, will participate in the Pullman road race. Wisconsin will be largely represented in this race.

Beloit, Wis., riders are much distressed because the city officials object to their riding on sidewalks. Sidewalk riding has been discussed everywhere, and it is the universal opinion that it should be stopped.

The first kite-shaped track to be built in Wisconsin

is now being projected at Fond du Lac. The track promises to be constructed in the very best manner, and no doubt the Fond du Lac wheelmen are highly elated to be in a position very soon of holding a tournament.

In Fond du Lac a new League club has been organized to be known as the Winnebago Wheelmen. The following officers were elected: President, V. M. Weeks; vice-president, Dr. W. C. Wise; secretary and treasurer, F. J. Rueping; captain, W. C. Reining; lieutenant, S. Butis Armory; board of directors, L. A. Erhardt, Will Laughlin, H. A. Bush and H. W. Geisse.

JANESVILLE WHEELMEN.

Janesville has a new league club organized under the name of the Janesville Bicycle and Athletic Club. The elective officers are: President, E. R. Inman; vice-president, Dr. Joe B. Whiting; secretary, Sam Smith; treasurer, R. J. Whitton; captain, John M. Chase. The club's membership list numbers thirty-five, at present, with bright prospects of an increase.

RACINE WHEELMEN.

The Association Cycle Club, of Racine, starts out with a membership of 30 riders. The officers elected are: President, A. K. Jones; secretary and treasurer, G. A. Grane; captain, T. J. Williams; first lieutenant, E. C. Hueffner; second lieutenant, Ed. Russell. A successful lantern parade was held last week, with about thirty-five in line.

WAUKESHA WHEELMEN.

Commencing May 15, the Waukesha Wheelmen have arranged to hold a weekly "fish run" from 6 to 9 A. M. Their schedule of runs for the remainder of the present month is as follows: Sunday, May 15, start 2 P. M., Eagle, 30 miles; Friday, May 20, start 7:30 P. M., Waukesha Springs; Sunday, May 22, start 9 A. M., Sussex, North Lake, Hartland, 32 miles; Sunday, May 29, start 9 A. M., Holy Hill, 45 miles; Monday, May 30, Milwaukee union parade. The road officers of the club are: Captain Edw. Paige; first lieutenant, Frank Evans; second lieutenant, R. B. Strong.

Comet Cycling Club.

A new organization of wheelmen has just sprung up in Milwaukee to be known as the Comet Cycling Club. At its first meeting held last Friday night the following were elected to office: President, R. S. Baird; secretary, Will Blakney; treasurer, Jim White; captain, W. M. Breckenridge; and lieutenant and bugler, C. H. Tucker. The club has already a membership of 14, and will take their first scheduled club run Sunday. Its colors are black and gold, and a uniform cap has been adopted with a comet on the top.

Decoration Day Events.

The Union Run to White Fish Bay under the auspices of the Milwaukee Wheelmen, Banquet.

Pullman road race by the Associated Cycling Clubs of Chicago.

Martin road race, 25 miles, Buffalo.

Cleveland Wheel Club's 25 mile road race.

Rome (N. Y.) Cyclers Tournament.

Bay State B. C. races, Worcester, Mass.

Irvington-Milbourn annual road race.

Thirty-six mile road race at Denver, Col.

Race meet of the Asbury Park (N. J.) Wheelmen.

Spring meet of the Massachusetts Division, L. A. W.

Races of the Alameda Bicycle Club, of San Jose, Cal.

Relay race from Hamilton to Kingston, Ont., 205 miles.

Twenty-five mile handicap road race, at Buffalo, N. Y.

First annual century run of the Kansas City (Mo.) clubs.

Ten mile handicap road race, of the Louisville (Ky.) Cycle Clubs.

One hundred mile road race of the Rutherford (N. J.) Wheelmen.

Ten mile road race of the Rockland County Wheelmen, of Nyack, N. Y.

Road Rules.

Practical hints to road officers at this season of the year are not out of place, and the careful study of the following will materially aid them to establish a correct principle of club runs:

On all club runs the captain will take his place at the front of the line, or appoint a leader who will make the pace and look out for the emergencies of the road.

In formal runs members will, under no circumstances, go ahead of the leader without his assent. He must regulate the number of stops for rest and refreshments. At the outset he will assign positions in the line with the view of the best practical accomplishment of the day's journey, and these positions will be retained by members so far as convenient. Members who are unable to accomplish the regular schedule as announced should not take offense if a large party declines to be kept waiting because of their lack of ability or disposition. The practice most convenient to the entire party is to continue on to the next stopping point and there wait for belated members. Road schedules, once made out, with stopping places assigned, should be strictly adhered to.

Loud signals will not be used.

To slacken pace the leader will raise his arm.

To form twos he will ask the man next behind him to come alongside. The balance of the line will then follow suit.

Mount in single file, and in dismounting usually stack wheels where you get off without bunching to the front.

In the city, and at all eating points, wear jackets unless same are positively uncomfortable.

The Western Cycling Region.

A retrospective glance over the history of bicycling during the past half-score of years in the western part of the United States, demonstrates the fact that proportionately, in the West, the population of riders is increasing more rapidly than in the East. Especially is this growth worthy of note when taking into mind the many obstacles and draw-backs to overcome which are not found in the East. The population is smaller and more wide-spread; the roads are newer, and as they have received but little attention, comparatively, they are much poorer; the sport is not as widely known nor so favorably regarded. Yet, in spite of these disadvantages, the characteristic energy of the people is asserting itself, and before many more years elapse the West will lead and be the acknowledged leaders in this athletic recreation. Western people are more energetic and enthusiastic; wages, generally are higher, and the cost of living no more expensive than in the East. Thereby the working people can more easily invest in the luxury of a wheel. Clerks, salesmen, book-keepers, and salaried men form the greater part of the bicycling fraternity in this country. The sport is still young and the proportion of the population that rides is smaller than the Eastern, but it is growing with amazing rapidity and promises to assume colossal proportions.

New Cycling Rules.

At its recent New York meeting the racing board of the League of American Wheelmen adopted a few changes in the rules. There will be a new two-mile national championship. All the national championships, consisting of a quarter, half, one and two-mile safety, have been assigned to Washington for July 17, 18 and 19. The project to run international championships at the World's Fair in 1893 met with great favor. A permanent committee on this matter has been appointed to confer with the foreign cycling organizations.

In the future all events must be refereed by an official referee whose decisions will be final. All clubs desirous of holding meetings must apply for sanction to the racing board, and all races must be handicapped by the official handicapper of the district. But one set of records will obtain whether made on board or track.

Inflating "The Pneumatic."

CONGRATULATORY LETTERS AND PRESS COMMENTS.

OFFICE OF DER HEROLD.

MILWAUKEE, April 16, '92.

MR. M. C. ROTIER, EDITOR THE PNEUMATIC:—DEAR SIR:—Allow me to congratulate you on the fine appearance of your first issue. Success to you in your new undertaking.

Sincerely Yours,

H. A. COLEMAN.

THE PNEUMATIC, a bright, crisp wheelmen's monthly, by M. C. Rotier of Milwaukee, has made its salutatory bow to the cycling world. The paper contains sixteen pages and is typographically excellent. The columns of THE PNEUMATIC are open to discussions and short sketches of interest to riders by wheelmen throughout the country.—*Waukesha Freeman*.

RACINE, Wis., April 18, '92.

M. C. ROTIER, EDITOR THE PNEUMATIC:—DEAR SIR:—The writer was pleased to receive the first number of your paper this morning and desiring to show his appreciation of your efforts, herewith encloses check \$1.00 for two year's subscription.

Yours Fraternally,

W. J. HOPKINS.

OFFICE OF THE BINNER ENG., CO.

April 19, '92.

MR. M. C. ROTIER, DEAR SIR:—Enclosed please find \$1.00 for one year's subscription to THE PNEUMATIC. It ought to be worth \$1.00 to every rider.

Yours Truly

OSCAR E. BINNER,

Mr. A. K. Jones, Physical Director of the Racine Y. M. C. A., in a letter to the publisher, writes:—"Your paper is without doubt the neatest appearing wheeling journal published. It concerns itself with practical wheeling news."

M. C. Rotier is receiving congratulations from his numerous friends, on the appearance of his new bicycle paper, THE PNEUMATIC, the initial number of which made its bow to the public April 14. The paper is neat and attractive, and reflects credit on Mr. Rotier's ability.—*Am. Wheelman*.

THE PNEUMATIC is a new monthly devoted to cycling interests, published in this city by M. C. Rotier. It presents a neat typographical appearance, and is interesting throughout. It has a good field and promises well.—*Saturday Star*.

We have received Vol. I., No. 1 of THE PNEUMATIC, a monthly cycling paper edited and published by M. C. Rotier, at Milwaukee, Wis. It is a neatly gotten up sheet and has our best wishes.—*Bicycling World*.

We trust his new venture, THE PNEUMATIC, will sail successfully over the cycling sea.—*Bearings*.

Wisconsin and Good Roads.

The great national agitation which is in progress for the improvement of our highways is becoming animated, and in Wisconsin the question is receiving considerable attention by the local press and on the platform.

Chief Consul Simonds, of the Wisconsin Division L. A. W., is an active worker in behalf of better roads. We quote here an appeal, which one of his circulars contained, addressed to the farmers and all interested in the present condition of our roads:

"Become a leader in this grand national crusade for internal improvement. Join the ever lengthening procession, in whose ranks march side by side, the merchant and the farmer, the capitalist and the homesteader, the manufacturer and the mechanic, and every user of the highway, whether it be for pleasure or for profit. A good cause! Join with us. Let this splendid state, so noted for its beautiful landscapes, its lakes, its healthfulness and its prosperity, achieve the honor of being noted for that which shall make its scenes doubly attractive, and shall add with clear and certain warrant to the prosperity of every citizen."

Value of French Roads.

The road system of France has been of far greater value to the country as a means of raising the value of lands, and of putting the small peasant proprietors in easy communication with their markets, than have the railways. It is the opinion of well informed Frenchmen who have made a practical study of economic problems, that the superb roads of France have been one of the most steady and potent contributions to the material development and marvelous financial elasticity of the country. The far-reaching and splendidly maintained road system has distinctly favored the success of the small landed proprietors, and in their prosperity and the ensuing distribution of wealth, lies the key to the secret of the wonderful financial vitality and solid prosperity of the French nation.

The modern road system of France was inaugurated by the First Napoleon and carried forward to its satisfactory and splendid conclusion by the late Emperor, Napoleon the Third. The roads of France are now practically built, and they are substantial monuments to the Napoleonic foresight and shrewdness.

The work of the engineers in the department of public works in France to-day is not to build new roads, except in rare instances, but to keep those already constructed in a state of high efficiency.

There have been no important new roads opened in France for a dozen years, and the country is so traversed with excellent roadways that no more lines of communication are likely to be exploited, save in case of military necessity.

An Airy Fancy.

BY WM. M. FOSTER.

Editor Pneumatic:—The subject of pneumatic tyres is receiving so much attention in cycling journals that perhaps the readers of THE PNEUMATIC would like to hear of the experience had with the inflated article by several Milwaukee wheelmen, including myself.

Hearing that a party was to ride across the continent on pneumatics for the purpose of testing different kinds of tyres, I joined them.

Among those who composed the party were Mr. Bolte, Terry Andrae, Dr. Herman Lammers, Dr. Richter and myself. There were others, but their names I do not now remember.

While riding over the plains we were pursued by Indians and captured. One of them who had, through going to Washington several times to talk with the Great White Father, become intimately acquainted with that product of civilization known as bologna, taking the pneumatic tyres for a large and succulent variety of that edible, ordered Terry to remove one of the sausages. Terry replied that he was very busy and couldn't do it right away, having several other tyres to remove; that the Indian should have come round the day before if he was in such a hurry for the tyre, but that if he would leave the wheel he, Terry, would try to have it done by to-morrow afternoon at 5 o'clock. The redskin seemed not to like Terry's answer and produced a scalping knife, when Terry suddenly concluded that if a stay of proceedings was granted for a minute he could find time to remove the tyre at once. Those of us standing around winked at each other and thought that even if we did lose a tyre, we had obtained a valuable pointer from the Indian which we might make good use of when we got back to Milwaukee. The tyre was soon removed in Terry's usual careful and workmanlike manner, and the Indian proceeded to cut it up into proper lengths. This tyre, by the way, happening to be one of the kind known as sectional, being made in sections about the length of a link of sausage, the red man concluded the place to divide the supposed sausage was between the links. Having accomplished this he placed a sufficient number in a frying pan on the fire, around which his copper-colored brethren immediately gathered to watch the preparation of their expected meal, and taking another link and a tin pail he disappeared over the brow of hill near by, as though going for water. He had been gone but a minute or two when the air within the sections in the frying pan became so expanded by the heat as to burst them with the force and noise of sticks of dynamite, instantly killing and terribly mutilating the red-skinned rascals. At the same time we heard a horrible yell from over the hill, and rushing in that direction we found that instead of going for water the Indian had taken this

way of having a link of his favorite brand of sausage all to himself, but in cutting off a slice he unfortunately had the cut end pointing toward his abdomen, and the air escaping suddenly drove the knife into this part of his anatomy and badly lacerated a section of his colon some three feet in length.

And now it occurs to me to state how it was that our friend Herman Lammers, the engraver and artist, came to be Dr. Herman Lammers, the surgeon. It seems that Herman, having thoroughly mastered the art of engraving, wished to become proficient in carving; and upon the advice of a friend that the easiest and most profitable line of carving was that followed by surgeons, he took up the study of the science under Dr. Senn, our former well-known townsman, finally becoming very skillful, and an ardent advocate of that gentleman's methods of abdominal surgery.

As I was about to say, Dr. Lammers examined the wound for an instant and then disappeared over the top of the hill in the direction of our safeties. In a few minutes he returned with a section of tyre about 36 inches long, taken from the front wheel of the safety whose rear tyre had been removed by the redskins, and had in turn removed them. This tyre was all in one section, and the only way I can account for the tyres not being alike is, that the maker wished to test the two kinds of tyres without having to send out two wheels. We protested against his cutting up our tyres in that way, but he replied that we ought to be willing to sacrifice anything to the cause of humanity and science. With this reply he proceeded to remove the lacerated piece of intestine and to insert the section of tyre in its place. Having done this and sewed up the wound, with instructions as to cleanliness and diet, he let his patient go.

I heard sometime after returning from our trip, that the Indian had fully recovered, and was afterwards known, on account of his dislike for anything in the nature of his once favorite article of food as "Young-Man-Afraid-of-the-Sausage."

While looking ruefully at what but a short hour ago was a pneumatic safety, full of life and—to use a word which I have seen in cycling papers—resiliency, one of the boys caught sight of a large snake. Forgetting for an instant our sorrow over the dismantled wheel, with the hatred which all mankind feel for this crawling reptile, we killed it. Upon examination it proved to be of the variety known as blow-snake, which has the peculiarity of being able to inflate itself with air. Mr. Bolte's inventive mind immediately seized upon the idea of making the snake do duty in the place of a tyre. He carried the reptile to the wheel and found that by shoving the snake's tail down its mouth until a point was reached where the tail end was as large round as any other part of the body, it would fit the wheel nicely. After having Dr. Richter remove the serpent's fangs with a pair of

forceps which the Doctor always carries in his coat tail pocket, so they would not puncture its tail, and making an aperture for the insertion of the air tube, Mr. Bolte, with some tyre cement and adhesive tape soon had a tyre which, when inflated, looked as though it would do fully as well as the original Dunlop. We only regretted that his snakeship hadn't appeared a little sooner so as to have been used by Dr. Lammers in his surgical operation instead of our tyre. But what to do for another tyre. It occurred to us all that where there was one snake there probably was at least one more. We hunted about and soon had the satisfaction of finding a nest of seven, all of the same size. They were immediately dispatched, and Mr. Bolte soon had a tyre on his rear wheel as well as front, and we were ready to proceed on our journey. The pneusnakematic tyres proved to be even better than the fubber and canvas ones, the scales on the snake's belly preventing side-slipping, and its ribs giving it extra elasticity and preventing cutting at the sides. The only objection Mr. Bolte found to the new tyre was that having on the front wheel, placed the snake with his head forward, it seemed to be constantly chasing its tail when the wheel was in motion, which Mr. Bolte said made him dizzy. He remedied this by cutting the snake's head off.

Our next important experience with the tyres came during our crossing of the Great American Desert which we used to read of years ago when we studied geography. Knowing that we would have to travel hundred of miles across this sandy waste without a drop of water unless we carried it with us, we realized how careless we had been in not bringing with us canteens of some sort. After discussing the matter, one of the boys said he had read of water being carried in Arabia and other far eastern countries, in the skins of animals, and suggested that we fill our tyres with it instead of air. We did so, and although the weight of the safeties was considerably increased we found the luxury of having all the water we wanted for drinking and washing purposes, besides having a plunge bath of fresh water every evening of the six days we were passing the desert, amply repaid us for the slight extra work of propelling the machines.

During the middle of the day, while stopping for lunch, we found it very pleasant to escape the fierce heat of the sun which beat down with terrible vigor, by reclining in the shadow of the rear tyre and mud-guard, and at night to use the tyre as an air pillow upon which to rest our weary heads.

One night while we were encamped on the banks of a river a cloud-burst occurred in the mountains and we had barely time to grasp our safeties when we were overwhelmed by the waters. We held on to the machines, however, and, thanks to the buoyancy of the tyres we were soon on top. After floating down the river for four or five miles we man-

aged to get ashore and continue our journey, without further mishap, to its destination.

On returning to Milwaukee we were given a reception by the Milwaukee Wheelmen, and as we had become very fast riders by reason of having had to keep out of the way of Indians, buffaloes, wolves and mountain lions, it was proposed that we have a tournament for local riders on the Whitefish Bay road.

The grand stand and judges' booth were erected a short distance beyond Ingleshaw where the road runs so near the bluff, and we were to race from the toll-gate. Everybody entered and started. As we neared the line most of those who had taken the transcontinental trip, on account of their great amount of riding, together with three or four of our fast riders, moved to the front. I was first; then came Terry Andrae and Charlie Price struggling for lead in second place, with Schmidt, Hutchins, Harry Paine, Bolte and Seward a close third; and away down near the rear were Henry Andrae, Morawetz, Sercombe, Steele, Binner and a host of others. We had pumped our tyres very hard, and the machines seemed to fairly fly along the track. Just as I was within a few feet of the line and could hear a storm of cheers floating over from the grand stand, and see victory and pianos, bicycles, revolvers, suits of clothes, an annual pass to a laundry, and a whole load of prizes within reach, my rear tyre suddenly burst and sent me sailing over towards the lake, while Terry crossed the line winner by half a length. As for me, after going down in the water to an unknown depth I came to the surface gasping for breath and found myself in bed, my roommate standing over me with a half-filled water pitcher. He said I had had the night-mare and had been talking about pneumatic tyres, snakes, buffaloes and races, and had kicked off all the bedclothes, so he had doused me with water to wake me up.

As I turned over to go to sleep again I remarked that I didn't care so much about being waked up in that way as I did about the unfortunate fact that through the bursting of that confounded rear tyre I had lost the only chance I would ever have of beating Terry Andrae.

Of Such the League is Composed.

MARINETTE, WIS., April 16, 1892.

FRANK J. MORAWETZ, Esq., Sec'y-Treas. Wis. Div. L. A. W.

DEAR SIR:—Yours received, am happy to say that I have complied with your wishes so far as signing renewal blank and sending my dollar. Also prevailed on a friend to sign the membership blank. That counts one towards doubling our membership for '92.

Truly and Fraternally Yours,

A. A. BRABANT,

L. A. W. No. 31,166.



The Julius Andrae cycle house has the copy in the hands of the printer for the production of a 60-page catalogue. About 10,000 copies will be issued, to be completed the latter part of May.

The Sercombe-Bolte Manufacturing Company is prepared to enamel bicycle frames in blue, white, red, green and wine colors. They will make a specialty of this work.

F. H. Bolte has returned from his flying trip to England. He secured the exclusive right for the use of several important patents.

The Sercombe-Bolte Manufacturing company has gotten out a new thirty-page catalogue. It is a work of the printer's art, and profusely illustrated with cuts of the Telegram safeties and sundries.

The Reitzner, Pritchard Cycle company is the new firm name of a bicycle house started at 375 National avenue. The company will handle the James, Derby and Liberty wheels as leaders. J. Reitzner of this firm, has formerly been connected with the Rohlf-Reitzner Cycle company on Reed street. Mr Rohlf will now continue that business alone.

Henry L. Kasten, formerly connected with the Sercombe-Bolte Manufacturing company, has purchased the interest of W. E. Hedger of the Roth-Hedger Cycle Co. The firm will continue to do business under the name of Roth-Kasten Cycle company. They have secured the agencies for several new high-grade English wheels. These in connection with the celebrated Moffat, will give purchasers an elegant line to select from.

F. H. Bolte has invented a new bicycle crank of superior excellence. Instead of a drop forging it is rolled, being perfectly round without cotter pins, the device for clamping and holding it on the crank axle being a small thumb nut, which clamps the crank, it being screwed down on a somewhat tapered thread. The crank is much lighter than the ordinary one, and the process by which it is manufactured is much cheaper and better than the old method of drop forging.

THE PNEUMATIC, a monthly publication in the interest of wheelmen, made its first appearance, and a creditable one too, yesterday. It is edited and published in Milwaukee by M. C. Rotier, and is worth every one of the 50 cents it annually costs. Printed on calendar paper and typographically neat, it rivals many of its older contemporaries.—*Milwaukee News.*

General Notes.

Will Carleton, the poet, is a bicycle rider and a member of the L. A. W.

It is expected there will be 250 starters in the Pullman road race this year.

Sterling, Ill., has just organized a Y. M. C. A. bicycle club, and Peoria expects one shortly.

From Paris to Marseilles and back is a proposed French road race, a distance of over 1,000 miles.

Van Sicklen, the Chicago crack, will not take part in the Pullman road race. He is scheduled for the Milburn race on the same day.

C. H. Smith, of Bath, N. Y., will issue a correct map of the tour from New York to the League Meet in Washington, to all who wish it.

There is some hustling among Chicago clubs to secure good racing men. Expenses in training for the entire season and a trainer have been offered.

The executive committee of the L. A. W. has settled upon Chicago for the national meet in 1898. It will be held some time during the last two weeks in August.

London has 281 bicycle clubs; total membership, 5,620. England, outside of London, has 832 clubs, of 16,640 men; Wales, 25 clubs, 500 men; Ireland, 112 clubs, 2,240 men.

The Elwell party will leave New York, June 11, on the steamer Bologne, for Havre, France, Switzerland, Germany and Holland, will be traversed by this party on wheels.

Will W. Windle, the holder of the one-mile bicycle record of the world, will not be seen on the path this season, at least. He is to be married to Miss Nettie Woodward, of Worcester, Mass., June 2.

Madison News.

"Madison is becoming well represented in the cycling world," writes a correspondent to THE PNEUMATIC. "It has two promising clubs, one the Madison Cycling Club, composed of about thirty members, and the other the University of Wisconsin Cyclers, numbering some twenty-five members. Both organizations contemplate holding a race or races on Decoration day.

Athletic Tournament.

The cycling and athletic tournament to be held at the Exposition building, June 4th and 5th, promises to be one of the largest ever held in the state. Eastern men will be represented in the races, and most of Milwaukee's fast riders will enter. The prizes already procured makes it very evident that the fastest men will enter to compete.

THE Chicago, Milwaukee & St. Paul is the popular wheelman's route throughout the Northwest.

Grand Cycling and Athletic Tournament

— TO BE GIVEN BY —

WM. LACHENMAIER, SEC'Y STREISSGUTH CLOTHING CO.

JUNE 4th and 5th, at the EXPOSITION BUILDING, Milwaukee.

PROGRAMME FOR SATURDAY AFTERNOON.

1 mile novice. 1 mile handicap. 5 miles open. 1 mile boys under 15 years. 1 mile safety Milwaukee championship, 1st heat.

PROGRAMME FOR SATURDAY EVENING.

1 mile ordinary open for State of Wisconsin. 1 mile Milwaukee championship, 2nd heat. 10 mile open.

PROGRAMME FOR SUNDAY AFTERNOON.

2 mile handicap. 1 mile open. 1 mile Milwaukee championship, 3rd heat.

PROGRAMME FOR SUNDAY EVENING.

5 mile handicap. 1 mile handicap ordinary. 1 mile Milwaukee championship, final heat.

To be interspersed with 50 yard dash, amateur championship; $\frac{1}{4}$ mile run amateur championship.

Wrestling for the middleweight and lightweight championship.

Juggling, Fancy Club Swinging, Trick Riding, Novel Races, etc., etc.

The principal prizes already secured are as follows:
Streissguth Clothing Co.—3 Suits of Clothes, Spring Overcoat, 1 Pair Pants, Silk Vest, Fine Toilet Set, Bicycle Suit and others to complete the list of

40 PRIZES.

Sercombe-Bolte Mfg. Co.—\$150.00 wheel.

Julius Andrae—Andrae Pneumatic roadster.

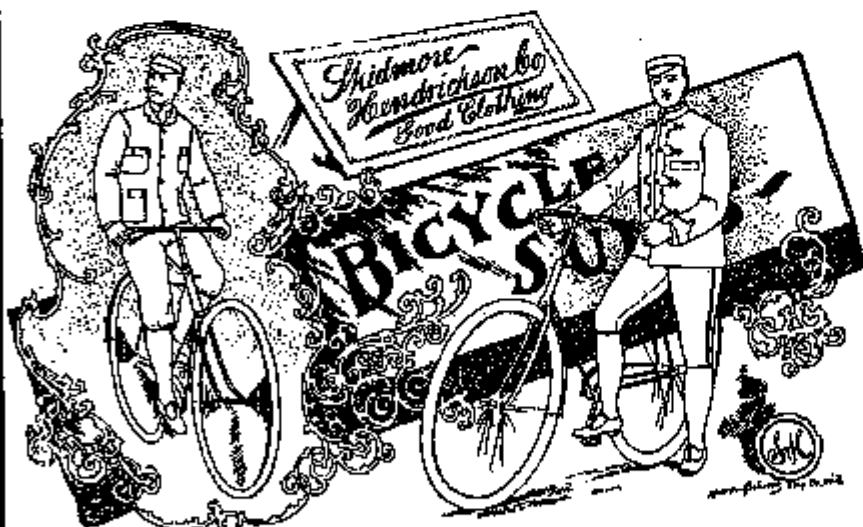
James Gilowsky—Handsome Gold Medal, studded with diamonds, for the one mile safety championship of Milwaukee. This prize is valued at \$125.00, to be contested for, for three successive years.

Bunde & Upmeyer—5 Gold Medals for boys' and novice races.

Dobrinz The Hatter—2 Silk Hats, 2 Silk Umbrellas and 2 Stiff Hats.

Bloedel, Jeweler—Fine pair Opera Glasses.

Other prizes are being secured to make this the greatest event ever given in the Northwest.



EVERYTHING

in Cycle, Yachting and Gymnasium Goods

20 Per Cent. LESS THAN OTHERS.

210, 212, 214

Grand Avenue.

SKIDMORE & HENDRICKSON CO.

"THE BLOOMER" BICYCLE SUIT

Made of a fine all wool black cheviot material, double stitched with six cord thread—double seated trousers—felled seams—buttons well stayed. Price \$10.00.

Black Stockinet Suits,

" " Pants,

" Cheviot Pants,

" Sweaters,

White " "

Full Tights,

Belts, Caps, &c.

Roth-Kasten Cycle Co.

519 GRAND AVENUE,

AGENTS FOR

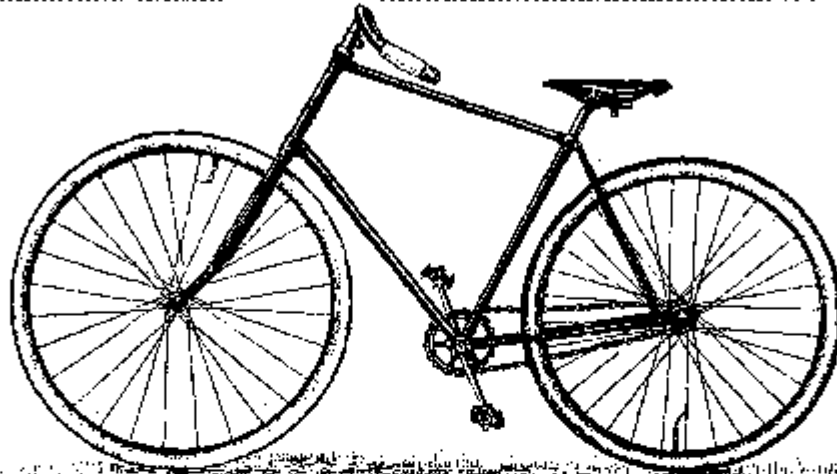
The Moffat, Reform, King of Scorchers and Overstone

Light,

Strong,

Durable,

Fast.



THE REFORM ROAD RACER.

Call and
Examine
It.

Full line of Low and Medium Grade Wheels.
HAVE YOU SEEN THE MOFFAT TIRE?

Complete line of Bicycle Sundries. Repairing promptly attended to.
OPEN EVENINGS UNTIL 9 O'CLOCK.

REGULAR

Advertising pays best. The second "add" generally pays better than the first.
The third better than the second.
To be successful in building up a trade, continuous advertising should be employed.
The man who succeeds in business, does not rest, but is advertising always.
Try an advertisement in

THE PNEUMATIC.

Address, M. C. ROTIER,
415 East Water St., MILWAUKEE, WIS.



THE HUTCHINGS at Miller & Breitwisch
37-39 WISCONSIN ST. MILWAUKEE

SPORTING GOODS, NOVELTIES, ETC.

Will be for Sale at our SPECIAL STAND IN THE EXPOSITION BUILDING during the Athletic Tournament of the Streisguth Clothing Co.

JUNE 4-5, '92.

OUR CARD— C. F. ALLCOTT & CO. Stationers, Printers

AND DEALERS IN

Printing Material,	Jewelry Novelties,
Rubber Stamps, Seals,	Patented Oilers, Oils
Stencils,	Rubber Cement, Black
Postage Stamps	Enamel and all kinds
and Coins for Collectors	of Bicycle Specialties.

90 WISCONSIN STREET,

ALSO WITH
J. M. ALLCOTT & SON, DRUGGISTS,
90 WISCONSIN STREET.

Milwaukee, Wis.

Ghas. F. Stokes Mfg. Co.



THE UNION 2:10 WINS ALL '92 RACES SURE.

Dealers everywhere should get the agency for our medium grade wheels. They are sellers, and good profit. Repairing promptly done. Send for catalogue, and save money. Cycle uniforms and sundries. A large stock on hand at all times.

337 and 339 Third St., Milwaukee, Wis.

J. E. REITER, Manager.

ESTABLISHED 1883.

DIETRICH & ADAMS, - -

MANUFACTURERS OF

SEALERS OF RUBBER STAMPS

HAND AND SELF-INKING

RUBBER STAMPS,

Seals, Steel Stamps and Stencils.

Rubber and Metal Bodied Rubber Type.

Merchants' Sign and Price Markers, Etc.

TELEPHONE

1800.

414 East Water Street,

MILWAUKEE, WIS.

Chauncey SIMONDS CO.



"THE SPRING TIME
HAS COME,
GENTLE ANNIE,"
AND SPRING CLOTHING
IS WANTED — The
question now is, where
to find the right goods at
the right prices.

WE SELL CLOTHING
of every conceivable pattern, style and
quality.

Men's Business Suits, **Waltz**
\$10.00 to \$25.00.

Bicycle Suits (to order) **in**
\$15.00.

Boys' Suits,
Youths' Suits,
Summer Clothing,
Extra Pantaloon,
Spring Overcoats,
Knee Pantaloon.



We Sell Furnishings

of all kinds, sell lots of them, and sell them cheap.



Walk
this
way
and
we'll
talk
it
over.

Light Underwear,
Spring Neckwear,
Summer Hosiery,
Bicycle Belts,
Bicycle Hose,
Bicycle Shirts,
Collars and Cuffs,
"Monarch" Shirts,
Hose Supporters.

CLOTHING That is cut right — it makes
some difference in price, but it's worth all the difference
it makes — satisfaction is to be had in the wear of ready
made clothing if due caution is exercised at time of
purchase.

We invite attention of all buyers of clothing, either
ready made or custom made, to our spring assortment.

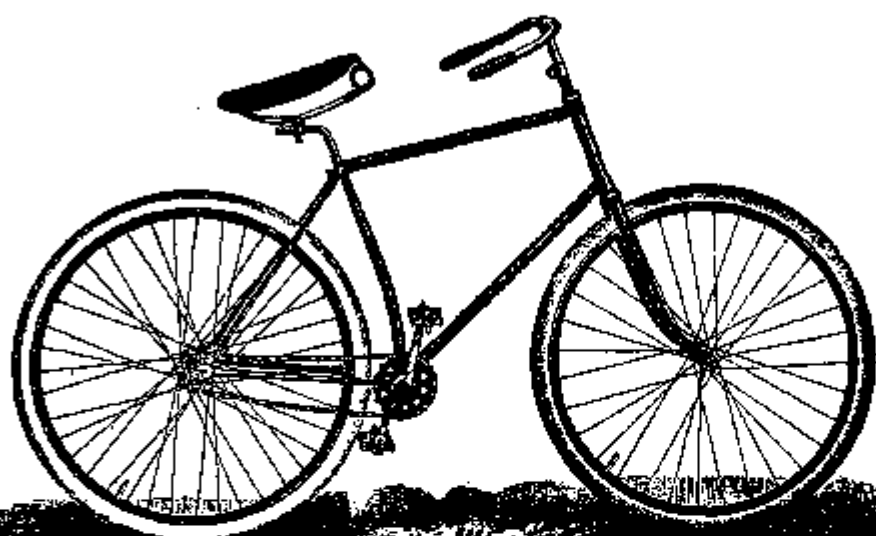
**382 EAST WATER STREET,
CHAUNCEY SIMONDS CO.**

Manufacturers of Clothing for the Retail Trade.

"Imperial Wheels"

For 1892.

Are hard to beat, Strong, Light, Simple and EASY RUNNING.



Imperial Scorchers

WEIGHT 34 lbs.

Price--Cushion \$135.00.

Pneumatic \$150.00.

SPECIFICATIONS--30 in. wheels fitted with best tangent spokes. $1\frac{1}{4}$ or $1\frac{1}{2}$ cushions or "Imperial" pneumatic. Best Credenda steel tubing and drop forgings throughout. Interchangeable sprocket gear. Novel crank fastening, strong and simple. Best ball-bearings throughout. Workmanship and material the finest obtainable. Nickeling and enameling of the best.

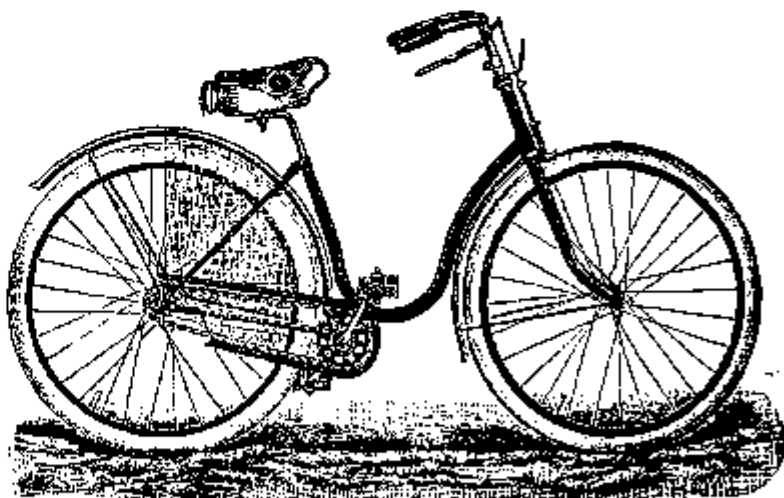
RIDE AN IMPERIAL AND BE IN THE "PUSH."

Imperial Model B (Ladies).

WEIGHT (all on) 40 lbs.

Price--Cushion \$135.00. Pneumatic \$150.00.

SPECIFICATIONS--Wheels 28 in., Tires $1\frac{1}{4}$ or $1\frac{1}{2}$ best cushion or Imperial pneumatic. Gear 52, 56 or 60 in. Interchangeable gear and pedals. Novel crank hanger of drop forging, being fastened to frame by means of steel straps and securely brazed, instead of boring the frame, thus weakening it. This wheel embodies all the fine points of the Imperial Scorchers.



THE COLUMBIA CARRIAGE COMPANY,

329, 331 and 333 Broadway, Milwaukee, Wis.,

Handle and control our wheels in the State of Wisconsin. Give them a call. They will surprise you.

IMPERIAL WHEELS are up to date, modern, and not to be confounded with \$135 wheels with imitation pneumatic (F) tires. Don't forget this.

COLUMBIA CARRIAGE CO.,

SOLE STATE AGENTS.

AMES & FROST CO., Makers,

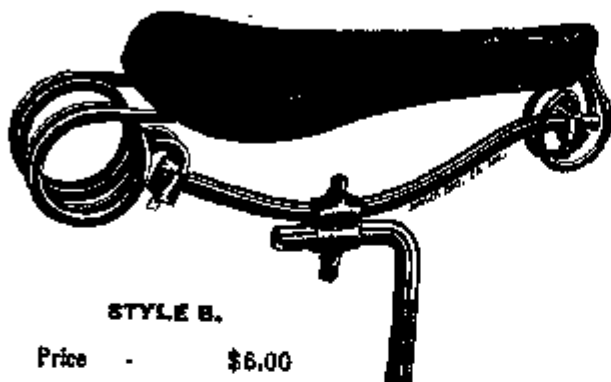
CHICAGO, ILL.



MANUFACTURERS AND DEALERS.

WE QUOTE A SPECIAL DISCOUNT

On our Improved Bicycle Saddles, Cushion and Pneumatic Tires and Pneumatic Store Pumps, either with or without Pressure Gauge.



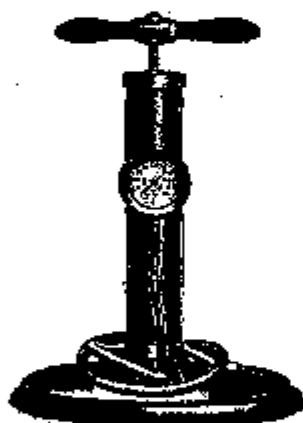
STYLE B.

Price - \$6.00



Our Tubular Crank Hanger.

Full Height 15 inches, including Base.

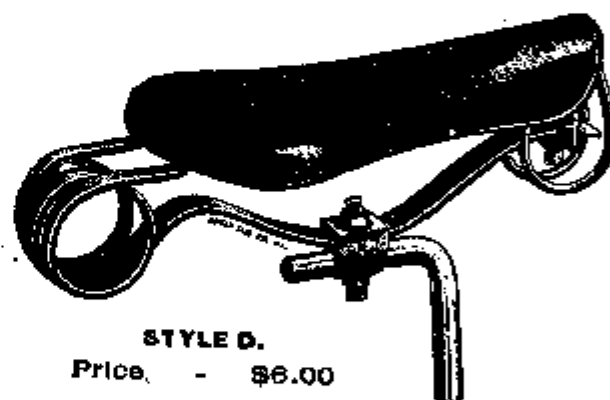


Fitted with Rubber Tube and Swiss Nozzle.

S. & B. PNEUMATIC PUMP.

For Dealers and other Pumpers.

Complete, \$5.00
With Pressure Gauge, 2 1/4 inch Dial, 10.00



STYLE D.

Price - \$6.00



OUR IMPROVED
CUSHION TIRE.



SERCOMBE-BOLTE MFG. CO.

MILWAUKEE, WISCONSIN,

MAKERS OF

TELEGRAM CYCLES.

SEND FOR OUR ELEGANT 80 PAGE CATALOGUE.

THE PNEUMATIC

A Progressive Monthly Paper
for Cyclists.

VOL. I.

MILWAUKEE, WIS., JUNE 15, 1892.

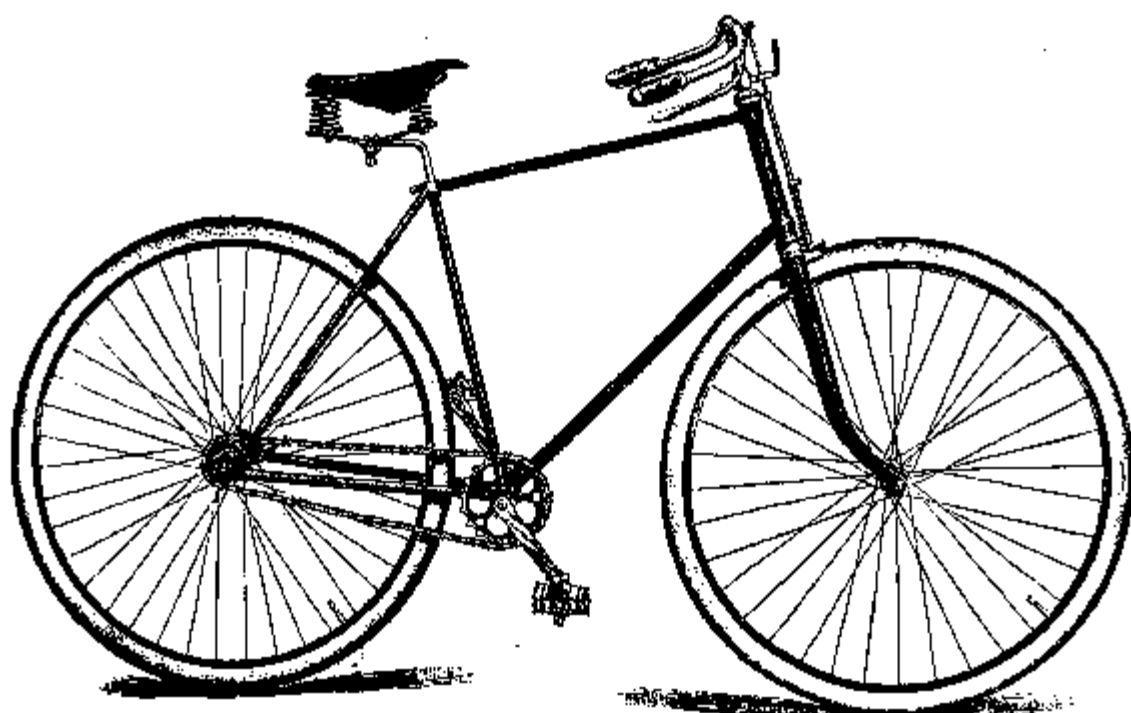
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WALTER C. SANGER.



The **ANDRAE** - - -



Price with $1\frac{1}{2}$ in. Grey Cushion Tires \$120. Pneumatics \$135.

—SOLE AGENT FOR—

Ormondes and Humbers

In State of Wisconsin. Agents wanted in every town.

**Columbias, Victors, Credendas,
and St. Nicholas Manuf. Co.
Line of Safeties.**

JULIUS ANDRAE CYCLE WORKS,

225 W. WATER ST., MILWAUKEE.

Solid Tire Wheels Rebuilt with Cushion or Pneumatic Tires.
Bargains in Secondhand Wheels.
Lists upon application.



A PROGRESSIVE MONTHLY PAPER FOR CYCLISTS.

M. C. ROTIER, EDITOR AND PUBLISHER.

FIFTY CENTS PER YEAR. Advertising Rates on Application.

All copy for advertisements, changes for same, news and correspondence for publication must be sent in before the 15th, to insure insertion the same month.

ENTERED IN THE P. O. AT MILWAUKEE AS SECOND CLASS MATTER.

ADDRESS M. C. ROTIER, 415 EAST WATER STREET, MILWAUKEE, WIS.

THE wand of progress has already urged an increase of four more pages to THE PNEUMATIC, and this, the third number, we trust will demonstrate the fact that its issue into the cycling world was not the result of ill-advised enthusiasm on behalf of wheeling, much less was it a tentative effort to see if such a journal could succeed in this state and vicinity. Subscriptions constantly coming in are certainly a most positive proof of its success. Advertisers too readily appreciate efforts coursing in the right direction, and their liberal patronage in the support of this publication is indeed encouraging to the new enterprise.

THE depravity of our American roads was indeed demonstrated by the relay ride from Chicago to New York. The number of miles covered were 1,050, in 109 hours and six minutes, an average of a little less than ten miles an hour. This long ride through such knee deep mud-roads as the plucky riders had to contend with, ought to be the incentive power to arouse the legislators of our country and the average countryman to the crying demand of civilization for better roads. With such riders as the relay run was supported by, it would not have been an impossible feat to have averaged from 12 to 15 miles an hour with reasonably good roads. However, the exploit of carrying the message from Chicago to New York by means of bicycles has been attained, and was the means of placing the utility of the wheel upon a higher shelf in the estimation of the public mind. It has also shown the metallic courage and endurance that "bicycle dudes" are made up of. Those who have not seen the roads of the course, cannot imagine their condition. There were places in Ohio where the mud and mire actually reached to the knees, compelling the boys to carry their wheels on their backs. A horse could never have pulled out of such roads. This ride may have the effect of setting legislators and farmers to thinking.

THE fact is to lamented that more caution is not taken by some of our journals in drawing hasty conclusions and heralding these as positive truths. From the news that a bicycle and athletic tournament was to be held in Milwaukee, on Saturday and Sunday, June 4 and 5, (now past) *The American Wheelman* conferred the following editorial:

THE action of the Milwaukee Wheelmen in holding races on Sunday is open to much criticism, and it is to be sincerely hoped for the good of the sport, that their course will not be followed by other clubs. It will certainly attract to its races an element which is now conspicuous for its absence from cycle meets on week days. No possible good can come of Sunday racing, and much harm will certainly result.

Can *The Wheelman* for a minute suppose that the Milwaukee Wheelmen as an organization is so sacrilegious as to hold tournaments on Sunday?

TO make a mile in 2:05 on the bicycle is not an utter impossibility now that board tracks will be used for racing. No act of any National Racing Board of the L. A. W. has been of greater importance than the one recognizing records made on board tracks recently adopted at the New York meeting. When Windle made the 2:15 record he did so on as good a dirt track as a bicycle ever rode over, but even that was not perfect, and was on that day quite dusty. If he made this ride on a third-mile board track, perfectly smooth, and banked seven or eight feet at the turns, and with a considerably higher geared machine, there is scarcely a doubt that his time would have been nearly ten seconds less. It is doubtful if a mile board track will ever exist, but if it should, our fast men would come so near the two-minute mark that the hope of the horsemen would be dashed to pieces.

AN association of the cycling clubs in Milwaukee is a crying need at the present time. Local clubs are numerous springing into existence, and with a concentration of ideas, and a co-operation of action much can be accomplished. The more minds interested in any project of this kind the greater the results of the combined efforts. The idea of building a bicycle track, which the Milwaukee Wheelmen are fostering, is all right, but the scheme could be matured in much less time and the results would be more gratifying by the action of such an organization. Tournaments and road races under the direction and auspices of the associated cycle clubs would also be a stride in the right direction. Support would be easier obtainable from the manufacturers and dealers in the way of prizes, and the general public would patronize a race tournament more, knowing that the event was the result of the combined efforts of all the clubs. Too much cannot be said in its favor. Other plans and ideas would suggest themselves continually.

Casual Thoughts.

For a long time timid spring stood on the threshold of the summer's beauty, sad and with the dew drops quivering on her lids. But now she has gained the confidence of her beautiful maidenhood, and steps out over the emerald fields and under the azure sky and laughs a million flowers into bloom and caresses the hills till they burgeon into the beauty of a myriad blushing blossoms. The *World's* paraphrase of the well-known quotation, "In the spring a cyclist's fancy lightly turns to thoughts of tours," is very true, and I pity the being who is not in harmony with nature at this season of the year; who does not feel the revivifying influence touching a responsive chord in his heart and who can while away this pleasant season without indulging in the sweets of a tour awheel.

* *

Glancing leisurely at the fanciful forms in the land of dreams—a vision appears, true to life and strikingly interesting. Behold, a group of the varied forms of athletic sports! Cycling stands alone and well apart from all its kindred. She looms up self-possessed; at once the most useful, genteel and refined of them all. A goddess of health, grace and intelligence capable of holding her own. Its votaries of either sex, bowing before the shrine, a separate and distinct race. After paying due tribute and singing her praises they sally forth, exalting in the free air of heaven. The sweet life of repose that Dame Nature presents as they blithely skim along, soothes their shattered nerves and tired feelings. Worshipping the rocks and rills, the woods and templed hills, sweet land of God!

* *

The conscientious scribe of the cycle press, loyal in the sport and faithful in the application of his work, ought to have no stronger incentive than to elevate, enlighten and entertain the devotees of the wheel and to defend and uphold the correct interests in wheeling. The paper that sneers, snarls, slanders and maligns, that has a good word only for those that purchase its favor in a mercantile way; considers no issue complete unless it contains some mean vindictive onslaught. Will such a paper succeed in creating favorable sentiments and in establishing the future prosperity and morality of cycling to a higher plan?

* *

So profuse have been the "crowings" of the English cycling press over the numerous defeats of Zimmerman that even we Americans lost hope, and began thinking that "Zimmy" was not in it. But now the tables have turned, and regularly the news comes pulsing across the waters announcing to the anxious world his victory in all scratch contests. The Englishmen will have to spend much useless energy to lower the world's quarter mile record of 30 seconds flat, recently established by America's representative, Arthur A. Zimmerman.

Popular Runs and Tours.

To facilitate touring and to bring about more interest in the most delightful exercise that the wheel affords, the publisher asks for the co-operation of those who know of and can furnish desirable routes for touring. Below is published some very desirable runs, and short tours, but there are innumerable delightful trips that others know of, and to them we appeal for aid to help sustain the interest in this column.

MILWAUKEE TO WHITEFISH BAY is perhaps the most popular short run in the state. The road is always in prime condition and during the summer months good entertainment may be found at the Bay. The famous road begins at the extreme north-eastern part of the city and follows a winding course of 5 miles along the lake shore.

MILWAUKEE TO WAUKESHA is a favorite run with Milwaukee wheelmen and visitors. The distance is 18 miles over an excellent road, through Wauwatosa to Elm Grove, to Brookfield, and then southwest road to Waukesha. Waukesha, so well and favorably known as a healthy summer resort has also a very healthy bicycle club, and its members are ever ready to accommodate visiting wheelmen.

MILWAUKEE TO PEWAUKEE is a distance of twenty and a half miles, along the Lisbon plank road through Butler and Marscey postoffice to Lisbon, thence southwesterly course to Pewaukee. This town is at the head of the lake of the same name, and is also a popular and pleasant summer resort. Pleasure steamers make daily trips on the lake to Lakeside and other points, and the fishing there is an exciting pastime.

MILWAUKEE TO OCONOMOWOC has several routes, but the nearest is to follow road on the Waukesha course to Brookfield, the northwest road to Pewaukee, west and north to Hartland, to Nashota, to Gifford's, cross C., M. & St. P. R. R., and follow winding road to Oconomowoc. Distance 33½ miles. The roads are good and the scenery in rolling over this rather hilly country is something marvelous and grand to behold.

MILWAUKEE TO LAKE GENEVA is 55 miles, Grand avenue to Sixth street across viaduct, along First avenue to Mitchell street, turn right on Muskego road, following road direct, passing through Root Creek postoffice and Hale's Corners 10½ miles, turn right ½ mile, take left fork through Tess Corners postoffice to Muskego Center, turn left and ride 7¼ miles, passing through Denoon, then take right fork 4 miles to Waterford, straight ahead 2 miles to Rochester, same course 5¼ miles to Burlington, turn right 4 miles, turn left 1 mile to Lyons, straight ahead 1 mile, then turning right, the rest of the distance is five miles to Lake Geneva. This town is one of the largest and most popular of the northwestern summer resorts. Boating is fine, fishing fair, and society is kept busy with constant "hops" at various hotels. This makes a pleasant two days' journey passing through numerous pretty towns. The trip can be extended by returning on same road as far as Muskego Center, then taking a northwesterly course, ride straight ahead to Waukesha.



Local Notes.

The Wisconsin Century run will not take place June 19, as was announced.

Dr. E. W. Beebe left last Sunday with his wheel for a two week's visit in New York.

Martin Patits has returned from the Hot Springs where he has been sojourning for the past month.

A toll of five cents must be paid by all cyclists riding on the White Fish Bay road past the city limits.

The Comet Cycling Club has reached the limit of its membership. Club quarters they have none. It is principally a road club.

The Milwaukee Wheelmen had a run to Pewaukee, Sunday last. First "push" went out at 12 m. midnight, second squad at 4 in the morning.

The Chicago, Milwaukee & St. Paul route is a very popular and desirable route for wheelmen to travel on. The baggagemen are very accommodating in handling wheels.

Young Paul Schimmel, a 12 year old south side boy, won the admiration of all wheelmen that attended the Exposition tournament, by his trick and fancy riding.

The central Y. M. C. A. members have organized a bicycle club. Saturday afternoon and moonlight runs will be held regularly during the season. Plans for a road race is also under way.

John Jay Baumgartner of Milwaukee, will tour a wheel through the eastern states. Much of his time will be spent in sketching on Long Island and Cape Cod. Later on he will attend the L. A. W. meet at Washington.

The managers of the Milwaukee Base Ball park are negotiating with the wheelmen of this city to put in a quarter mile bicycle track. It is an excellent opportunity for the boys and the project ought to be pushed immediately.

The Western Passenger Association has granted one and one-third fare for round trip ticket to Oshkosh and return during the State Meet July 7 and 8. The secretary-treasurer, F. J. Morawetz must sign each certificate of reduced rate.

The third annual Union Run and Parade held on Decoration day afternoon was a success in spite of the weather. Over 150 wheelmen were in line. The Milwaukee Wheelmen and the North Side Cycling Club were the only representative bodies in line under command.

The First Light Battery, Milwaukee, are to have a cycle corps this summer consisting of sixteen wheels to be thoroughly drilled in army manoeuvres under command of Lieut. Mortimer. This organization will be a powerful rival to the corps organized by Capt. Zwietsch last season.

The Julius Andrae cycle firm caused the arrest of a couple of crooks, Hoffman and Hartman by name, for disposing of two bicycles which were not paid for but secured by a mortgage. This pair had victimized different firms by securing goods under false pretences, aggregating to the amount of several thousand dollars.

Several of the Milwaukee boys will leave about July 5th for New York where they will join Smith's tour from that place to Washington, a nine days' trip on the wheel. Stops will be made at numerous little towns and interesting places, allowing for a whole day in Philadelphia and half day at Gettysburg, the party will reach Washington July 18th in time for the National L. A. W. meet.

The Milwaukee Athletic Society and the West Side Turners are arranging to hold an Athletic tournament the latter part of June. The special feature of the affair will be the postponed tug-of-war between the Chicago Socole and the Athletic Society. Among the events which will constitute the programme are running, wrestling, hurdle racing and a few bicycle events.

MERCURY CYCLING CLUB.

In the hare-and-hound chase recently held by the club, Thad Wedzinski who personated the hare, was not caught until the club rooms were reached. John Reitzner was the first trailer in.

The entertainment and ball held May 25th was a very successful affair. A comedy act by Herman Black and Chas. Stumpf was the principal feature of the entertainment. The ball was well attended. A large delegation of the Milwaukee Wheelmen and the North Side Cycling Club were represented. The wheelers were attired in full dress coats and knickerbockers. The club will hold their postponed road race the latter part of June over the Lake station course.

NORTH SIDE CYCLING CLUB.

The club has now a membership of 64.

The club will have a century run July 3 to Watertown and back.

Last Sunday, June 12, the club ran was to West Granville. June 19 they are scheduled for Cedarburg and the 26th for Fort Washington.

May 21 a grand May ball was given, and all the cycling clubs of the city received a number of complimentary tickets to attend. Every club was represented, and the event was a success with a big "S."

At its last meeting a board of directors was elected, consisting of G. Aasen, L. Pieron, J. E. Reiter, H. Janssen, P. Mock, E. Kaross and A. Bunke. Hugo Meiswinkel was elected first lieutenant, Adolph Siegel second lieutenant, Robert F. Kaross, corresponding secretary and B. Lindman, bugler. This completes the official list of executive officers.

MILWAUKEE WHEELMEN.

Capt. Geo. Bartels is the latest League hustler.

D. H. Anthony has left for a visit to his old home in Providence.

Will Foster confidentially told me the reason he purchased a Columbia Century was because it is the only "century" he can ride.

Who are who are, Who are we, We are, He are of Milwaukee, Bang, Zip, a—h. This is the latest "club cry" of the Milwaukee Wheelmen. Its origin has been traced back to D. A. Dodge as the author. All members should become familiar with this yell.

Mr. Herman Lammers, one of the head sketch artists of the Binner Engraving Co., has been compelled to forego his intended European pleasure tour, owing to the continual increase of the firm's business and the inability to procure another to fill his position.

The Racing Board of the Milwaukee Wheelmen have met and decided to hold their annual road race from Waukesha to Milwaukee, July 30th. The prizes already procured are three high grade bicycles, a painting valued at \$50.00, box fancy toilet soap, pattern vest, and numerous other prizes. Several costly medals will also be competed for. Plans and preparations are on foot to have a tournament in Milwaukee, but the details of which will not yet be made known.

TALES OF THE SPEEDY ONES.

They tell of J. C. Schuidtbauer's generosity in offering his wheel to Sanger in the Pullman, when he stood a good show of winning himself.

They tell Walter Sanger, he ought to have pulled the first small man that he saw off his wheel (*a la* Van Sicken in the Waukesha-Milwaukee road race), after his own became disabled, and thus carried the honors to Milwaukee.

They tell certain Milwaukee business men are willing to stake their all on Sanger against any man that rode in the Pullman.

They tell that some miscreant jabbed a knife into the tire of W. A. Rhodes' wheel just before he entered the ten-mile race in the Exposition tournament, and after riding nearly two miles became entirely deflated, causing him to withdraw. Mr. Rhodes is of Chicago, and has a record of 2:30 on a 19-lap track, and some say he would surely have won this race but for that sneaking act of disabling his wheel.

J. C. Schuidtbauer has won deserved honors for his plucky riding in the Exposition tournament.

Manager Laohennatier ought to present Phil. Nickel with a special prize. But for him, all races where Sanger was in would have been uninteresting.

A few more newcomers are riding wonderfully. They are F. C. Prachthausser, Charles Hermann, Hugo Meiswinkel and Louis Kohen.

State Notes.

Race meets will be held in both Janesville and Beloit this summer.

Berlin, Wis. will shortly organize a League club with thirty-seven members.

There were more than a dozen wheels sold to Palmyra, Wis. residents in the past month.

The contract will very soon be let to have Main St. in Reedsburg, Wis. paved with cedar blocks.

A bicycle club is being organized at Two Rivers, Wis. Twenty riders have signed as charter members.

A record was established between Beloit and Janesville recently, when Lou Britten made the distance in 68 minutes.

The riders of Oconomowoc have recently organized. There are over forty wheelmen residing at that popular summer resort.

Fond du Lac is to have a genuine old-fashioned Fourth of July celebration, to include a number of bicycle races in the afternoon.

Mayor William Dickmann, of Oshkosh has just purchased a wheel and will be right in it with the boys during their meet in that city.

\$75,000 worth of improvement bonds have been issued in Ashland, Wis. for the paving of five miles of streets which will be completed next fall.

Appleton and Fond du Lac will be nearly as largely represented at Oshkosh as Milwaukee. Both cities have a strong organization of League members.

Beloit riders have not yet given up their warfare with the city authorities. Some time ago, Lou Britten, a banker's son of that place purposely had himself caught in the act of riding on the sidewalk and was arrested. And now they will have a test case on the subject of sidewalk riding.

An organization of wheelmen has been effected at Columbus, Wis., and will be known as the Columbus Bicycle Club. The club starts out with a membership of twenty-five. The following officers were elected: President, L. M. Roberts; secretary, Roy Woolverton; treasurer, Frank Campbell.

Oshkosh, Wis. will have a quarter mile cinder path completed in the Base Ball Park to be used for the State Meet's races, July 7 and 8. This privilege has been granted by Mr. Edgar Sawyer who owns the ground. A company has been organized with a capital stock of \$400 to build and maintain the track.

A correspondent from Stiles, Wis. writes the following:

If Mr. Wanamaker should visit Stiles he would see an advancement in mail carrying which is not prescribed in the postal laws and regulations. The local mail carrier has brought his bicycle into requisition, and within a few moments after the arrival of each mail train patrons of the postoffice can get their mail.

RACINE.

The name appropriated the bicycle club is known as the Association Bicycle Club. All members of the Y. M. C. A. over 17 years of age are permissible to join.

Under the auspices of the Y. M. C. A. an athletic contest and tournament will be held about June 24. The contests will consist of a tennis tournament, bicycle races, short and long distance running, jumping, hammer throwing, shot putting and pole vaulting. Also boy's 50 yard dash, and novelty race.

EAU CLAIRE.

A bicycle club has been organized at Eau Claire named the Miles Bicycle club. The club starts out with a membership of twenty-eight. The following officers were elected: President, George M. Dunham; vice-president, W. W. Jackson; treasurer, Marshall Coumes; secretary, Willis Chappell.

WAUPACA.

The bicycle riders of this place have organized a cycling club with the following officers: President S. A. Connell; vice-president, H. W. Williams; secretary, I. B. Turnell; treasurer, George Nordvi; captain, O. A. Wakeman; lieutenants, F. W. Spencer and C. Lea. The club will hold its first run next week.

JANESVILLE.

Arrangements have been made with J. F. Sweeney, proprietor of the Grand Hotel to make it the league house. Prospects are

very bright that an athletic park will be established with a quarter mile bicycle track, and base ball ground in the center, the work to begin at once and is expected to be finished by July 3rd, in which event an opening or inauguration will be held on the grounds July 4th.

MADISON.

All sidewalk riding has now been forbidden in the limits.

A road race from Sun Prairie to Madison will be held on July 4.

Messrs. Stanley and L. C. Wheeler will soon leave for a tour on their wheels to New York and return.

A new local club has been formed with nine members to be known as "De Push." H. J. Warner is "chief pusher." It is simply a road riding club.

The Madison Cycling Club is arranging for a meeting of all wheelmen in Southern Wisconsin to be held at Madison on July 4. They propose to offer a series of substantial prizes, and expect a large attendance of cyclists from the surrounding towns.

A correspondent writes: The preponderance of wet weather during the past month has all but annihilated cycling in this city, but it did not prevent the field day exercises of the University May 27. Two exciting bicycle races were the feature of the day. An 880-yard dash and a one-mile. Both were won by F. D. Warner with G. T. Hodges a close second. Time 1:21 $\frac{1}{2}$ and 2:59 $\frac{1}{2}$ respectively. Both these times were excellent considering the track.

APPLETON.

The Appleton Cycling Club has just been organized with the following officers: President, P. M. Conkey; vice-president, E. M. Mallory; secretary and treasurer, H. E. Pomeroy; captain, Dudley Ryan; first lieutenant, H. W. Morrow; second lieutenant, C. E. Rider; color bearer, T. E. Kampa.

The Appleton Club is arranging for a number of important events during this summer. A committee has been appointed to act as the Racing Board, who are now considering the best courses for a road race. Sunday, June 12th the club took a run to Wisconsin.

Humphrey Pierce, of Appleton, was thrown from his wheel last week and had his left leg fractured.

WAUKESHA.

J. B. Christoph was recently married to a young lady of this place. Mr. Christoph is employed in Milwaukee on the *Spring Wisconsin*, and also conducts a stationary business in Waukesha.

Waukesha wheelmen have taken a step in the right direction. They have rented a cottage on Clinton, corner of South street, and twenty-five club members have subscribed to a guarantee fund for its support for one year. They have furnished it up in good shape with billiard table, piano, etc., to make it a popular resort for wheelmen of the town. This step has had the effect of stimulating interest in the club and at the last meeting eight new members were admitted, making a total membership of fifty.

Wisconsin League Hotels.

Madison—Capital House, \$1.50 per day.
Green Bay—Beaumont House, \$1.00 per day.
Ripon—Woods Hotel, \$1.50 per day.
Beloit—Goodwin House, \$1.50 per day.
Oshkosh—Tremont House, \$1.00 per day.
Kenosha—Grant House, \$1.50 per day.
Plymouth—Commercial House, \$1.50 per day.
Eau Claire—Eau Claire House, \$1.00 per day.
Fond du Lac—Palmer House, \$1.00 per day.
Menasha—National Hotel, \$1.00 per day.
Neenah—Russell House, \$1.00 per day.
Waukesha—L. A. W. House, \$1.00 per day.

A number of Manitowish wheelmen are preparing to organize a cycling club in their town.

H. W. Richardson, of the Milwaukee Wheelmen, made a midnight ride to Whitewater last Saturday and returned the following Monday morning having ridden a good part of the night returning.

Walter C. Sanger.

The picture on the first page is the portrait of our "Wally," mounted on his favorite machine. After the great Pullman road race, in which he rode nearly four miles with one pedal and then came within 32 seconds of winning the time prize, his name became famous in the amateur sporting world, and now after all his conquests in the Exposition tournament it has won for him as much honor as he can possibly carry for a time to come.

Walter Sanger is a young man of 19 years, stands 6 feet high, and has the build of a Hercules. Altogether his is a model physique for a sculptor. Walter was born and reared in Milwaukee, and races under the color of the Milwaukee Wheelmen. He is the son of Casper M. Sanger, who is famous for his blooded stock of horses, and frequently Walter can be seen on the old dirt tracks of Milwaukee's race courses, setting pace on his wheel for his father's fliers. It was only two years ago that he became interested in wheeling, and last year he was the pet "dark horse" of Henry and Terry Andrae, and in the races of the Wisconsin State Fair that year he distinguished himself by winning first place in all four events of the two days, making the remarkable time of 2:34½ for a mile. "Wally," as he is familiarly known, is an exceedingly modest fellow, and is never heard to boast of what he is going to do. This year he is riding like a whirlwind and every man that bestrode a wheel in the Pullman race, admitted after it was over, that Sanger must have won the first prize, the time medal and a special prize for being under 20 years of age, but for the loss of his left pedal while about four miles from the finish, losing a whole minute to stop and pick it up and pound it on again with a brick found by the wayside. When three miles from Pullman the pedal came off entirely, and Sanger was forced to ride the rest of the way with one pedal. When the accident happened there were but about ten men ahead of him, all slow riders, who had been allowed a generous handicap. It would have been a matter of but a few minutes when Sanger would have ridden across the tape ahead of a field of over 300 of the best men in the country. His great power of endurance was manifest at the finish of the race when most men had to be taken off their wheels and carried up stairs. Sanger refused all assistance and immediately proceeded back to look for his pedal. The best time made was Winship's, covering the distance of 15 miles in 51:28 and his time was an even 52 minutes. He has received the \$75.00 third time medal.

At the Exposition tournament Sanger won first place in every event that he entered and captured the three high grade bicycles donated by the Andrae Cycle Works, The Sercombe-Bolte Mfg. Co. and Ames & Frost, of Chicago. Besides these, numerous small prizes and medals.

Will C. Wegner has become a member of the staff in the employ of P. H. Sercombe's cycle house.

General Notes.

The Associated Cycling Clubs of Chicago will have an immense lantern parade, either June 18 or 25.

Hoyland Smith was the winner of the prize in the Irvington-Milburn twenty-five mile road race held on May 30.

Two Englishmen have introduced the bicycle into Central Africa. They say wheeling was excellent along the well trodden native paths.

The new L. A. W. racing rules are completed in book form. A copy will be mailed to every member who will address W. C. Thorne, Chicago, with a two cent stamp enclosed.

The success of the recent relay ride to New York has inspired New Yorkers, and another ride from New York to Chicago, under more favorable auspices, will be undertaken later in the summer, when they hope to reduce the record to sixty hours.

When the era of good roads becomes a realization in this country, and its people have had an opportunity to view the benefits of this change, the bicycle boys deserve the thanks for the victory won; for to them more than to any other cause, will be due the transformation.

Women are as fastidious in the selection of their bicycles as the most critical of their brother wheelmen. They are fully alive to all necessary requirements that go to make a first-class mount, and woe to the salesman who attempts to palm off on them anything but the best.

The St. Paul (Minn.) Cycle Club has elected officers as follows: President, Dr. B. C. Cornwall; vice-president, L. F. Newton; secretary, D. W. Van Vleck; treasurer, C. C. Townsend, captain; T. L. Bird. The club was reported to be in a prosperous state, and will welcome new members irrespective of sex.

A special train will convey the main western party to the National League meet in Washington. It will leave Chicago on Saturday afternoon, July 16, and reach Washington by supper-time on Sunday. Monday, Tuesday and Wednesday, until 10 p. m. will be spent in Washington, when the majority will return. The Baltimore & Ohio R'y has been selected.

Miss Johanne Jorgensen, the famous Danish girl who has broken numerous records created by men, is now training in male garb on a Humber tandem, with some prominent Danish road man. To not reveal her identity, she occupies the rear seat on the tandem instead of the front, which is the customary place for a lady in riding such machines.

St. Paul and Minneapolis cyclists are to have a century run as soon as roads are in condition. The route will be from St. Paul to Northfield and return and to Minneapolis and return to make the hundred miles. There will be three classes, viz., first class, those who make it in eight hours; second class, those who make it in twelve hours, and third class, those who make it in fifteen hours.

The Oshkosh Meet.

Thursday and Friday, July 7th and 8th, will witness the largest concourse of wheelmen ever congregated at any meet ever held in this state. The Oshkosh wheelmen are making great preparations for the care and entertainment of their visiting cyclists. They have fitted up a suite of four rooms on Washington street as club rooms, each room being fitted up as billiard room, card room, library and parlor. The racing board, comprising Ben. Hooper, B. T. Higgins, C. C. Chase, and P. W. Fendisen, are doing excellent work, and a long list of special races and prizes will be given in addition to the League championship races. The following is the programme of the race events:

THURSDAY, JULY 7.

1. One mile novice.
2. Two mile Wisconsin division L. A. W. championship.
3. One-half mile, open to boys under 18.
4. First heat, quarter mile dash.
5. Two mile Oshkosh championship.
6. One-half mile, open to all amateurs.
7. Second heat, quarter mile dash.
8. One mile handicap. Prizes, silver water set.
9. Five mile handicap.
10. Third heat, quarter mile dash.
11. One-half mile Wisconsin division L. A. W. championship.

FRIDAY, JULY 8.

1. One mile novice.
2. Three mile Wisconsin division L. A. W. championship.
3. First heat, quarter mile dash.
4. One mile Oshkosh wheelmen championship.
5. One mile handicap.
6. Second heat, quarter mile dash.
7. One mile Wisconsin division L. A. W. championship.
8. Two mile, open to boys under 18.
9. Third heat, quarter mile dash.
10. Two mile, open to all amateurs.
11. One mile consolation.

There will be doubtless many more races arranged before the official programme is issued. There will be no high wheel races unless arranged by the Oshkosh club, as state officers think the day of ordinaries has passed. The League officers have decided to admit all L. A. W. members free of charge on showing their membership ticket at the gate. This is a radical departure and should have the effect of drawing into the league many new members. The first day a grand street parade will be made before the races, and the evening of the second a grand ball or banquet will be given. The summer meet of the Western Canoe Association will be held at Oshkosh, beginning July 9, and it will bring many canoeists, who are also wheelmen, to Oshkosh.

Among the flyers from abroad that are expected to be present are Messrs. Taylor and Tyler, of New York. Taylor's home is near Oshkosh, and he is expected to spend his college vacation with his parents. It is well understood that most of the Western cracks will be such as to offer them a tempting "lay out."

The melodious name of Oshkosh has traveled to the uttermost parts of the earth, but her fame is no greater than she deserves. Such is the testimony not only of her 25,000 inhabitants, but of all who partake of her boundless hospitality.

She not only leads the world in the manufacture of sash, doors and blinds, but for years she has sustained the reputation of being the best on earth to "have fun with the boys." "Age cannot wither her, nor custom stale her infinite variety."

And now she puts forth another claim to renown. It is a current opinion in the United States that Boston is the hub of the universe. Why may not Oshkosh wear a prouder title still?—the "hubtown" of all good bicyclists. And what bicyclists are not good?

Radiating from Oshkosh, like the spokes in a wheel, in all directions, are many of the most delightful country roads that ever inspired the heart and muscles of a wheelman. Riding over them is not only both physically and mentally exhilarating, but full of feasts for the eyes. How often does it happen that the smooth, level thoroughfare, which makes riding no effort and seems at first all that could be desired, becomes monotonous because there is nothing to interest the rider? And again, how many beautiful scenes of nature it is either impossible to visit on a bicycle, or else attended with so much exertion that one feels imposed upon—as if Mother Nature were charging too much for her shows.

The Oshkosh roads are a happy combination of both advantages, easy traveling and pleasant scenery. And her roads all lead somewhere. If you wish to go north to Neenah and Menasha, two thriving cities noted for their wealth and enterprise, you may take your choice of two perfect roads; and no matter which you take, "you'll get there all the same." The Ridge road runs through as fine a farming country as there is in the northwest, while the Lake Shore road will lead you by the many pleasant points and groves of Lake Winnebago, past the State Hospital for the Insane, and on to Neenah before you are aware. And Appleton lies not far beyond to invite one to further effort.

Leaving Oshkosh by the southerly roads, you may wheel along the lake for miles, passing many pleasant summer resorts, Stony Beach, Paugatuk, Morgan's Point and Morley's and then on to Fond du Lac.

Taking the western roads you may set your wheel for Omro, and then for Waukau and Eureka, all thriving little towns; or you may choose another road that affords charming views and glimpses of the Fox River and Lake Butte des Morts, and go on to Winneconne. All along the high-banked, shady shores of Lake Butte des Morts are countless cottages, the happy homes of Oshkosh summer girls.

And all these places, besides many others equally attractive, are just near enough and not too far away to afford a pleasant ride and enable one to come back to *Hubtown* at night, where he is always sure of a cordial welcome, if it be from no other than mine host, the genial landlord of an Oshkosh inn.

And although Oshkosh is so well worth a visit for the richness which lies around her, she is no less interesting to a visitor than what she holds within herself. Her many factories and mills, her perfect location, her unrivalled climate, her business and life, her fine hotels and above all, her hearty good-fellowship for all the world besides, makes her a never-failing source of gay, glad hours and pleasant memories.

Division Officers.

The annual meet and tournament of the Wisconsin Division, L. A. W. is near at hand and a sketch of the chief officers who so ably fill their positions at the head of this prosperous Division, must be inter-



CHIEF CONSUL W. L. SIMONDS.

esting to the league members of the state and wheelmen in general. On this page are presented the portraits of Chief Consul Wm. L. Simonds and Secretary-Treasurer F. J. Morawetz.

Mr. Wm. L. Simonds has this year attained the age of 34. It is now nearly 12 years ago that Mr. Simonds became a rider of the wheel and since then he has lost nothing of his activity in all matters pertaining to cycling. In 1884 he became the promoter



SECRETARY-TREASURER F. J. MORAWETZ.

of the Flat Foot Bicycle Club in Milwaukee, from which developed the organization of the Milwaukee Wheelmen, of which he remained president for two years, and has officiated in the capacity of every office that this large organization affords. Mr

Simonds' good judgment, steady purpose of mind, and courteous and dignified manner has made him characteristic, and won a place in the hearts of all who have met him. In 1886 he became a member of the League, and Jan. 20th, 1890, when the Wisconsin Division was reorganized, he was elected Secretary-Treasurer of the Division, which position he filled till the resignation of the Chief Consul became known, whereupon he was immediately elected to that office. The prosperous condition of this Division of the League of American Wheelmen is too well known to need further comment on his arduous efforts in its behalf.

Mr. Frank J. Morawetz, who is now serving his second term in the laborious task as Secretary-Treasurer of the Wisconsin Division L. A. W., has been an active wheelmen for a half score of years or more. His position as a traveling man through the State, his hustling qualifications and genial manner, have made him well adapted for this official position. Mr. Morawetz is 34 years of age, was a member of the Flat Foot Bicycle Club, and is now a member of the Board of Directors of the Milwaukee Wheelmen. The increased membership of the Division is largely due to his untiring efforts; from a membership of 69 in 1889 the list has been increased to 460. The office has many responsibilities connected with it that Mr. Morawetz has carried with credit to himself and the Division, and only holds the office for the love of the sport, and to further his ambitious aim to make the Wisconsin Division, League of American Wheelmen rank foremost in the cycling states.

The Good of the League.

What is being accomplished by this National organization.

- Influence with authorities.
- Promoting the general interests of cycling.
- To obtain privileges for wheelmen.
- To give legal protection.
- To ascertain the rights of wheelmen.
- To defend the rights of wheelmen.
- To protect the rights of wheelmen.
- To secure improvement of roads.
- To secure improvement of pavements.
- To facilitate touring.
- To secure fraternal companionship.
- To secure and enjoy certain special privileges at all wheelmen's "Meets."
- To secure reduction of rates at hotels.
- To secure free transportation of wheels.
- To secure proper regulation of racing.
- To secure the publication of a weekly newspaper which is presented to every member.
- To give legal redress when wronged as a wheelman.

Arnheim, [Holland], is said to have the fastest track on earth.

On Learning to Ride.

BY WM. M. FOSTER.

In making a chicken pot pie it is first necessary to obtain the chicken, so in making a bicycle rider, first get the bicycle. Borrowed chickens make quite as good pies as those that belong to you, and a borrowed bicycle is fully as satisfactory to learn on as one of your own. My recipe, therefore for learning to ride would begin thus: First borrow your bicycle. It is best to learn to ride on a borrowed machine, for several reasons: First, it will save time. You may not have decided just what machine you wish to buy, and if you learn on a borrowed one, when you do decide you will be ready to ride without stopping to learn, besides the annoyance of having your machine in the repair shop much of the time.

Second: It is less expensive; for, if you have an acquaintance who is so unsophisticated as to loan you his wheel to learn on, you will not find him the sort of person to ask you to pay for putting in half a dozen new spokes, straightening a handle-bar or even buying a new pedal pin; and, of course, it is not in accordance with the ethics of a bicycle-borrower to offer to pay for any damage he may do a wheel. Besides repairing the borrowed wheel will please the dealer and give a good deal of employment to his bicycle shop.

You will notice that I advise borrowing of an acquaintance, not of a friend, for, as Shakespeare has it: "Loan oft loseth both itself and friend." If you cannot borrow one of some acquaintance, go to the dealer and borrow the highest priced machine you can, telling him you are thinking of buying and wish to try that kind. Have him send it to your house for the reason that you are too busy to take it with you.

When you have the wheel, get some friend who knows no more about riding than you do, and if a busy street is not too far from home, go down there towards evening to make your first attempts. It will amuse lookers-on and exert such a wholesome restraint upon would-be riders who see you, that the overcrowding of streets with bicycles will be prevented.

In the first place, always overlook the fact that there is a brake on the machine. There will be more than one when you are through with it. As soon as you get into the saddle and balance yourself for a few seconds at a time, even if to do so you have to zigzag from one side of the street to the other, and the machine is still in a rideable condition, get near a crossing, as soon as twilight begins, and see how

fast and far you can go in your eccentric career before falling off. Should there happen to be elderly persons crossing the street, your movements will have an excellent effect in making them nimble and in quickening their eyesight and hearing. To vary the monotony of tipping over sidewise on the street, you might occasionally run at full speed into the curb. This will give you a new form of dismounting and enable you to determine whether the machine is to be recommended for strength. Should all these experiences seem tame and your fiery nature crave something more exciting, start off just as a car approaches and see how long you can avoid running into it. In the natural perversity of inanimate things the machine will start for the car, and if you do not fall off for the car get by, the result will probably furnish all the excitement you desire, if nothing more.

During the course of an hour you may frequently feel in need of rest. On such occasions it would be

well to have your friend learn to ride, thus wasting no time and making the most of the wheel.

If the wheel remains serviceable, it should not be returned before the end of ten days or two weeks, unless at the owner's urgent request. In that time you will be able to improve, not the machine but yourself, considerably, and further test its strength by running into hitching posts and fences and riding from curbs a foot or so high.

After learning to remain on the machine for a block or two and before you return its remains to the owner, it would be well for you to insist upon taking a twenty or thirty mile spin into the country and return, with some of your

friends who have ridden a season or two. Why shouldn't you ride as far as they? You can row or walk as far and will probably prove your ability in the latter direction before getting back by walking a great deal farther. You can show them your determination to have a career of your own as a cyclist by refusing to follow them in the beaten paths and ruts, marking out a line of your own. Yours may be a somewhat longer and more toilsome way, but if you persevere you will get there, just the same. Do not hurry; for remember that no matter how fast you ride, these old riders would rather die in the saddle than allow a beginner like yourself to quite keep pace with them. It will be much easier for them if they have an opportunity to rest while you walk up all the hills and stop at every pump along the road. This being your first long trip you will naturally perspire more than they and therefore need more water to keep your blood sufficiently thin to circulate.

If you have an opportunity to return by train,



refuse it and ride back. This will exhibit your valor to better advantage than your discretion, and give your companions even more opportunities for rest than while outward bound. You will, no doubt, be very weary, but it may be some consolation to know that you have tired your friends more than yourself.

In the course of a week, providing you are of robust constitution, you will have recovered sufficiently to think of riding again, and you will now be, if you have meanwhile diligently studied cycling literature and catalogues, competent, in your own mind, at least, to select a wheel. Do not take the advice of an old rider, who has perhaps tested several kinds of wheels. His ideas will be too old-fogyish for you. Independence and self-reliance are noble qualities in a young man, and you can have no better opportunities of exercising these qualities than in choice.

Having purchased your mount, a little advice as to the proper position for riding ought not to be amiss. There are only two positions that are entirely good form in Milwaukee, or elsewhere as far as I have observed.

If you are one of these young men, you should place the saddle as far back and the handle-bar as low down as possible. You will then, in order to refrain from lying face downward upon your machine, be able to get a most beautiful curve in your backbone. This position will enable you to work very hard and have the appearance, at least, of going very fast. It is true it will make you look some thing like an angry cat on a back fence and may cause a great many people, particularly narrow-chested persons, those who dislike to become round-shouldered and boys with observant fathers, to refrain from riding. But bicycling is becoming so popular that it is difficult to get certain styles of machines within a month after ordering, and it is just as well not to have the demand exceed the supply. This is called the racing position, and had you lived and safeties been in vogue several centuries ago, you would have had, no doubt, as your coat of arms, a bicycle bestridden by a lion, couchant.

The other style of riding, which should be adopted by the older of the young men and by middle aged persons, is as follows: Place the saddle a little back of the crank-shaft and just high enough to leave quite a crook in the knee when the pedal is at its lowest point; elevate the handle-bar until it is almost on a level with the rider's shoulders; lean backward at an angle of about 30 to 40 degrees and, turning the face neither to the right nor left, look straight ahead with a stony stare. This would be known in heraldry as the regardant position. It

will give the cyclist the appearance of being familiar with the driving of horses and he may be taken for either an ex-coachman or horse-jockey. It is a self-satisfied, at-ease-with-all-the-world style of riding, and will undoubtedly convert to our ranks many of our staid business men. If this style of riding does not so convert them, riders who enjoy being noticed will have to console themselves with the thought that such persons would have a tendency to make cycling a too respectable and matter-of fact sort of an affair.

But to be serious for a moment: I have been told on several occasions by would-be riders that they did not take to cycling because it made its devotees round-shouldered. I do not blame them for thinking so, considering the appearance of some riders while on the wheel, especially those who wish to be considered very fast. The fault is with the rider, not with the art. But there is no question that the hump-backed and awkward positions which many riders assume has some effect in restraining the popularity of wheeling.

A Good Idea.

A correspondent to the *Bicycling World* presents a plan to further the improvement of our roads on the Salvation Army principle. He writes as follows: As one of the objects of bicycle clubs is to further the movement for good roads I would suggest the following plan to hasten the irimprovement: Let every club appoint a "crusade corps," whose duty it shall be to carry on an active crusade against bad roads, and for good roads. Once a week it would be their duty to visit neighboring towns,



taking as many members and others as it is possible to get, appoint speakers, and preach the gospel of good roads. This could be done evenings and make a pleasant and useful "run." Interest in the work could be added by selecting a glee club from the members and enliven the meetings by songs, etc. Send messengers a night or two before the meeting to distribute circulars giving notice of the meeting.

As a text book for speeches, *Bicycling World*, *Good Roads*, or any journal devoted to that work could be used. I believe by adopting the above plan much good could be done.

League members must not allow their membership to expire. Send your dollar to Abbott Bassett, Boston, Mass., or to F. J. Morawetz, before June 20th, or you will be dropped from the list of members.

Fraternally,

FRANK J. MORAWETZ,
Sec'y-Treas.

Items that Will Interest Lady Cyclists.

BY JACK ROYAL.

Elizabeth Robins Pennell, of the Canterbury Pilgrimage fame, and one of the foremost women cyclists of America has the following to say on the subject of cycling in the *Gentlewoman* of recent date:

"Some people have questioned whether cycling is healthy for women; but their doubts are based on ignorance. In the first place, the work is not so hard as it looks. Given a good road and no head wind, a bicycle, after a certain point, goes almost by itself. Even hillclimbing, when you understand how to take your hill, need not mean over-exertion. If the road is muddy or sandy, then you must exert yourself; but the labor is nothing compared to that of dancing all night or of shopping all day. Of course cycling carried to excess is bad for women, just as it is for men, but this argues nothing. Bread and butter eaten in excess becomes an evil. I have cycled from one end of England to the other; I have ridden on a tandem tricycle from Florence to Rome and from Calais to Geneva, on a safety bicycle from Cologne to Vienna, and all through the mountains of Transylvania, and I flatter myself there are few women healthier or stronger than I. As for the pleasure cycling gives, it cannot be exaggerated. I know of nothing like it. The sense of rapid motion over a good hard road in the clear fresh air is due to what Browning calls 'the mild joys of living,' and the very work adds to your enjoyment. After you have cycled you will never again be quite content to sit in a carriage and let some one else drive you. But if your cycling is limited to an afternoon ride in the park, or along the same stretch of country road, you will miss the best part of it. The cycle was invented for the benefit of the independent traveler who wants to see, not only big towns, but the country that lies between, and who does not care to have his goings and comings regulated by the time table. I will be honest and confess that on every long cycle tour there are moments, or, indeed, hours, and sometimes days, of complete misery, when you would like to pitch your machine into the nearest ditch or river and never see it again; the road is atrocious, the wind blows relentlessly in your face, the rain drenches you and your luggage. But then comes the hour of perfect pleasure, when, between the firs or chestnuts you coast down the mountain side, or in the cool of the late afternoon as the sun sets you follow the windings of a little stream over a good road, and you feel that for another such interval of delight you would again gladly put up with rain and wind and mud."

In the *Wheelman's Gazette* of April, Helen LeGarde presents her views on the vexatious question of a suitable garb for cycling women: "There is no question but the ideal cycling gown is a divided one. It will come in time, and then one will wonder how she did without it; but custom now will not permit

it and will not, until the time of improved, not reformed dress, is firmly established. The English divided skirt is not best, though much worn there by lady cyclists. This skirt is kilted all the way round each leg, and consequently makes mounting very difficult. Mrs. Jenness Miller has shown me a design for a bicycle dress, which seems to conquer every difficulty. When the wearer is standing it looks like a simple kilted skirt coming to the ankles and one would not suspect the division; when vaulting to the wheel it falls apart and immediately closes again. The foundation is a pair of perfectly plain, well fitting trousers on a yoke closed up the back and fastened with a fly, buttons and button holes. These trousers make a perfect clothing for a woman, the kilted drapery being the concession to that right opinion that women should be skirted under all circumstances. For the reason that the woman rider is clothed independently of her drapery no embarrassing accident could possibly happen to one wearing Mrs. Miller's idea of a perfect bicycle skirt."

What is the best thing to drink, when on a tour? For my part, there is nothing in the whole line of thirst quenchers like fresh milk, and as an invigorator—it is simply par excellent. On a tour last summer of over a week, when the sun was excessively hot, how we all longed for a sight of the next farm house, and the pitcher of delicious milk that was always forth-coming. It is certainly sustaining and a thousand times to be preferred to lemonade, ices, etc., and even pure water, which is very hard to find, even in the country. To those who have an aversion for milk, Russian tea is my second choice. Either of these beverages are wholesome drinks and within the reach of all tourists.

The lady riders of Milwaukee, from appearances, seem to differ very materially in what they think is the most suitable habit for cycling, each one seems to follow her individual fancy and the result while very picturesque, does not always harmonize with the fitness of things. On the Memorial Day run to Whitefish Bay, several ladies accompanied the party and on the return trip were very much discommoded by being compelled to walk through about ten blocks of red clay mud, in apparel more suitable for an afternoon tea.

It has now become a well established fact, that bicycle riding brings into motion all the muscles of the entire body most thoroughly and more gently than any other single mode of exercise. The beauty of riding the wheel is, that you can regulate your exercise according to physical strength; when you feel strong and vigorous, your trips can be made more extended—the machine is always ready and worthy of your steel.

The Misses Gail and Eva Calmerton will ride pneumatics this season. They are very expert cyclists, and were among the first lady riders in the city.



"Even a dark lantern has its bright side" quoth witty Roland.

A broken "frame" of a bicycle, incloses the "picture" of despair.

A man has been fined \$50 for riding a wheel. The wheel belonged to another.

A rousing demonstration—getting a wheelman out of bed the morning after a "century."

The good "felloe" knows when he has a good thing and "sticks to THE PNEUMATIC."

Nickel can be kept bright by rubbing with a woolen cloth saturated with spirits of ammonia.

"The Rim—iniscences of a Tire—o," will be the subject of a book which is being written by a wheelman.

The driver urges on his steed,
Until said steed is wheezy;
Tho' the wheelman drives no steed at all,
He gets there just as easy.

On damp and rainy days, the plated parts on bicycles should be wiped frequently with an oily cloth, to prevent rust.

"Does Mrs. McRacer agree to let her husband race this year?" "No, I think not, they will come to the 'scratch' if he does."

He chanced upon a tack;
He raised a fuss;
His observation on that point
Can best be published thus:
—!—!—!—!—!

A man who won't subscribe for a paper because he can borrow one, has invented a machine whereby he can cook his own dinner by the smoke of his neighbor's chimney.

On the bicycle he glides like the cars,
But an accident his happiness mars;
As so swiftly he sped,
He came down on his head,
And saw about ten million stars.

Mr. Speedy (to Mr. Stoutman, after riding 10 miles at a 15 mile gait.) "Old boy! Before this I always thought you too lazy to take a run like that." Mr. Stoutman (languidly) "Easily explained, my dear fellow; laziness runs in our family."

A visitor to a hospital for the insane was introduced to one of the patients. "How did you come here?" said the patient.

"I rode on a bicycle," replied the visitor. "Ah, that is the difference between you and me. You ride

a bicycle, and I ride a hobby. The difference is that you can get down off a bicycle, but not off a hobby, and that is what brought me here."

An exchange says: To ride a bicycle over a really greasy road there is only one course—viz, go as hard as you can, and keep perfectly straight. Then you are safe; but once go slowly or back pedal, or diverge from the straight line, and Mother Earth is your portion.

A countryman was sowing his ground when two smart fellows came riding by, one of whom called out with an insolent air, "Well, my good man, it's your business to sow; but we reap the fruits of your labor." "It's very like you may," the rustic replied, "for just now I am sowing hemp."

Plan for a Relay Run.

The enthusiasm and popularity of relay rides has reached Milwaukee. While the idea of this modern mode of dispatching messages cannot be claimed to have originated in Milwaukee it is still remained for a local man to suggest some plan, and to Harry Seward must be awarded the palm. The scheme is to secure a message from Gov. Peck to be delivered to Gen. Miles in Chicago, which would require at least twenty of Milwaukee's fastest riders to accomplish this distance of 190 miles in not more than 6 hours. There will be ten relays of about ten miles each, and each relay will be started with two men to guard against delays in case of accident or breakdown. The interest in this affair is creating a stir in local cycling circles, and will no doubt have a tendency to interest others in the bicycle. Gov. Peck is a great admirer of the bicycle, and says he will await the outcome of the trip with the greatest interest. The Governor also announced that he would come to Milwaukee himself, unless prevented by some unforeseen business matter, in which event he would send one of his staff to start the riders with the message to Gen. Miles.

A monthly bicycling paper has recently been started in Milwaukee, by M. C. Rotier, called THE PNEUMATIC. It is a handsome and interesting paper, and will receive a large local patronage and considerable from abroad. Milwaukee is particularly strong on wheels, the excellent streets making riding a pleasure. Success to THE PNEUMATIC.—Rogers' Park News.

A lovely East Side young lady, whose enthusiasm for cycling has surmounted every obstacle so far presented, is so interested in cycling, that her dreams are some times troubled by thinking of her exploits on the wheel. Rumor has it that in a fit of somnambulism she recently arose, attired herself in her riding suit, and rode her wheel out to Whitefish Bay and back at 4:30 in the morning.



THE "TELEGRAM CHAINLESS SAFETY."



A good many have asked us about the position of a rider on Sercombe-Bolte's Telegram Safety, and we take pleasure in presenting in this issue a half-tone taken of a rider on this machine. It will be observed that he occupies a very comfortable position: the pedals fairly well forward and the handle bars placed so that he gets a splendid leverage.

Bdes' great hour ride, in which he broke all records from 15 to 24 miles, was done on an Ormonde. He rode 24 miles in an hour.

The enameling done by the Sercombe-Bolte Manufacturing Co. is of the finest kind, and their colors of white, red, blue, green and wine are the richest the writer has yet seen.

The Imperial wheel, manufactured by Ames & Frost, of Chicago, and sold by the Columbia Carriage Company, in Milwaukee, is a model wheel, and

is receiving great attention among the local wheelmen. The increasing demand for that wheel must be very agreeable to the agents.

Chas. Allcott & Co., of 90 Wisconsin street, have numerous interesting novelties for sale. They have a complete line of amateur printing presses, type, etc.

The test of the Bolte pneumatic tire recently made over the tires of the railroad track to Chicago indicated the most wonderful strength and build of the tire for all-round practical road riding.

Gormully & Jeffery Mfg. Co. have found it necessary to print a third edition of their handsome 48-page catalogue of Rambler bicycles and sundries. They have already sent out over 100,000.

C. A. Mortimer, first lieutenant of the Light Battery, has purchased an interest in the retail department of P. H. Sercombe's cycle store, and has now in charge the active management of the place.

Roth-Kasten Cycle Co. have at last caught up with their orders for the Moffat, King of Scorechers and ladies' wheels. It is worthy of mention the way this young firm is striding along toward success.

Henry Andrae declares that never before has the demand for bicycles been so great as during the present season, in spite of the depressing effect of the weather. The sale of the Andrae light roadsters is remarkable for so comparatively new a machine.

Roth-Kasten Cycle Co are now ready to fill orders for the Sylph spring frame machine equipped with the celebrated Rambler corrugated tire. All who have tried this machine say that it is the easiest riding mount they ever were on. For comfort there is certainly nothing better.

Fred. A. Kasten has resigned his position with the Sercombe-Bolte Mfg. Co. Mr. Kasten won many honors in races last year, and with training would become one of Milwaukee's fastest fliers. He is at present negotiating with a leading Milwaukee bicycle firm to enter their employ.

The American Ormonde Cycle Company has been for the last two months apologizing to its many customers and agents for non-delivery of machines, and notwithstanding constantly increased facilities for manufacture and delivery, it has been only within the last two days that it has been anywhere near even with its orders. It has, however, the pleasure to announce to its agents and cycling public the fact that it can supply on receipt of order their model D, model C or Salvator machines. The Julius Andrae Cycle Works are the state agents for this company.

It is a great mistake to take long rides early in the morning or upon empty stomachs. Three men in England died suddenly from this cause two or three weeks ago.

The Expo's Tourney.

The cycling tournament held in the Exposition building, June 4 and 5, has been a financial success. This is the summary of events with prizes won:

One-mile novice: first, F. C. Prachtbauer, gold medal; second, A. Siegl, gold pen and holder; third, A. Frattinger, Schiller's works; time 2:50.

One-mile handicap: first, W. C. Sanger, opera glass; second, Phil. Nickel, pair pants; time 2:40½.

Five mile open: first, W. C. Sanger, Imperial wheel; second, Phil. Nickel, umbrella; third, J. C. Schmidtbauer, beer mug; time 14:12.

Boy's race, half mile: first, Paul Schimmel, gold medal; second, John Dunlop, silver medal; time 1:52.

One mile ordinary: first, F. T. Andrae, spring overcoat; second, T. Wedzinsky, stiff hat; time 2:55.

Ten mile open: first, W. C. Sanger, Andrae Pneumatic; second, Phil. Nickel, bicycle suit; (last in) J. C. Schmidtbauer, box cigars; time 28:49.

Two mile handicap: first, Phil. Nickel, suit of clothes; second, F. C. Prachtbauer, box cigars; third, A. Siegl, silk hat; time 5:42.

One mile open: first, W. C. Sanger, outaway suit; second, Phil. Nickel, pair pants; time 2:58½.

One mile boys: first, Paul Schimmel, gold medal; second, Frank Zander, silver medal; time 3:13.

Five mile handicap: first, W. C. Sanger, Telegram Pneumatic; second, Phil. Nickel, Prince Albert suit; third, Ohas. Hermann, umbrella; time 14:14.

One mile handicap ordinary: first, T. Wedzinsky, toilet case; second, A. H. Doll, silk hat; time 3:10.

Consolation race: first, H. Meiswinkel, silk umbrella; second, L. Kohen, stiff hat; time 3:10.

National Meet at Washington.

At the National meet at Washington July 17, 18 and 19 the programme will be as follows: Monday—2 p. m. convention; Tuesday—8 a. m. run to Brandenburg, 10 a. m. grand parade, 2 p. m. races, 6 p. m. excursion to Marshall Hall; Wednesday—2 p. m. races, 8 p. m. ride to Shooting Park, where national smoker will be held. The L. A. W. championships are quarter, half and one-mile ordinary, quarter, half and two-mile safety, open—quarter, half and one-mile safety, half and one-mile ordinary. One mile safety and ordinary. Three minute class race. The district division races will also be run, besides a large number of special and challenge races.

The Pullman Road Race.

About 1,500 people witnessed the start in the great Pullman road race held on Decoration day. The race was won by J. B. Woolas, of Lake View, with a six minute handicap, in 53:40; W. C. Anderson was second and C. O. Fox, third. The first second and third time medals were won by H. R. Winship, 51:28; H. A. Githeus, 51:54; W. C. Sanger of Milwaukee 52 minutes respectively.

Found L. A. W. Pin.

The person who has lost a gold League pin can secure it by applying to R. P. Wheeler, local consul, 129 Wisconsin street and paying for this insertion.

A special train will convey the Milwaukee delegation to Oshkosh to attend the Wisconsin Division meet and bicycle tournament over the Wisconsin Central lines. Train will leave July 7th at 8 a. m. from the 4th Ward station. Round trip tickets will only cost \$2.50. Tickets good up to and including July 11.

A basket picnic will be tendered to the members of the Mercury Cycling club by their lady friends on July 4.

The High school wheelmen, comprising about twenty young men will have a few races on June 18. The events will be a three mile race, a one mile race and a one-half mile race to take place either at Whitefish Bay or National Park.

Wisconsin Division Annual Meet

—AND—

RACES

—AT—

OSHKOSH

JULY 7th and 8th.

Arrangements made to accommodate the largest assemblage of Wheelmen ever brought together in the Western States. Open Races, Pleasant Runs, Dancing, Yachting, Music, Banquets. A Gala Day for Oshkosh. A Carnival for the Cycler.

ATTEND.

*Passenger Rates 1½ Fare on Certificate.
For Entry Blanks apply to BEN HOOPER,
Chairman, Oshkosh.*

A Splendid Prize List.

And Racers entered that are "in it" to stay.

OSHKOSH

JULY 7-8, 1892.

SUBSCRIBE FOR "THE PNEUMATIC."
ONLY 50 CENTS A YEAR.

A GAIN the utility of the bicycle has been demonstrated by the experiment of Gen. Miles, of Chicago. Just before the Pullman race on May 30th, nine United States soldiers rode from Pullman to Chicago mounted on wheels and carrying their guns, ammunition and baggage all with them. The distance of 16 miles was covered in one hour and fifteen minutes. Ordinary marching would have taken them from 3 to 4 hours.

Bay City, Mich., is among the foremost cities this season in the distinction of having a ladies' bicycle club. A club was recently organized there with seventeen members. The officers are: Mrs. G. H. Shearer, president; vice-president, Mrs. Jas. See; secretary-treasurer, Mrs. Wilfred See; captain Miss Belle Frank.

Milwaukee lady cyclers will be glad to learn that the lady riders of our beautiful neighboring summer Saratoga (Waukesha), have formed a club. It is an auxiliary to the Waukesha Wheelmen. Miss Mary Gillespie is president, and Miss Emma Theeston is secretary.

The *Western Sport*, a weekly published at Bath and Bristol, England, has found its way into the office of THE PNEUMATIC. The *Sport* is a bright and newsy sheet advocating all athletic sports, but principally that of cycling.

GO TO The Wisconsin Division L. A. W. Meet —AND— Bicycle Tournament, at Oshkosh, July 7-8.

VIA WIS. CENTRAL LINES.

ARRANGED BY THE
MILWAUKEE WHEELMEN.

ROUND TRIP \$2.50.

TICKETS GOOD RETURNING UNTIL

JULY 11th INCLUSIVE.

The Special Train will leave the 4th Ward Park Station July 7th

AT 8 A. M. SHARP.

For further information and tickets address

M. C. ROTIER,

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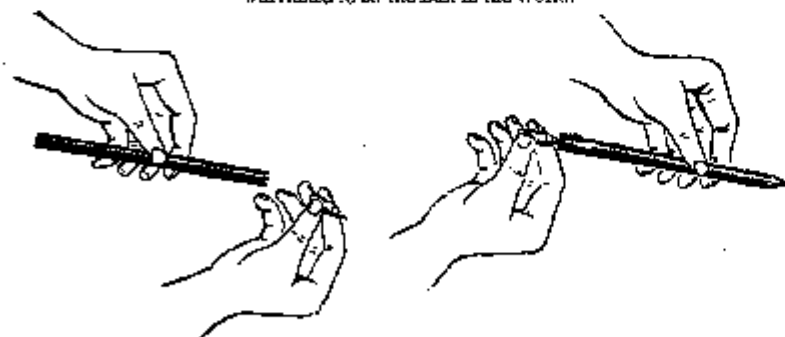
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Sectional Lead Pencil.



NO SHARPENING. ALWAYS READY WITH A POINT.

The Lead in this Pencil is made by The Joseph Dixon Crucible Co., of New York, and is warranted to be the Best in the World.



When the Point is worn out, remove the section to the top and push in hard and you will have a new point.

Convenient because you do not need to sharpen it.
Economical because you can use the entire lead.
Cleanly because you used not soil your fingers in sharpening.
PRICE 10c, 2 FOR 20c. \$2.00 PER 100 DOZ. \$2.00 PER 100 DOZ.

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ALSO WITH
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90 WISCONSIN STREET.

All the latest styles of Cards and Scrap Pictures for covering over
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SAMPLE BOOKS 10c, 25c and 35c. 5 CTS. EXTRA BY MAIL.

POCKET LAMPS:

The Gem and Pencil, 25c.

The Magic, 50c and 75c.

Magazine Lamps, 25c.

Wicks for any of these Lamps, 10c per doz.

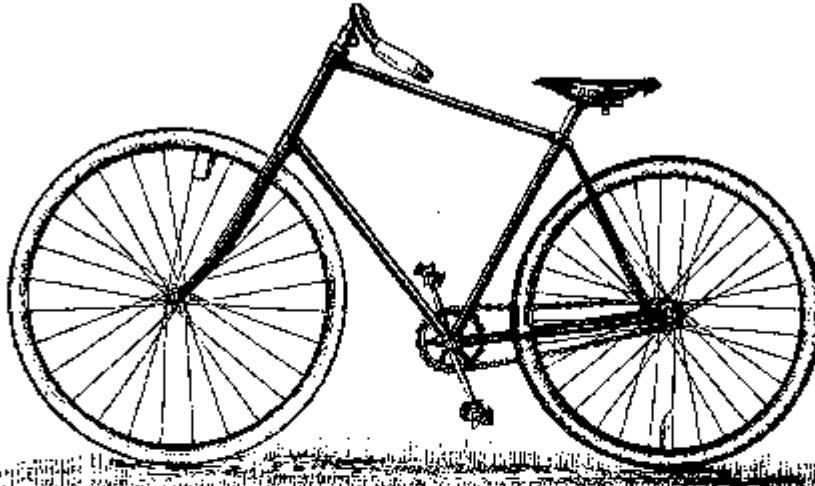
Lights 10c per 1000.

1, 2 and 10c POCKET SAVINGS BANK, 10c each.

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OVERSTONE,
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REFORM ROAD RACER. (31 LBS.)

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REPAIRING A SPECIALTY.

OPEN EVENINGS TILL 9 O'CLOCK.

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RE-NICKELING, RE-ENAMELING, AND REPAIRING
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CELEBRATED HARRY JAMES, LIBERTY, DERBY
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Solid Tire Wheels Changed to Gushon or Pneumatic Tires.

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The West Side Turn Verein,

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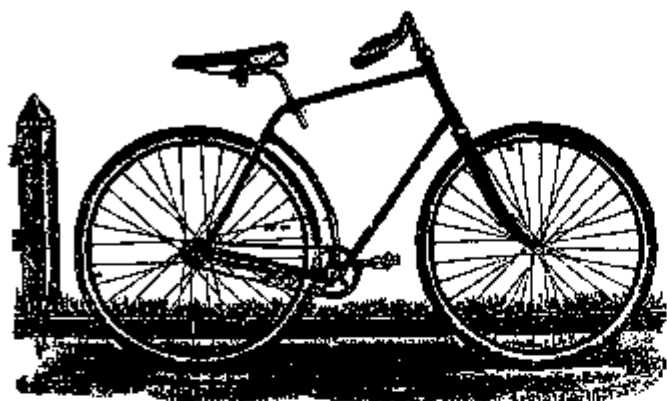
EXPOSITION BUILDING,

Saturday, June 25th,

AFTERNOON AND EVENING,

BICYCLE RACES, and the postponed TUG-OF-WAR between the Chicago Socols and the above named organizations, will be special features at this Tourney.

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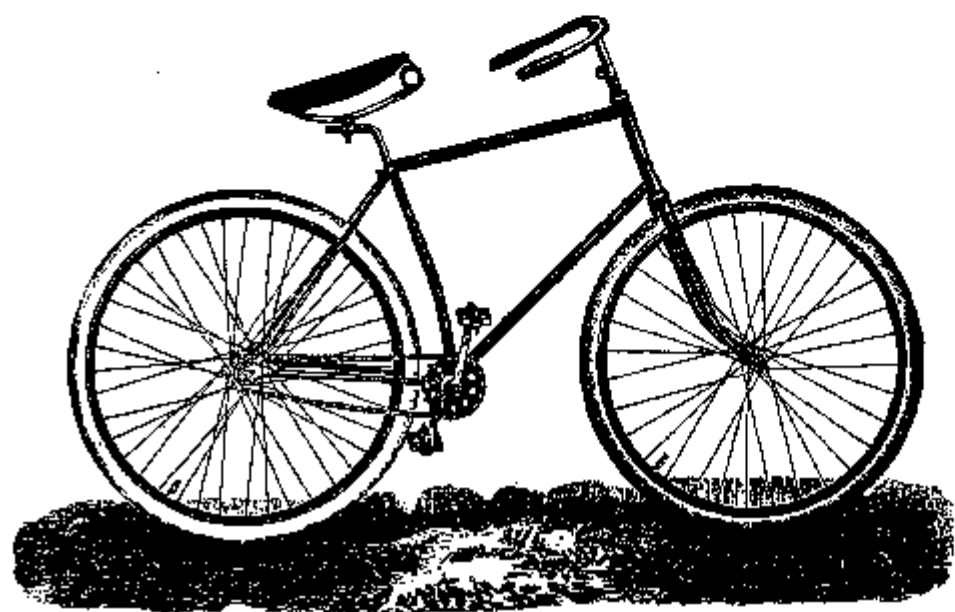
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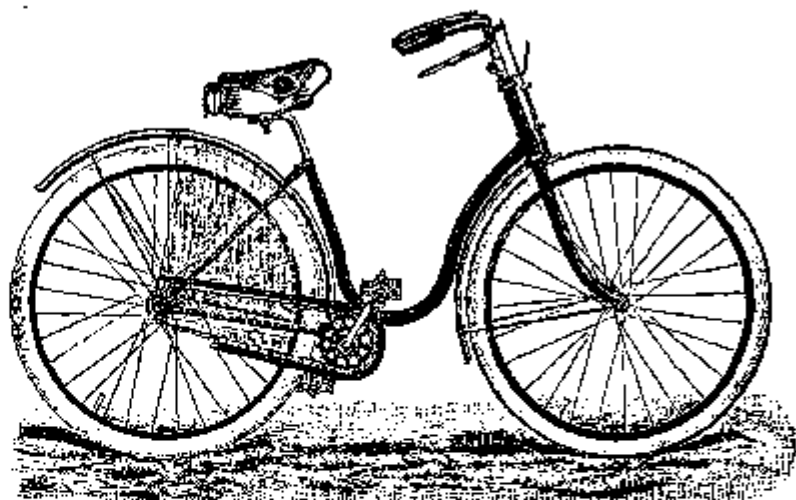
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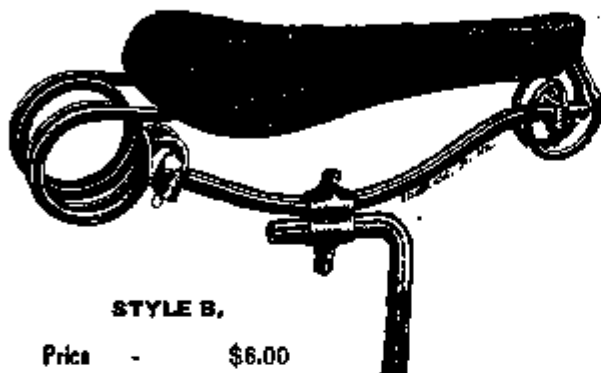
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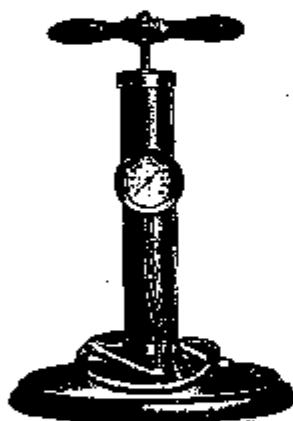
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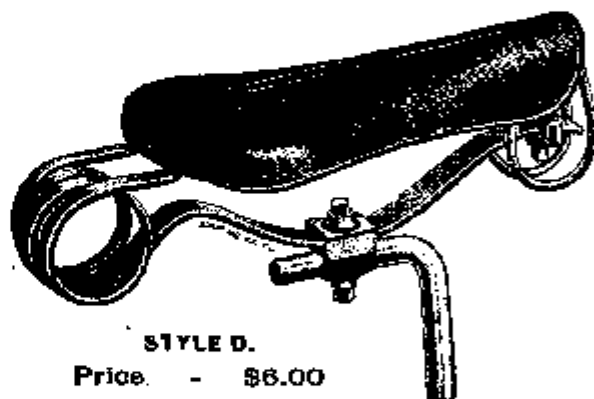
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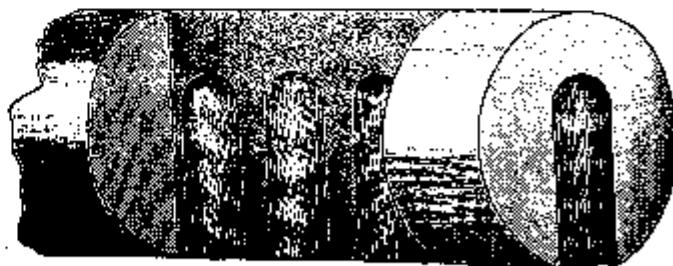


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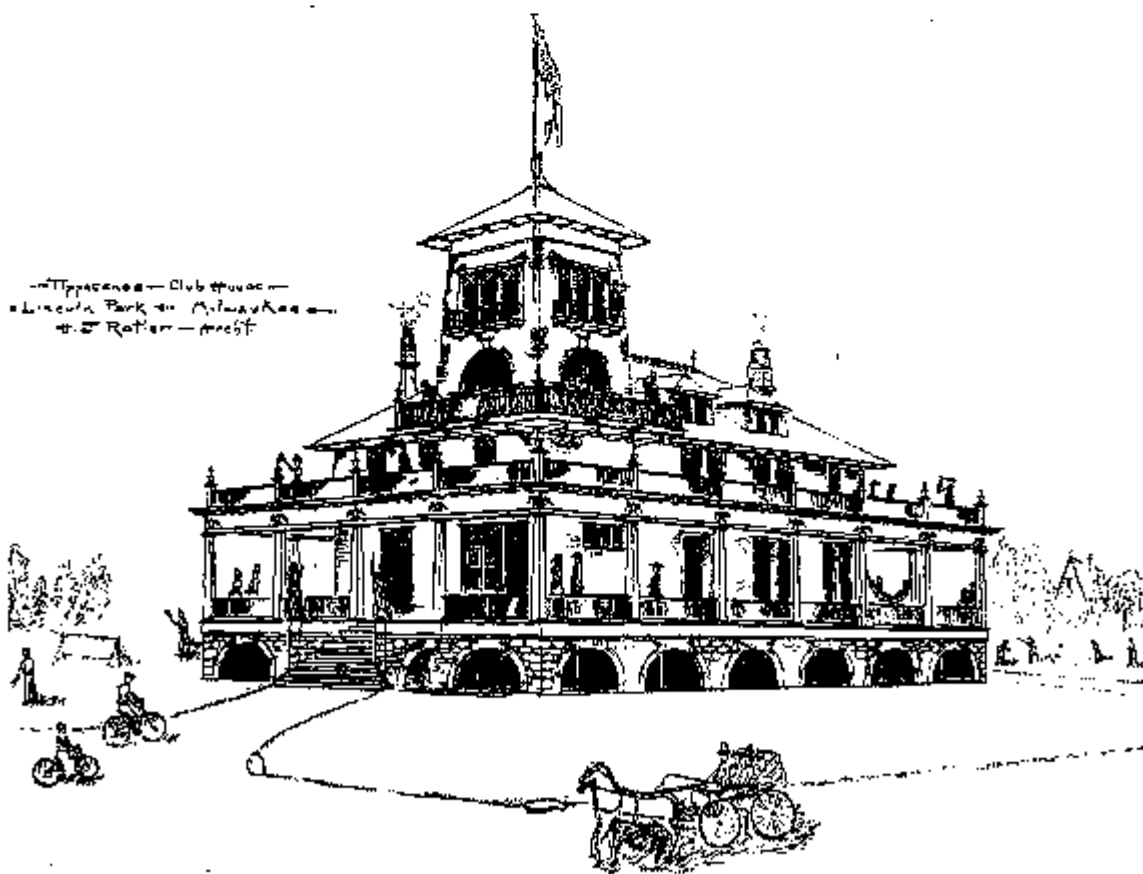
THE PNEUMATIC

A Progressive Monthly Paper
for Cyclists.

VOL. I.

MILWAUKEE, WIS., JULY 15, 1892.

NO. 4



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Now in course of erection on Tippecanoe Lake, one-half mile south of Milwaukee City Limits.

THE PNEUMATIC.

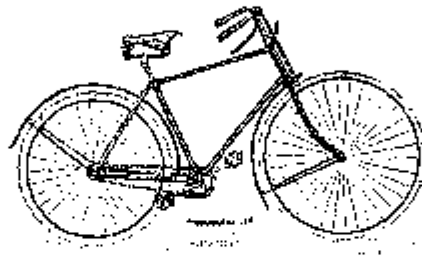
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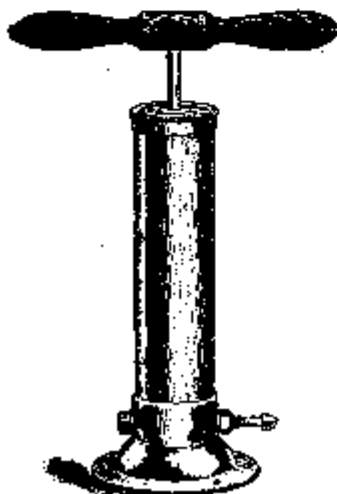
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A PROGRESSIVE MONTHLY PAPER FOR CYCLISTS.

M. C. ROTIER,

EDITOR AND PUBLISHER.

FIFTY CENTS PER YEAR. Advertising Rates on Application.

All copy for advertisements, changes for same, news and correspondence for publication must be sent in before the 7th, to insure insertion the same month.

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RECREATION is creation. The word implies it. It is a second creation, when toil of body or brain has exhausted the animal or mental spirits. Sleep itself is a recreation, and the sounder the sleep the more is the health recuperated. But there is a recreation of another sort required for brain workers, and that is active recreation. All vigorous nations are characterized by the vigor of their recreations. Among ourselves it exhibits itself in out-door sports, in hunting, fishing, boating, base ball and cycling.

THERE is a time for all things. A time to work, to play, to eat, to sleep. A time to think—a time when the brain reels too often under the protracted strain that the feverish lust for wealth induces; and thank heaven, there is a time by natural and divine law ordained for relaxation and recreation; to allow the soul to be controlled under the soothing touch of mother nature and let the fierce delirium of worldly strife fade like a phantom into its mists attendant.

"Better to hunt in fields for health unbought,
Than fee the doctor for his noxious draught."

OF all exercises, there is no question but that riding a bicycle is the most salutary. The saddle of the wheel is the seat of health. Riding may be regarded as a concentrated essence of exercise. It gives play to the muscles and lungs; and to breathe pure air is to breathe health. The blood is ventilated, refreshed and fed by the rapid motion through the air. The bicycle has been known to cure many diseases and ailments, and has proven to be an infallible remedy to regain health.

THROUGH an error of the printer *THE PNEUMATIC* is made to say on another page, that the Oshkosh wheelmen were *not* attentive to strangers at the banquet and ball held during the state meet. The words written were "most attentive," and these words scarcely express their cordiality and friendliness to outsiders.

INDIGNATION ran high, when it first became known that the authorities of the famous Whitefish Bay drive were imposing a toll of five cents on all wheelmen passing through the gate. It certainly was done for the purpose of diminishing the number of wheels on that road. But since the driveway in question is operated and kept up by toll charges and such charges are imposed on all road vehicles using the same, there is no question as to the power of the owners of the drive to levy toll upon wheelmen who use it. The bicycle is entitled to all the rights and privileges of a road vehicle and cannot claim immunity from any of the duties or obligations imposed upon such vehicles.

THE continual breakdowns which a cheap machine will usually incur and the exhausting power necessary to propel such a bicycle, has a great tendency to discourage new riders in the sport. But, happily, there is that noticeable pride all cyclists take, in sporting the best and highest priced machines in the market, which will sustain the progress and interest in wheeling through all ages and stages. It is the experience of all old riders that the highest grade of bicycles are not only the most satisfactory but on the whole the most economical.

THERE is no greater boon to give to a populous country than roads; when we find them outside our doors every day of our lives we look upon them as very ordinary things, and think little of them, but go to any part of America or other country where there are no roads, and you will find every able-bodied man, and woman too, turned into a beast of burden. Roads will confer more good on a people than anything that laws can cause or cure.

A **PHYSICIAN** of eminence in one of our towns in the interior of the state, has given up his professional practice for no other reason than the bad condition of the roads in that vicinity. He claims to be literally worn out from the constant jogging received while riding in his buggy to call on patients. The strain on a man subjected to such roads as he described must be terrible.

AN exchange says that when the farmers become bicyclists it won't be long before the country has good roads. If this is true, and we must wait until **THEY** catch the fever, many generations will have turned up its toes before our highways receive the necessary improvements.

BICYCLE sulkies will very soon make their appearance on the horsetrack. Chas. F. Clark, the well known horseman, who has already tested the racing bicycle rig with one of his fleet horses, has pronounced it far better in going round turns than any regular racing vehicle built. It is confidently predicted that eventually all light road conveyances will be fitted with cushion or pneumatic tires.

THE STROLLER.

BY JACK ROYAL.

It is a matter of great satisfaction in my strolls around the city, to note the difference of opinion expressed towards the bicycle to-day, and that of several years ago.

The present popularity of the wheel is not of mushroom growth. It has not been one of those instances where a single night has sufficed to make it famous and sought after. It has slowly yet surely worked its way into popularity. Cranks, fanatics, and people with queer-shaped heads have all had their fling at it, but it has withstood all that could be said against it, and stands among us to-day in a preeminent position, universally regarded by all as a necessary adjunct to our pleasure and physical improvement. * * *

I am told that Col. Henry Andrae was the first one to enter the Waukesha road race this year. The genial Henry takes a special pride in the fact that for the past five years his signature has been the first to be appended to every list of entries. It is said that everything comes to him who waits; perhaps Henry will win a race yet. Van Sicklen worked five years before he won the time prize in the Pullman. * * *

Walter G. Nicholson, the Milwaukee representative of The Bearings, who participated in the races Saturday evening at the Expo, was thrown into an ecstatic state by being declared a winner of the second prize, a \$25 medal. No one who saw W. G. N. wheeling around the track, with all the speed of a fast mail train, would ever have imagined him to have recently suffered with spinal trouble. I hope as he has broken the clam shell he will further break down the barriers of prejudice, secure a racer and be in the push. He possesses many points that go to make up the ideal racer. * * *

My attention was attracted a few days ago to the beautiful photograph of the 2:50 club hanging in the club rooms. I understand that a question-mark might with propriety be placed after the names of several whose athletic figures grace the picture, but I am under the impression that all the boys can go the mile under that time. * * *

Occasionally I notice Parker Sercombe taking a bicycle ride. Of late years his Falstaffian proportions make it impossible for him to do much on the wheel, a fact which he regrets very much. * * *

On a bright sunny afternoon in June,—I think it was the only one during the month in which it did not rain,—I had the pleasure of witnessing the work of one if not the real "dark horse" of the Waukesha road race. Mounted on a Gormully and Jeffery racer of the vintage of 1870, or thereabout, apparelled in a racing outfit, he looked the ideal coming man. His riding was grand and his spurting was beyond

the range of vision. On the Whitefish Bay road, a few evenings ago, paced by Sanger and Nickel, he rode a half mile in 1:04. Henry Andrae was the clocker, but as he used the "Waterbury stop watch" he received for being the most popular member of the Milwaukee Wheelmen, his decision was received under protest, and will not be considered official. Keep your eye on the winner. The initials of his name are Al. Moyer. * * *

A number of prominent wheelmen will spend their vacations abroad. Cyrus Williams and Elmer Grey start for France the latter part of July. Henry Rotier left for New York on the 5th. John Jay Baumgartner will spend several weeks sketching at Cape Cod and vicinity. A goodly number are booked for the League meet at Washington, while a great many in parties will take short tours to the neighboring summer resorts throughout the state. * * *

It would be a "goodly thing" if the officers of the Milwaukee Wheelmen would throw off that tired feeling which seems to be so popular this season, and do a little hustling. If they had only a "little push," they might have given the exhibition which Wm. Lachenmaier is said to have made a couple of thousand dollars out of, aided by their efforts. * * *

I am always amused by the way a new beginner takes care of his wheel. A speck of mud on the brightly enameled frame throws him into a fit and if by chance he should run into a mud-hole, his consternation is such as to endanger his life. He is constantly cleaning and polishing, and when he goes out for an airing his mount shines as brightly as a police patrol wagon. * * *

The recent controversy in a leading bicycle paper over the hospitality extended to Chicago riders who attended a tournament at the Milwaukee Exposition a few weeks ago, called forth a reply from that popular wheelman, A. Cressy Morrison, who set the Milwaukee Wheelmen right before the cycling world, and proved conclusively that the members of the Milwaukee Wheelmen's club have been in the past and will be in the future noted for their kindness to strangers and visiting wheelmen. * * *

I learn with pleasure that the negotiations with the directors of the Whitefish Bay road relative to charging the wheelmen toll, have been intrusted to Mr. W. M. Foster, who besides being an attorney, is an enthusiastic wheelman, and will work hard for their interests. * * *

With the thousand or two dollars that Wm. Lachenmaier is said to have made through the aid of the Milwaukee Wheelmen, that organization could have built a half-mile track, for training purposes, of which it is sadly in need.



MILWAUKEE NOTES.

A fall tournament held under the auspices of the Milwaukee Wheelmen is an assured fact.

D. H. Anthony has returned from his visit of a month to his old home in Providence, R. I.

Joseph Wellstein, the treasurer of the Mercury Cycling club, has invented a pneumatic tire that cannot be pierced with a knife.

Henry C. Krause and Miss Mary Kraenzlein were united in marriage last month. Mr. Krause is one of the old-timers in club circles.

The Milwaukee High School wheelmen and athletes held a successful tournament at National Park June 18. Another will be held in the fall.

The Ravenswood Cycling club, of Chicago, passed through Milwaukee last Sunday on their way to Waukesha, where they will remain for a week.

The second tournament which Wm. Lachenmaier had been making arrangements for, to have been held August 6 at National Park has dropped through.

Mr. and Mrs. Chas. Dean and little daughter Meda, left last Saturday for a trip to Canada. Charlie's inseparable companion, his wheel, accompanies the party.

At the National Park races given by the Mercury Cycling club, July 4, the one and two mile handicaps were won by W. C. Sanger, first, and M. Martin second in both events.

Frank G. Lenz, Outing's representative, who is touring around the world a wheel, passed through Milwaukee last Sunday on his way to Madison, and Prairie du Chien to Minneapolis. He expects to reach there about July 20.

The winners in Wisconsin who received bicycles as prizes from the Pope Manufacturing Co. for essays written on the question of "Good Roads" are as follows: Fred Graef, Jr. Milwaukee, W. M. Short, Beloit, and Samuel S. Crippen, Fond du Lac.

Phil. Nickel covered himself with honors at the Dayton, Ohio, meet, July 4, winning a Century Columbia in the one-mile open, out of a field of thirty starters, and capturing the time prize for the fastest mile made. It was a diamond medal valued at \$150. In another contest he spurred a half mile in 1-11 $\frac{1}{4}$.

The members of the Milwaukee Wheelmen played base ball last Sunday afternoon at Hale's Corners,

defeating the Comet Cycling club's members by a score 7 to 3. The feature of the game was Moyer's home run, and the short-stop playing of Capt. Bartels was out o'sight, having only one chance to display his ability and then made an error.

W. M. Breckenridge, formerly of the Columbia Carriage company, is now in Pittsburg, Pa., riding under the East End Gymnasium colors. In the 4th of July races at Schenly Park he won second place out of ten starters with Banker first. He was presented with a \$50 medal as second prize. "Breck" will also be in the last relay from Washington to Pittsburg.

Among the wheelmen of Milwaukee who left July 5 on the excursion train for New York were G. Liebscher, Ed. Haven, A. S. Hosh, S. Bernink, G. Geerlings, Bruce Douglas and H. J. Rotier. The latter left New York, July 9, with a party of tourists who will visit many eastern points of interest and stop at Washington July 17, 18, 19, during the National meet.

A great event at the games of the St. Andrews' society at National park August 11, will be the five-mile championship for a silver trophy, gold inlaid and gold lined, valued at \$150, being manufactured in New York, and which will be something very handsome. Bicyclists are taking great interest in the event, and many of the leading racers of the West will enter in the contest.

The Athletic tournament of the Milwaukee Athletic society and the Turn Verein Milwaukee held June 25 at the Exposition was an unrivaled success. The bicycle races as usual proved the leading feature in point of enthusiasm. The 2:45 class was won by J. C. Schmidtbauer, F. C. Kasten, second, Wm. Krull third; time 3:02 $\frac{1}{2}$. The one mile handicap was won by G. E. Stillings, W. G. Nicholson second, Wm. Krull, third; time 2:49 $\frac{1}{2}$. The five mile handicap was won by W. C. Sanger from scratch, M. Martin second, Chas. Herman third; time 13:55. An invitation race was run in which our old friend "Terry" Andrae appeared, winning easily from a large field.

WAUKESHA-MILWAUKEE ROAD RACE.

As a fixture, the annual Waukesha to Milwaukee road race is only second in importance in the west, to the Pullman. The race is under the management of the Milwaukee Wheelmen's Racing Board, comprising the following members: F. J. Schroeder, chairman; J. J. Baumgartner, E. J. Meisenheimer, O. Link, C. E. Johnson, Elmer Grey, Harry Krockner and August Rutz. This committee have been laboring earnestly, and have succeeded in procuring the finest array of prizes ever offered for any one race, and the preparations are such that every little detail will receive deserved attention to make this, the third annual event, eclipse all former road races.

The course will be the same as in previous years.

THE PNEUMATIC.

starting from the court house square, in Waukesha, and finishing on Grand avenue and Twenty-eighth street, the entire distance being 16¾ miles.

The date set is Saturday, July 30th, the start to begin at 4 p. m. Entries are being received from all quarters of the state, Chicago and elsewhere, and the largest and best race ever given is anticipated. Entries close July 23d, 1892, and must be sent to the chairman of the racing board.

Although Chicago and eastern riders are invited to enter, and will be justly considered by the handicapper, it is the belief of all Milwaukee men that none other than a local boy will win the time medal, barring accident.

This is the list of prizes already secured:

\$3.00 hat, Dought Bros.
Bicycle lamp, Gormully & Jeffery.
Smokers' set, C. H. Upmeyer.
Water color painting, J. J. Baumgartner.
Box toilet soap, C. B. Johnson.
Box Calumet cigars, Wellauer & Co.
Pair shoes, Peacock Shoe Co.
Pattern vest, Docter Bros. & Co.
\$30.00 Sepia portrait, framed, L. Hagendorff.
Year's subscription and Elite Directory, G. H. Yen-
owine.
Youmans hat, Nicolai & Starr.
Year's subscription, Sentinel Co.
Year's subscription, Herold Co.
1 dozen photos, Layton's gallery paintings, T. E.
Hutchings.
Box cigars, Spiegel & Co.
\$38.00 suit of clothes, G. B. Stillings.
Celebrated Andrae roadster, Julius Andrae Cycle
Works.
Moffat Scorchers, Roth-Kasten Cycle Co.
Suit of fine clothes, C. Simonds Co.
Fall overcoat, Skidmore & Hendrickson.
Silk umbrella, James A. Hosch.
10 pound box candy, George Tillema.
Trunk (Oshkosh) A. C. Morrison.
\$6.00 ham (Booby prize) road officers.

NORTH SIDE CYCLING CLUB.

The first quarterly meeting of the club was held Tuesday, July 6. The following men were elected to honorary membership: Frederick Gottschalk, Henry D. Hummel, Fred. Fass, William Pierron, Geo. Schmidt, Hugo E. Bauch, Geo. Durner, Jas. Fruss, and John Rohring. A road race from Thiensville to the city limits on the Green Bay road will be held August 21, beginning at 4 o'clock. A committee appointed for that purpose are now seeking larger quarters to accommodate the members during the winter months. The club is steadily increasing in favor and membership.

COMET CYCLING CLUB.

The club will soon have nicely furnished quarters in the Boston block, corner Milwaukee and Michi-

gan streets. Its membership is steadily increasing and bids fair to become a prominent and influential organization. Chas. Tucker has been elected to succeed Wm. Breckenridge (resigned) as captain. R. S. Baird is president. Several of the members have entered for the Waukesha road race, and a prize to be given to the first member of the club to finish has been arranged for.

MERCURY CYCLING CLUB.

The racing board are now preparing for their annual road race to be held some time the coming month.

Arrangements have been completed for a series of prize races to be held at the picnic that will be given by the Harmonie Singing Society at National Park, on July 17th. About a dozen civic societies have requested this club to race at their picnics, but the number of races run at such affairs will be limited.

The road race of the club, held June 25th, was run under adverse circumstances owing to the poor condition of the roads. Out of twenty entries, five started from Lake station and four finished at the National avenue crossing. The time prize was won by Mattie Martin in 49:35, and Charles Parks was the first man in, making the time in 49:40; next followed W. Schimmel and W. Gilles. Each won a prize and Gus Simmerling, the fifth starter, will be presented with some token of esteem for his riding ability, by his numerous friends. It is predicted that Mattie Martin will be heard from later.

STATE NEWS.

FROM CORRESPONDENTS.

At Colby, a cycling club is being organized.

Spencer and Marshfield will soon have organized clubs.

La Crosse bicycle riders attended the Minnesota meet at Winona, July 4th.

The city council of Oconomowoc has passed an ordinance prohibiting side-walk riding.

The Winnebago Cycling club took part in the celebration and parade at Fond du Lac, July 4th.

A number of the Cook County Wheelmen, of Chicago, have been touring around Wisconsin's summer resorts.

At the Fourth of July celebration a quarter mile bicycle race was won by Al. Parrish in 40 seconds, E. Haskins, second.

The Rev. July, of Rhineland, Wis., and the Rev. Hoofsteel, of Tomahawk, Wis., are among the late cycling benedicts.

APPLETON.

The wheelmen of this place are continually harassed by miscreants who stick pins in the pneumatic tires.

The Appleton Bicycle club has a ladies' auxiliary.

THE PNEUMATIC.

MADISON.

On June 17 the Madison Cycle club ran its six-mile road race, postponed from May 30. The roads were not of the best, and in consequence only thirteen of the thirty entries started. The result was as follows:

C. B. Chapman, 2 min., first, 25:20; F. D. Warner, 2 min., second, 25:21; B. W. Park, scratch, third, 25:05; L. H. Tales, 2 min., fourth, 27:13; Geo. Okey, scratch, fifth, 26:10; Ben. Purcell, 1.30 min., sixth, 27:08; Harry L. Hull, scratch, seventh, 26:26½.

The roads were very bad, which accounts for the slow time. Harry Warner fell within 20 feet of the finish, and had to be carried from the road. His wheel slipped in the mud. But for the fall he would have won third place and the time medal as he was fully fifty feet ahead of Park. The surprise of the race was the defeat of Hull and Okey, as it was supposed the time medal would surely go to one of them. Chapman's defeat of Fred Warner, was another surprise, as it was supposed he could not ride in anything like the form he showed.

July 4, the M. C. C. were in the parade and made a very fine display. Prizes were offered for the best decorated wheels and were won by Sam Lamont and Ben. Purcell.

The two-mile bicycle race at Sun Prairie on the Fourth was won by Harry Warner, John Norsman, second.

Ten members of the M. C. C. attended the division meet at Oshkosh. They report a very jolly time, but did not bring many prizes with them.

We will ask the division to meet in Madison in 1893, and hope we can count on the support of the Milwaukee boys.

Fred. Warner broke the local mile record on the evening of June 27, when he rode a mile in 2:57½, going the entire distance without a pace maker.

The next road race of the M. C. C. will be run about August 15, over the 12-mile Sun Prairie course. As the road is a fine one, good time ought to be made.

The pleasure drives at Madison are to be extended along Lake Mendota shores and over the hills. This will be an admirable adjunct to the wheelmen's popular roads.

Fred Warner is spending the summer in New York.

"THE CHEERFUL."

JANESVILLE.

At the last meeting of the Janesville Bicycle and Athletic club Frank N. Webster and M. Crall were elected first and second lieutenants, respectively, and Ed. O. Smith, secretary, vice S. W. Smith, resigned.

A good deal of interest was displayed July 4th over a race for a \$50 trophy. It was run from the postoffice to May Flower park, a distance of 4½ miles over rough, unfavorable up-hill roads. There

were five starters, and H. A. Stacy, of Chicago, came in first, and F. N. Webster a close second. It is claimed that F. C. Cole, of Rockford, Ill., would have won the race, but for the fact that he lost his way, having never been over the course before.

Owing to wet weather and non-arrival of lumber the Athletic Park will not be opened until on or about July 22, at which time there will be a good ball game, bicycle racing, foot races, etc. The track is a circular ¼ mile oval level track, with baseball diamond in the center, with tennis court just outside, a first-class grand stand and tight board fence enclosing the whole.

Attached to the above notes our correspondent adds: "When we are favored with a visit from outside clubs we can give them a first-class track to ride on, and unexcelled country runs with good roads any distance, from one mile to forty."

SHEBOYGAN.

W. H. Waechter, a prominent wheelman of this city and local consul of the Wis. Div. L. A. W., was married Wednesday, June 29, to Miss Clara Tucker, an estimable and popular young lady, also of this place. The wedding was one of the brilliant events of Sheboygan.

EAU CLAIRE.

The Miles Bicycle club has been organized here with twenty-eight charter members. The officers are: President, George M. Dunham; Vice-president, W. W. Jackson; Secretary, Willis Chappell; and Treasurer, Marshall Causius. The club was named in honor of Gen. Nelson A. Miles, U. S. Army. It will be made an L. A. W. organization immediately.

WEST SUPERIOR.

A bicycle club has been organized at West Superior with the following officers: President, W. A. Lingham; Vice-president, G. W. Potter; second Vice-president, Dr. Booth; Secretary, H. A. Turgess; Treasurer, M. W. Tuttle; Captain, H. B. Ashelman; First lieutenant, C. J. Florence; second, L. W. Hamilton; hugler, Eli Zimmerman, and color bearer, Sidney Leaman.

MEDFORD.

The Medford Wheelmen is a newly organized body with fifteen charter members and the following officers; President and Captain, F. Benedict; Secretary and Treasurer, A. Anderson; Lieutenant, Louis Maier. The lady cyclists of Medford presented the club with a valuable silk banner, and have now been elected honorary members of the club.

The club color is a navy blue. July 4th, the club made their first appearance attired in their new uniforms consisting of a mixed Scotch knee pants and cap, light shirt and black stockings.

While in training for the Fourth of July races, Louis Maier and Fred. Benedict collided on the track which resulted in breaking the jaw of Maier. It was a sorry spill.

A race meet is contemplated this fall.

starting from the court house square, in Waukesha, and finishing on Grand avenue and Twenty-eighth street, the entire distance being 16½ miles.

The date set is Saturday, July 30th, the start to begin at 4 p. m. Entries are being received from all quarters of the state, Chicago and elsewhere, and the largest and best race ever given is anticipated. Entries close July 23d, 1892, and must be sent to the chairman of the racing board.

Although Chicago and eastern riders are invited to enter, and will be justly considered by the handicapper, it is the belief of all Milwaukee men that none other than a local boy will win the time medal, barring accident.

This is the list of prizes already secured:
 \$3.00 hat, Donges Bros.
 Bicycle lamp, Gormully & Jeffery.
 Smokers' set, C. H. Upmeyer.
 Water color painting, J. J. Baumgartner.
 Box toilet soap, C. E. Johnson.
 Box Calumet cigars, Wellauer & Co.
 Pair shoes, Peacock Shoe Co.
 Pattern vest, Docter Bros. & Co.
 \$30.00 Sepia portrait, framed, L. Hagendorff.
 Year's subscription and Elite Directory, G. H. Yenowine.
 Youmans hat, Nicolai & Starr.
 Year's subscription, Sentinel Co.
 Year's subscription, Herald Co.
 1 dozen photos, Layton's gallery paintings, T. E. Hutchings.
 Box cigars, Spiegel & Co.
 \$38.00 suit of clothes, G. E. Stillings.
 Celebrated Andrae roadster, Julius Andrae Cycle Works.
 Moffat Searcher, Roth-Kasten Cycle Co.
 Suit of fine clothes, C. Simonds Co.
 Fall overcoat, Skidmore & Hendrickson.
 Silk umbrella, James A. Hosch.
 10 pound box candy, George Tillema.
 Trunk (Oshkosh) A. C. Morrison.
 \$6.00 ham (Booby prize) road officers.

NORTH SIDE CYCLING CLUB.

The first quarterly meeting of the club was held Tuesday, July 5. The following men were elected to honorary membership: Frederick Gottschalk, Henry D. Hummel, Fred. Fass, William Pierron, Geo. Schmidt, Hugo E. Bauch, Geo. Durner, Jas. Pruss, and John Rohring. A road race from Thiensville to the city limits on the Green Bay road will be held August 21, beginning at 4 o'clock. A committee appointed for that purpose are now seeking larger quarters to accommodate the members during the winter months. The club is steadily increasing in favor and membership.

COMET CYCLING CLUB.

The club will soon have nicely furnished quarters in the Boston block, corner Milwaukee and Michi-

gan streets. It's membership is steadily increasing and bids fair to become a prominent and influential organization. Chas. Tucker has been elected to succeed Wm. Breckenridge (resigned) as captain. R. S. Baird is president. Several of the members have entered for the Waukesha road race, and a prize to be given to the first member of the club to finish has been arranged for.

MERCURY CYCLING CLUB.

The racing board are now preparing for their annual road race to be held some time the coming month.

Arrangements have been completed for a series of prize races to be held at the picnic that will be given by the Harmonie Singing Society at National Park, on July 17th. About a dozen civic societies have requested this club to race at their picnics, but the number of races run at such affairs will be limited.

The road race of the club, held June 25th, was run under adverse circumstances owing to the poor condition of the roads. Out of twenty entries, five started from Lake station and four finished at the National avenue crossing. The time prize was won by Mattie Martin in 49:35, and Charles Parks was the first man in, making the time in 49:40; next followed W. Schimmel and W. Gilles. Each won a prize and Gus Simmerling, the fifth starter, will be presented with some token of esteem for his riding ability, by his numerous friends. It is predicted that Mattie Martin will be heard from later.

STATE NEWS.

FROM CORRESPONDENTS.

At Colby, a cycling club is being organized.

Spencer and Marshfield will soon have organized clubs.

La Crosse bicycle riders attended the Minnesota meet at Winona, July 4th.

The city council of Oconomowoc has passed an ordinance prohibiting side-walk riding.

The Winnebago Cycling club took part in the celebration and parade at Fond du Lac, July 4th.

A number of the Cook County Wheelmen, of Chicago, have been touring around Wisconsin's summer resorts.

At the Fourth of July celebration a quarter mile bicycle race was won by Al. Parrish in 40 seconds, E. Haskins, second.

The Rev. July, of Rhineland, Wis., and the Rev. Hoofsteel, of Tomahawk, Wis., are among the late cycling benedicts.

APPLETON.

The wheelmen of this place are continually harassed by miscreants who stick pins in the pneumatic tires.

The Appleton Bicycle club has a ladies' auxiliary.

THE OSHKOSH MEET.

Bid good-bye to fair Oshkosh,
You have won the knightly game.
And the herald sounds your name!
Cheers arise and bugles bray,
As we swiftly speed away.
Waves and Woods and tournament,
All are now together blent
In the scenes that entertain
All our wheelmen's dreamy brain,
While the sky with shouts is rent
At an old-time tournament.

The State meet of the Wisconsin Division L. A. W. and bicycle tournament of the Oshkosh Wheelmen held July 7th and 8th, 1892, was the largest attended meet the Badger state ever had. Not only was there a larger contingent of Milwaukee present, but representatives from Madison, Kenosha, Racine, Eau Claire, Fond du Lac, Appleton, Neenah, Stevens Point, West Superior, Waukesha, Medford, Green Bay, Ripon and several other towns, helped to swell the gathering which took complete possession of the town during those two "large" days. The morning of the 7th was passed in meeting the visitors at the different trains and escorting them to the hotels, and at 1:30 P. M. the parade was formed with about 300 wheelmen in line, headed by the chief officers of the Division in carriages and followed by the Arion band of that place. When the base ball park was reached, in which the races were held, and the crowd had assembled, Mayor Dichmann delivered a welcoming speech and the freedom of the town was sanctioned.

FIRST DAY'S RACES.

One mile novice—W. Sanger, Milwaukee, first, 3:10; Edward W. Roth, Milwaukee, second, 3:15.

Two mile championship L. A. W. Wis. Div.—F. Terry Andrae, Milwaukee, first, 6:15½; W. C. Sanger, Milwaukee, second, 6:17½.

One-half mile, boys under 18 years—Louie Reed, Ripon, first, 1:24; W. F. Sanger, Milwaukee, second, 1:26.

One-quarter mile heats, best two in three—W. C. Sanger, Milwaukee, 42½, 44, 41; C. W. Price, Milwaukee, 42, 44½, 43.

One mile 2:50—Louie Reed, Ripon, first, 3:19; J. C. Schmidtbauer, Milwaukee, second, 3:28.

One-half mile open—C. W. Price, Milwaukee, first, 1:30; J. C. Schmidtbauer, second, 1:31.

One mile handicap—Louie Reed, Milwaukee, first, 2:59; Mattie Martin, Milwaukee, second, 3:00.

Five mile handicap—W. C. Sanger, Milwaukee, first, 15:58; Mattie Martin, Milwaukee, second, 16:00; Walter G. Nicholson, Milwaukee, third —.

SECOND DAY'S RACES.

One mile novice—George Crittenden, Ripon, first, 3:15. Don A. Dodge, Milwaukee, second, 3:15½.

One mile 3:00 minute class—Mattie Martin, Milwaukee, first, 3:03. Roy Reed, Ripon, second, 3:12½.

One-quarter mile heats, best two in three—C. W. Price, Milwaukee, first—first heat, 43; second, 42.

J. C. Schmidtbauer, second—first heat, 43½; second, 43.

One mile Oshkosh championship—Jay A. Hinman, first, 3:20½; George Staples, second, 3:21.

One mile handicap—Louie Reed, Ripon, first, 2:49; W. C. Sanger, Milwaukee, second, 2:51.

One mile L. A. W. Wisconsin Division championship—W. C. Sanger, Milwaukee, first, 3:08; F. Terry Andrae, Milwaukee, second, 3:08½.

One mile, boys under eighteen—W. F. Sanger, Milwaukee, first, 3:09; Louie Reed, Ripon, second, 3:09½.

Two mile open—F. Terry Andrae, Milwaukee, first, 6:37; J. C. Schmidtbauer, Milwaukee, second, 6:38½.

Three mile L. A. W. Wisconsin Division championship—W. C. Sanger, Milwaukee, 9:00; F. Terry Andrae, Milwaukee, withdrew at second mile.

Consolation race—C. F. Williams, Erie, Penn., 3:10.

RETROSPECTIONS OF THE RACES.

Many and loud were the denunciations of the visiting wheelmen regarding the condition of the new track. It was indeed a damper on the ardor of our racing fraternity to view such an excuse for a bicycle track, but the Oshkosh Wheelmen are not to blame. The continuous rain previous to the set dates, made it impossible to further the work in the manner planned, and it was only during the last eight days that the men had a chance to work. It is needless to say that the Oshkosh people regretted this state of affairs even more than the visitors.

* * *

"Wally" Sanger of course was the speediest on the track.

* * *

"Terry" Andrae was next, and pushed Sanger hard in the one mile state championship. 'Tis a pity that Andrae can't get more time to train.

* * *

Louie Reed, of Ripon, a lad of 17 summers, will develop into a "crack" track rider, with training. He has a wonderful burst of speed and pedals easily. His only entries in any competitive races have been in the last two annual division meets.

* * *

Casper M. Sanger, of Milwaukee, and Judge Reed, of Ripon, were two of the most interested and enthusiastic spectators at the races.

* * *

The three-quarter mile relay ride between local celebrities of Oshkosh was a "fizzle." Yet it created a new form of amusement to the spectators.

* * *

One of the closest contested races was the impromptu race of the racing board of the Milwaukee Wheelmen. The prize was a ham donated by a local butcher and was won by H. P. Andrae, the official handicapper.

OLD CRONY'S BANTER.



Don't be satisfied with having your wheel insured. Take out a life policy as well.

It is claimed that the bicycle will occupy a prominent place in future warfare. There is no doubt but what it will serve in good stead to the defeated army during retreat.

Let the pedestrian beware; the safety will run over him as quickly as the other.

To judge from the fancy price it brings, the modern bicycle is the wheel of fortune.

It is nice to be a trick rider, but when you are practicing fancy moves you often make one that you never want to try again.

No one but a policeman can convince the small boy that the sidewalk isn't the best place to ride.

When you take a header it is no use wishing you had gone swimming instead of bicycling.

Now that she affects the bicycle, the summer girl will be harder to catch than ever.

It is easier to break your wheel than the record.

The course of the bicyclist never runs smooth.

With the bicyclist it is always wheel or whoa.

TIPPECANOE LAKE CLUB HOUSE.

The cut appearing on the front page of *THE PNEUMATIC* is an excellent perspective view of the proposed club house for which all details are completed to begin work at once in the erection of the only building of its kind in the state. The site selected borders on the south end of Tippecanoe lake a beautiful sheet of water located but a half mile south of the city limits in the town of Lake where the Howell road and First avenue intersect. The lake is always clear, the water coming from an artesian well. The place has already acquired a deal of popularity, among the residents of Milwaukee, and wheelmen consider it a fine outing for an evening or Sunday run to Tippecanoe lake for a boat ride. The building will have all the conveniences of a club house of modern style and the amusement hall suitable for amateur theatricals, dances and sociables will be one of the finest arranged in the country.

The Wisconsin Central lines have done most excellently in transporting the Milwaukee delegation to Oshkosh. Every attention was shown the boys and they appreciate it.

POPULAR RUNS AND TOURS.

To facilitate touring and to bring about more interest in the most delightful exercise that the wheel affords, the publisher asks for the co-operation of those who know of and can furnish desirable routes for touring. Below is published some very desirable runs and short tours, but there are numerous delightful trips that others know of, and to them we appeal for aid to help sustain the interest in this column.

MILWAUKEE TO KENOSHA can be reached several ways, but the nearest road and perhaps the best is to follow route through Racine to Kenosha along the Lake shore. In some places the road is quite sandy.

MILWAUKEE TO JANESVILLE. Follow route to Waukesha, turning left take road straight to Mukwonago, and then follow a south-westerly course on the Janesville Plank Road through Johnstown to Janesville. Distance 67 miles.

MILWAUKEE TO CEDARBURG. Distance 18 miles. Follow Third St. north to end of street-car line; turn left through Williamsburg on the Green Bay road to Brown Deer, 10 miles, continuing on same road through Mequon and Thiensville to Cedarburg. Excellent road.

MILWAUKEE TO RACINE is a distance of 23 miles over moderately good roads. Follow the old Chicago road through St. Francis and Oak Creek, (now South Milwaukee). Racine is a prosperous and handsome little city situated on the shore of Lake Michigan. The surrounding country is rolling.

MILWAUKEE TO PORT WASHINGTON is considered 32 miles. Follow route to Cedarburg, turn right, passing over bridge ride to Grafton, turn left through Grafton to Saukville, and thence follow direct road to Port Washington. Excellent roads and good hotel accommodations at Port. This place is extremely cool in hot summer weather.

A beautiful spot for wheelmen to visit is Donges grove, situated 10 miles north, on the shore of Lake Michigan. The building and grounds are free to all comers, especially to societies and parties. It can be reached by following the Washington road, nine miles from Williamsburg.

MILWAUKEE TO CHICAGO is scheduled as 96 miles. Follow route "Milwaukee to Racine" (published in last number) turn right $6\frac{1}{4}$ miles, turn left, cross river and ride $6\frac{1}{4}$ miles to Truesdell P. O. Continue southward 14 miles, turn left $1\frac{1}{4}$ miles, turn right $\frac{3}{4}$ mile, turn left four blocks to Waukegan. Then straight ahead $2\frac{1}{4}$ miles across C. & N. W. R. R., following main road 3 miles to Lake Bluff passing through to Lake Forest, to Ft. Sheridan, Highland Park, Glencoe, Winnetka, Wilmette, Grosse Point to Evanston $22\frac{1}{2}$ miles. From Evanston to Chicago is 14 miles. The best road will lead through Rogers' Park, Rose Hill, Edgewater. Turn right 3 miles to N. Clark St., turn left 3 blocks to Lincoln Park at northeast corner, through park, turn right $1\frac{1}{2}$ mile to Dearborn ave., Chicago. This entire run from Milwaukee to Chicago can well be claimed an 100-mile run, considering the amount of miles it takes to reach the centre of the city.

getting every eligible rider in his town to join the league. Not at all bad, we think.

W. J. Buckley, Will Foster and T. E. Hutchings rode to Neenah on the 7th, returning the following morning.

W. A. Fiebrantz and lady were among the excursionists from Milwaukee. It will be remembered by the older riders that Will is a retired g. o. o. rider. It was a surprise and a pleasure to all to see him.

What a night on the return train! Ye gods, wilt thou ever cease thy weary limbs and lungs which give vent to such an unearthly noise that even drowned the sounds of shrieking trains? Who art thou, fiend or devil, that thou seekest to disturb the peaceful night in thy cravings for delight?

ESSAY ON "GOOD ROADS."

BY W. M. SHORT, BELOIT, WIS.

A writer in the "Nation" has said that the manner in which roadmasters in this country attempt to repair the roads "is so extraordinary that nothing but long habit prevents the public from enjoying its absurdity." It is the purpose of this essay to inquire whether this statement is true, and, if true, why?

Every business that has passed the rudimentary stage has a literature of its own. This literature is the natural accompaniment of thought and experiment on any given subject. It is the means by which the results of thoughts and experiment are extended to all who are concerned with that subject. Now, when we turn to the literature that has to do with road making, we must look, almost wholly, to European writers. It is only recently that there has been manifested in America any general interest in skillful road-building. The lack in our country of a literature that treats of road-making is but an index to the fact that we have not many good roads. Says a traveler of wide experience: "Few people who have not seen the net-work of roads by which continental Europe and England are covered have any adequate idea of what a good road is, or what a luxury it is to those who have occasion to use it." And yet we are told by travelers, that Americans, in proportion to population, use the public roads many-fold more than do Europeans.

Look for a moment at the importance of the subject. The pull required to move freight upon a railroad track is but one pound for each two hundred and eighty pounds of the load; on pavement the traction is one pound for every seventy-five pounds of the load; on the best macadamized road the traction is one pound in thirty; on a gravel road one in sixteen, while on the common earth road, as it exists in almost all parts of this country, the traction must frequently equal one-half the load, or even more. The farmer who hauls his produce to market can easily deduce the fact that the loss to

him, on account of poor roads, is each year many times the total amount of his road-tax. As a wheel moves over the ordinary soft, yielding road-bed, the earth in front is constantly one inch or more above the level on which the wheel stands. That is, the wheel is constantly being pulled up hill. It is putting the case mildly to say that the team that can haul one ton of produce to market over the average country road can haul three tons over a moderately good gravel road. Note the huge load which one horse hauls over a city pavement.

Everyone understands that good roads enhance the value of adjoining property. This item is of so much importance that many persons have seriously argued that each man should pay the expense of keeping up the roads and streets that border his property, because he receives his reward directly in the enhanced value of his possessions. Arthur Young wrote concerning a certain section of country through which he traveled, "Let me most seriously caution all travelers who may propose to travel this horrible country to avoid it as they would the devil." The only objection that he had to this country was its poor roads. Such a commendation does not increase the value of homes in any country.

It has been frequently noted that the nature of the vehicles used in any given place depends very much on the character of the highways in that place. A traveler in France said: "Just before the Revolution the roads were execrable, and the few public conveyances clumsy." France now has excellent roads as the result of the careful classification and systematic and skillful working of all the roads in the realm. It must be the case that the improvement of vehicles in the direction of lightness and neatness depends almost wholly upon the character of the public roads.

Railroads now accomplish much of the transportation of produce, but yet all produce must, in some stage of its transportation, be hauled over the wagon roads, and the miserable condition of these roads increase greatly the actual cost, to the farmer, of his produce at the station, while in no manner increasing its value. Nor is it any insignificant loss that results every year from the enforced idleness of teams, due to impassable roads. What village has not been compelled to pay two prices for hay or wood during a season of rain or thaw, and even at such a premium drivers could scarcely be induced to venture on the roads. All these items we might denominate the taxes for enduring bad roads. They are many times larger than all the taxes paid for highway improvement. If now some one objects that the expense of maintaining good roads make good roads impracticable, in any districts except the most thickly settled, let me introduce one or two considerations that bear on this point. In 1874, in a certain district in England where an annual out-lay of nearly eight hundred pounds had failed to produce the desired excellence of road, more skillful methods were introduced, with the result that but five hundred and seventy-five pounds were thenceforth spent an-

TOURING AWHEEL.

nually on that section of road and that its condition was so improved that a horse could draw over it nearly twice his former load. Instances of this sort might be multiplied, and in fact, we may always expect such results where improved methods are substituted for inferior methods, because there is a well defined reason why it should be so.

All students of this subject insist that less expense be incurred for material and more for skillful superintendence and skilled labor. And to this end two changes ought to be made in the present methods. First, there should be more care exercised in the choice of roadmasters. Second, the system of working out road-tax should be carefully considered, and probably replaced by hired labor. Fancy for a moment, any private corporation choosing its superintendents simply because they "need the office," and who has not seen roadmasters chosen for this reason? Private corporations know too much to fill positions of responsibility with men whose chief qualification is, that they were not competent to manage their own business successfully. Picture to yourself the fate of any private enterprise that should attempt to secure a good product by engaging all the men in its employ, one day or two days on a given piece of work. And yet these are precisely the methods employed by the corporations of government. The public must not expect efficient service until it learns to observe the same considerations of common prudence in private enterprise.

Scarcely anywhere in the United States has road construction gone beyond the mere effort to make the roads endurable. When the road becomes impassable, the proper authority turns out to do the needed repairing and feels satisfied when he has put his road in such condition that teams may pass without serious danger from accident.

The first essential of a good road is firmness. To this end it should be made as little permeable to water as possible, in order that it shall remain firm in wet weather, and shall be as little as possible disturbed by frost in winter. The common method of repairs is to scrape from the bordering ditch whatever earth has collected there. Such a material makes a delicious mire when wet, and can scarcely be surpassed for dust when dry. But for a continuously firm road it would be hard to find anything less suitable.

Further suggestions might be made as to methods of making good roads. But suggestions will be of no avail until people are thoroughly awakened to the importance of the subject, and have determined to have better highways. Then it will be easy to find better methods.

The considerations mentioned above if examined candidly and understandingly, will convince any one that good roads are worth having, even at many times the present expenditure. But the fact will prove itself, where opportunity is given, that we already spend nearly enough on our roads. We must spend more wisely.

In no conceivable way can the delights of touring be compared with any other pleasurable pastime and recreation. To tour abroad, to be able to traverse the earth's surface over country highways and byways, o'er hill and dale, viewing beautiful sun-clad mountains or gazing into the depths of the shadowy valleys, drinking nepenthe at every welling brook or eating the lotus-buds of idleness beneath the whispering trees. All this imbues the mind of the touring cyclist; and the delights of pedaling along good country roads through an unfamiliar country, abounding in fine scenery, arouses all the faculties to increased activity, putting the mind and body in the best condition to enjoy to the utmost the beauties of nature and the creations of man. No more pleasant vacation can be taken than a few weeks' sojourn on the wheel. Of course congenial company is an essential thing. The ideal number for a touring party is perhaps four, though two is generally to be preferred to three. Forty or fifty miles a day should be the maximum distance even over the best roads, and a spare day sandwiched in the middle, on which a rest is taken, will do much to gain zest for the enjoyment of the tour. Early starts in the morning are a feature rather of speculative than actual touring, but people who have really tried it, speak enthusiastically of the joys of a day-break ride. The advisability of a rest in the middle of the day of at least two hours is admitted by all tourists.

Before starting on a proposed trip become thoroughly posted from every available source of information, as to the distances between various objective points, condition of roads, objects of interest to be seen and hotel accommodations. A good and reliable mount is an essential thing to touring, but the best needs care, and on starting out examine every part of the machine carefully, tighten up all nuts and screws, oil the machine thoroughly. Kerosene is the most valuable oil for cleaning out the bearings and washing the chain with, but should not be depended on as a lubricant to any great extent.

What to take along on a tour usually commands a great deal of attention. Do not take everything along "that might come in handy" but take only that which you are sure to need.

MILWAUKEE TO SHEBOYGAN is 60 miles. Follow route to Port Washington, up Port's famous hill. One mile out of this city turn direct right and continue on winding course to Lake church. Turn right, riding one mile, turn left and follow the lake road 20 miles to Sheboygan. For the most part these roads are good, but at places north of Port are very hilly. Another route can be taken from Lake church by going direct north, passing through Cedar Grove, Gipsville and Sheboygan Falls. This route is farther but perhaps preferable to sight-seers.



After a tumble always examine the frame of your wheel before examining your own.

"There are curses in the air," the tack said, as he caused the wind to escape from the tire.

Cigarettes are poisonous, and smoking them while riding a wheel often leads to liver complaints.

To remove rust from nickel, first grease it well, let it stand a few days, and then rub it briskly with a cloth and polish with a soft leather.

Should you have nothing to bequeath your child, should you bestow on his mind but a narrow education, still he will bless you, if you form his body to health, strength, and activity, whether he earns his simple meal, sweetened by labor, at the plough or the anvil, with the adze or with the hatchet.

SALZMANN.

It is never too late to mend. This is why the bicycle repairer never has your wheel done at the time promised.

A WORD OF ADVICE.

Beware the false friend who facetiously tells
How easy it is to do it;
It's small consolation, as every joint swells,
To know you have tumbled to it.

CURIOSITIES: The tar that gives the proper pitch to a wheel.

"Remnants" from the last league political canvass.

Are ladies unaware, when riding on their bicycles of the "fellows" in the wheel?

A popular fad and one especially deserving of admiration by lady cyclers, is that of enameling wheels in colors. Just imagine the pleasure of having your vehicle done up in the color most becoming to your style of beauty and taste. The idea is an adoption from the French who long ago, tiring of the black enamel, let their capriciousness run to all the tints of the rainbow.

TO FIND THE CORRECT GEAR OF YOUR WHEEL.

"Count number of teeth on the two sprocket wheels of the machine, and multiply the number found on the large sprocket by the number of inches of the diameter of the rear or driving wheel, then divide by the number of teeth on the rear sprocket wheel, and the result obtained will give the gear, thus: the Victor has 18 teeth on the large sprocket of a 30-inch machine, Multiply the 18 by 30, gives 540, and dividing by 10, the number of teeth on the small sprocket, gives 54, which is the gear."

PERSONAL MENTION.

Fred J. Schroeder, erstwhile cyclist "Tony," has now assumed a gigantic business responsibility in his father's great lumbering business. But between the hours of sunset and sunrise he manages to wreath the thread of cycling interests in such a manner that he keeps the ball arolling during the summer months in matters racing particular. He is chairman of the M. W. racing board and can talk a good bit of old cycling days.

Fred Schmitz, one of Milwaukee's twin pocket Hercules, sells bicycles in the establishment of P. H. Sercombe's Cycle house. The little ex-state champion safety rider is a sober looking youth with an abnormally developed lower limb, no mustache and a non-destructible pneumatic tire.

Henry P. Andrae, the genial, pleasant and yet modest young man that has the weight of the whole business establishment of Julius Andrae resting upon his capacious shoulders, is really the busiest man in town. But with all his cares he believes in living while existence is capable of being enjoyed, and previously could reach over the bar as far as any of the boys, but was never known to vary that elastic step of his in wending his way homeward. Henry is known everywhere as the most hospitable and jolly fellow that ever pushed the pedals.

Ed. Roth, who attained such celebrity as a "tramp" at the recent "hard times" meet of the M. W., displayed such ingenuity in his make-up that his election as the leader of the tramp brigade was unanimous. Ed. is in the bicycle business of course, and has a partner, liberal hearted and genial Henry Kasten. Henry has a bad habit of eating too often, but he can talk all day about the "Moffat."

Parker H. Sercombe, of Milwaukee cycling fame, first bestrode a wheel in 1878. He is still an active enthusiast, but is sporting too much adipose tissue to ride in the 2:30 class. His business prosperity has been so swift as to put all others to sleep. It is said Parker can sell a bicycle to a man with wooden legs.

J. C. S. had a "dark horse" out training a good deal lately. One evening at dusk the writer met him seated in a buggy with some fair one, driving a horse. It has since been learned that this was his "dark horse" which everyone had heard about, but no one seen.

SUBSCRIBE.

THE PNEUMATIC will no longer be sent or given gratis as sample copies. Price fifty cents per year. Ten cents per copy. It contains all the news in condensed form and pays particular attention to the state of Wisconsin. To facilitate sending the subscription price, one and two-cent postage stamps will be accepted. Subscribe, and help sustain the interest in wheeling and the progress of the division through the medium of this paper.

THE EVOLUTION OF THE CYCLE.

BY A. R. ZIEMER.

The old saying "Necessity is the mother of invention," has proven true in regard to the cycle. According to records, we owe the origin of the bicycle to Baron Von Dreis, a landscape gardener in the employment of the Duke of Baden, Germany. The Baron in his daily routine over the vast estates soon found walking a slow process of locomotion. He accordingly brought his ingenuity into play and produced a contrivance which somewhat resembled our present safety, having two wheels of equal diameter, though having no crank shaft or pedals. The machine was propelled by thrusting the feet on the ground, though on a decline a coast could be enjoyed.

This wooden machine, though crude in form, was received with much enthusiasm in England, Germany and France. In the early twenties it was introduced in the United States. Just at that time inventors were at work on the problem of mechanical locomotion. The engine was coming into existence. One comparison might be made between the locomotive and the cycle. While one, through process of perfection, has more than doubled its original weight, the other has decreased it in the inverse ratio. About 1870 there was a revolution in the mechanism of the bicycle. The advantage of having one's weight directly over the crank shafts was made manifest by French inventors. The result was the "ordinary" (high wheel). This machine, with its many advantages, which has held sway for 20 years, has given way to the present "safety," which by its cog-wheel gives the speed of the "ordinary" and the benefit indicated by its name.

The benefit of cycling to health and pleasure need not be dwelt upon; they are known to all. The increased popularity of the "bipedaliferous wheel" is worthy of notice. It is not a new fancy, but has come to stay; it is not, (as may be termed) an expensive luxury, but a practical economist.

GENERAL NOTES.

Bicycle storage apartments are being furnished for ladies' and gentlemen's wheels who ride to church in some Eastern towns.

Sports Afield for June excels even its general excellence in the matter of good things and number of illustrations. It is a grand number of a grand sportsman's journal and must be seen to be appreciated.

Arthur Zimmerman, the now world's champion rider, will sail from England, July 16, for America. A coterie of New York wheelmen intend chartering a steamer to go down the bay and meet our victorious "Zimmy."

Our first artificial stone road was built a century ago. This was the first turnpike of the United

States lying between the city of Philadelphia and the Borough of Lancaster a distance of 75 miles. It was completed and approved April 9th 1792, under the administration of Thomas Mifflin, governor of the Commonwealth of Pennsylvania.

Cycling is flourishing in Ceylon, and a club is in existence at Colombo. Ceylon abounds with magnificent roads, but the weather is often intolerably hot and generally very moist. Cycling is possible all the year round but little or no racing takes place. Ceylon is looked on by the manufacturers as a good field to open up for export trade.—*The Wheel.*

Minneapolis, Minn. has a ladies' club, two years old and known as the Ladies Cycling League. It has 30 members. The officers for this year are Miss Bird Lucy, president; Miss Florence Davis, captain, Miss Julia Guild, secretary and treasurer; Miss Antoinette Choate, recording secretary; Miss Winnie Snow, first lieutenant; Miss Emma Elmore, second lieutenant.

The Roth-Kasten Cycle Co. are having an increasing demand for Moffats, Reformers and others of their fine stock of light wheels.



L. A. W.
BICYCLE
SHOE.

The attention of Wheelmen is called to the above shoe, made in the Bicycle, Oxford and Bicycle Oxford Bal on improved English anatomical lasts, especially adapted to the ball bearing necessities of the treadle of the Bicycle, and being full and roomy on the ball and at the Toes while conforming close and firm at ankle and instep; thus making a perfect shoe.

• • THEY ARE MADE WITH FIRM AND FLEXIBLE LEATHER SOLES. • •



J. H. SCHUMACHER & CO.
151 Reed St.,
MILWAUKEE, WIS.

Adopted by the Leading Cyclists and Professionals in this Country.



"Billy" Young has left the employ of the Humber-Rover Cycle Co. and is now engaged on the staff of the REFERER.

Alex. Emery has purchased a James pneumatic racer from the Reitzner, Prichard Cycle Co., of National avenue.

The sale of Ormondes by the Julius Andrae Cycle Works is increasing daily. The wheel is receiving good tests and holds up well.

We extend thanks to the Ames & Frost Company, Chicago, manufacturers of the Imperial Wheels, for

first push in every event, winning five firsts and several seconds.

The company which will produce the new bicycle play, "Cupid's Chariot," have decided to use the Ladies' Rambler and American Champion bicycles in their race, which is said to be an exciting affair. Mr. Powers is the old-time circus trick rider, and uses the G. & J. wheel in his trick work.

The Ames and Frost Company is at present busy in the throes of a building boom. The manufactory, seven stories high, 60x120 feet, is rapidly nearing completion. This year's output numbered 2,500 wheels, 1,500 of which were Imperials, and only fifty of those ladies' wheels. They expect to turn out 4,000 wheels next season.

H. C. Korlage, of Racine, has built an 18-pound wheel to be placed on the market next year by the Racine Bicycle Manufacturing Co. The wheel will



WORKS OF AMES & FROST CO., MAKERS OF IMPERIAL WHEELS.



W. R. WALPOLE, SECRETARY.

a large and handsome photogravure in frame representing a cycling group.

The factory of the Julius Andrae Cycle Works is rushed with orders far exceeding their capacity for their celebrated Andrae light roadsters. Preparations are being made for a large output next season.

Mr. Louis Jordan, an extensive dealer in wheels in Chicago, has placed his order for four Lightning Messengers with the makers, Sercombe-Bolte Mfg. Co. Strange to say he ordered them all in yellow enamel.

At the Oshkosh tournament the Lightning Messenger built by Sercombe-Bolte Mfg. Co. won first place in six contests and 3 seconds. And in the Fourth of July races at West Superior the Messenger was in the

be known as the "Jay Eye See," and is said to be handsome in design and made of the very best material.

South Side enterprise is manifested in the establishment of the Reitzner, Prichard Cycle Co. who are the hustling South Side boys that sell the Harry James, Liberty, etc.

A YEAR ago when new riders placed their saddles so their feet just touched the pedals, older riders smiled, and in every case advised a low reach for fast and long distance riding. To-day the cramped position occasioned by a low reach is asserting its effects and several well-known racing men have seriously injured themselves by this cause.



ARNER KIRBY, PRESIDENT.
JOHN H. RYAN, VICE-PRES.
FRANK PEACOCK,
SECOY AND TREAS.

FRANK PEACOCK SHOE COMPANY

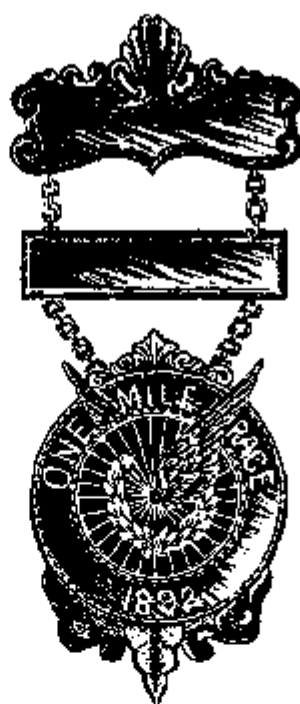
OUTFITTERS FOR THE

Milwaukee Wheelmen.

Regulation L. A. W. Shoes.

We respectfully invite you to call and inspect our New Store, containing complete lines of fine, high and medium grades Footwear of the best manufacturers' makes. We guarantee perfect satisfaction. Especial attention devoted to careful fitting.

430 East Water St.,
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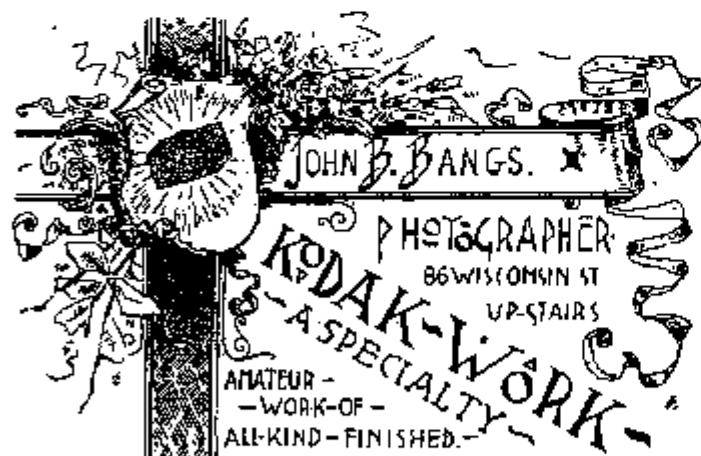
Derrows Make, Solid Gold \$15.00.

BAILEY & ESSER CO. Manufacturing Jewelers,

97, 99 WISCONSIN ST.
SECOND FLOOR.

DIAMONDS, +
WATCHES,
+ JEWELRY.

Write to us for Special Designs.
Mention "The Pneumatic."



HARRISON HAT CAMPAIGN BUTTON.

Price, 15c. 2 for 25c.

Large Assortment of Campaign Pins, Badges and Buttons.
Trick Matches, 5c a box. | Watch Pocket Lamps, 75c.
The Universal Watch. Cheapest in the World. Price, \$1.50.

\$1.00 Cameras and \$1.00 Kodacks.

C. F. ALLCOTT & CO., Sole Agents.

WANT A CYCLE SUIT?

We sell the English Bloomer
Make of Fine English
Cloth at \$10.00.

STOCKINETTE SUITS.

at \$4.00, \$6.00, \$8.00 and \$10.00.

SWEATERS best black or white \$3.25.
STOCKINETTE PANTS from \$1.50 up.
Complete line of full Body Tights, Hose
Supporters, etc., etc.

SKIDMORE & HENDRICKSON,

210, 212, 214 GRAND AVE.

THE PNEUMATIC.

Roth-Kasten Cycle Co.

519 GRAND AVENUE,

Moffat,
King of
Scorchers,
Reform.



OVERSTONE,
COVENTRY,
CROSS,
SYLPH.

\$135.00.

OVERSTONE.

\$185.00.

Fitted with Morgan & Wright's Pneumatics.

BICYCLE SUNDRIES.

REPAIRING A SPECIALTY.

OPEN EVENINGS TILL 9 O'CLOCK.

Subscribe

Only 50 Cents

PAY FOR A

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TO

THE PNEUMATIC.

DELIVERED BY MAIL

Promptly the 15th of each Month.

It is a State Paper for Bicyclists

Commercial Printing and Publishing Co.

Is one of Milwaukee's Youngest and Most Successful Business Corporations. It respectfully solicits your patronage for every description of

COMMERCIAL
REAL ESTATE
BOOK AND JOB
PRINTING
LAW, SOCIETY,
CATALOGUE
SPECIAL EDITION

And in fact anything you may desire in that line.

"THE PNEUMATIC" is a fair sample of our PRINTING.

WALTER W. POLLOCK,

President,

P. A. GEIGER,

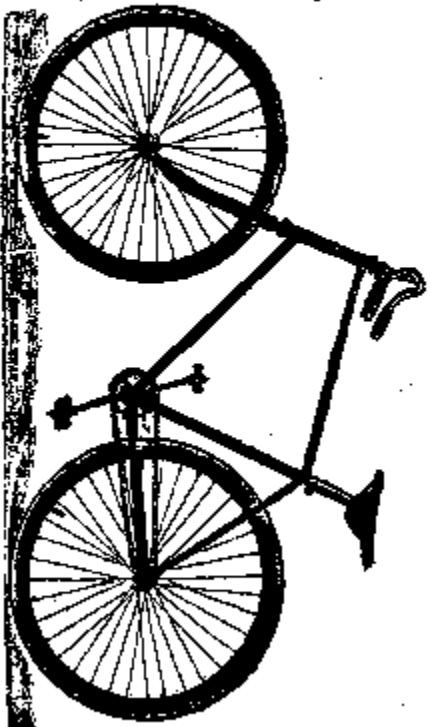
Vice-Pres.

J. S. GRIFFIN,

Sec'y and Treas.

Reitzner, Prichard Cycling Co.,

CELEBRATED HARRY JAMES, LIBERTY, HARRY and the TEMPLE SCORCHER.



RE-NICKELING, RE-ENAMELING AND REPAIRING
A SPECIALTY.
Solid Tire Wheels changed to Cushion or Pneumatic Tires.

375 National Ave., Milwaukee.

The Chauncey Simonds Co.

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**EAST WATER ST.
MILWAUKEE.**

CLOTHING

BOYS - YOUTHS - MEN.
Right Styles, Right Prices
—AND—
Satisfactory Service.

READY MADE AND v v v
v v v **MADE TO ORDER.**

"Perfect" Pocket Oiler. Stationers, Printers

**The Cleanest and Handsomest Pocket Oiler
In the World**

**For Bicycles, Guns, Fishing Tackle, Type-
writers, Sewing Machines, Roller
Skates, Etc., Etc., Etc.**

This Oiler consists of a tube for holding the oil, fitted at the top with our patent tip, which can be unscrewed to refill the oiler. Although this tip prevents all leakage, a cap (of the same diameter as the body of the oiler) fits over the top as an additional protection, and to prevent the tip being bent or filled with dirt when carried in the pocket or among other tools.

This tip throws only a few drops at a time, and prevents all spilling and waste of oil. As the ordinary oil can throw from 20 drops and upwards at each stroke, the immense superiority of this oiler as to neatness, cleanliness and economy, will be at once apparent.

The shape and nickel finish make it the handsomest, neatest and most convenient oiler in use.

To prevent all danger of leakage be careful that the tip is screwed as tightly as possible on to the body of the oiler.

PRICE, 40 CENTS.

C. F. ALLCOTT & CO., Sole Agents.

C. F. ALLCOTT & CO.

Stationers, Printers

AND DEALERS IN

Printing Material, Jewelry Novelties,
Rubber Stamps, Seals, Patented Oilers, Oils,
Stenolls, Post. Stamps Rubber Cement,
and Coins for Collectors. and Black Enamel.

90 WISCONSIN STREET,

ALSO WITH

J. M. ALLCOTT & SON, DRUGGISTS, Milwaukee, Wis.
90 WISCONSIN STREET.

All the latest styles of Cards and Scrap Pictures for covering our
names on cards at Eastern prices.

SAMPLE BOOKS 10c, 25c and 35c. 5 CTS. EXTRA BY MAIL.

POCKET LAMPS:

The Gem and Pencil, 25c.

The Magic, 50c and 75c.

Magazine Lamps, 25c.

Wicks for any of these Lamps, 10c per doz.

Lights 10c per 1000.

1, 5 and 10c POCKET SAVING BANK, 10c each.



THE PNEUMATIC.

"Imperial Wheels"

For 1892.

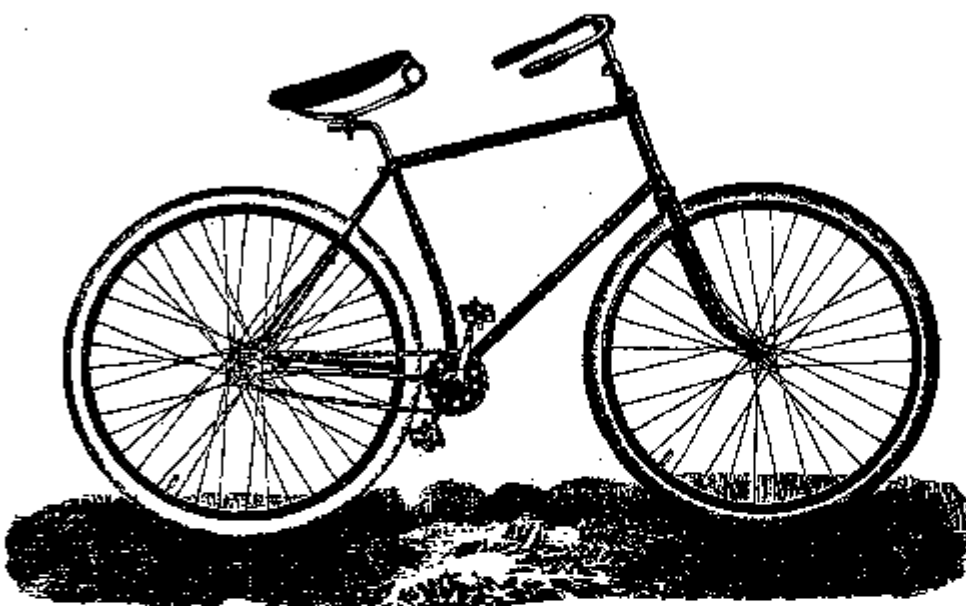
Are hard to beat, Strong, light, Simple and EASY RUNNING.

Imperial Scorchers

WEIGHT 34 lbs.

Price--Cushion \$135.00.

Pneumatic \$150.00.



SPECIFICATIONS—30 in. wheels fitted with best tangent spokes. $1\frac{1}{4}$ or $1\frac{1}{2}$ cushions or "Imperial" pneumatic. Best Credenda steel tubing and drop forgings throughout. Interchangeable sprocket gear. Novel crank fastening, strong and simple. Best ball-bearings throughout. Workmanship and material the finest obtainable. Nickeling and enameling of the best.

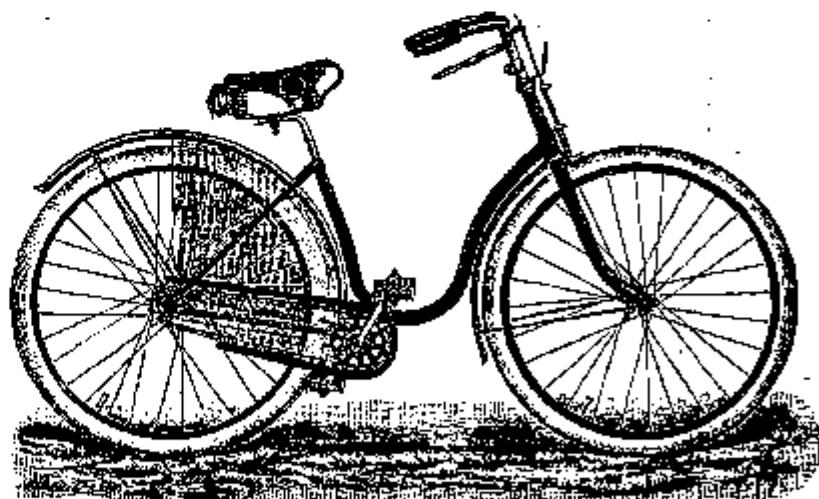
RIDE AN IMPERIAL AND BE IN THE "PUSH."

Imperial Model B (Ladies).

WEIGHT (all on) 40 lbs.

Price--Cushion \$135.00. Pneumatic \$150.00.

SPECIFICATIONS—Wheels 28 in., Tires $1\frac{1}{4}$ or $1\frac{1}{2}$ best cushion or Imperial pneumatic. Gear 52, 56 or 60 in. Interchangeable gear and pedals. Novel crank hanger of drop forging, being fastened to frame by means of steel straps and securely brazed, instead of boring the frame, thus weakening it. This wheel embodies all the fine points of the Imperial Scorchers.



THE COLUMBIA CARRIAGE COMPANY,

329, 331 and 333 Broadway, Milwaukee, Wis.,

Handle and control our wheels in the State of Wisconsin. Give them a call. They will surprise you.

IMPERIAL WHEELS are up to date, modern, and not to be confounded with 185 wheels with imitation pneumatic (P) tires. Don't forget this.

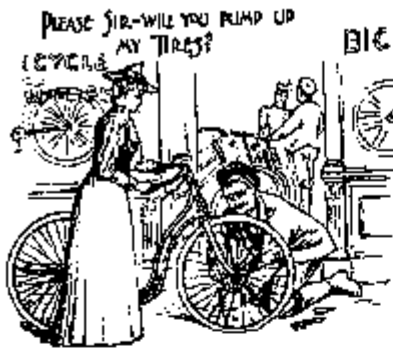
COLUMBIA CARRIAGE CO.,

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THE PNEUMATIC.



"WORKING HARD."

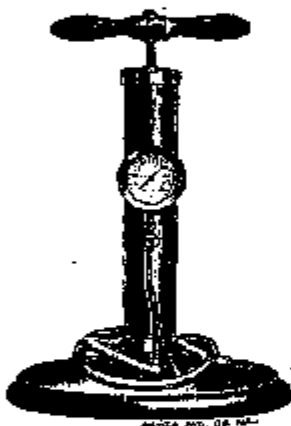
It would be dead easy with

OUR PNEUMATIC PUMP

For Stores and Clubs,

WITH OR WITHOUT

Pressure Gauge.



Price, ... \$10.00
 Without Pressure Gauge, - 5.00

How?
 Many?
 Pounds?
 Of Air?
 Per Sq. In.?
 In Your?
 Tire?

N. B.—The "Yellow Dog" was the mascot at Oshkosh. This machine is a regular stock Telegram Racer, enameled in yellow, and it won everything. W. F. Sanger, riding a Humder, was beaten by Reed, of Ripon. But the next race Sanger changed wheels and rode the "Yellow Dog," and beat Reed handily.

TELEGRAM CYCLES.

FULLY GUARANTEED.

THE BEST AND LATEST DESIGNS

RACERS.

LADIES' LIGHT ROADSTERS.

Are equal in workmanship and material to any English or American wheels.

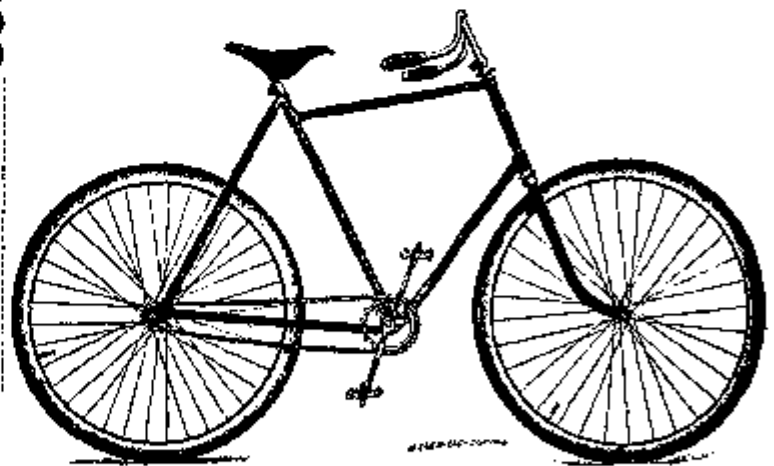
We will back our Racer for any amount against any Racing Wheel on earth, for superior workmanship and easy running qualities.

AT Oshkosh, July 7th and 8th,

The "Lightning Messenger" practically took everything, including seven first and four second prizes. **STRANGE**, the man who rode "The Lightning Messenger" always won.

At West Superior Races, July 4th,

Six firsts out of a possible eight; also two second prizes.



Weight 27 Lbs.

The "Lightning Messenger," Telegram Racer, is made right here in Milwaukee, by

SERCOMBE-BOLTE MFG. CO.

MILWAUKEE, WISCONSIN,

MAKERS OF

TELEGRAM CYCLES.

SEND FOR OUR ELEGANT 30 PAGE CATALOGUE.

THE PNEUMATIC

A Progressive Monthly Paper
for Cyclists.

VOL. I.

MILWAUKEE, WIS., AUGUST 15, 1892.

NO. 5.



(FROM THE HEPBURN.)

WORLD'S CHAMPION, ARTHUR A. ZIMMERMAN.

Lately returned from England.

Write for our new Price List of

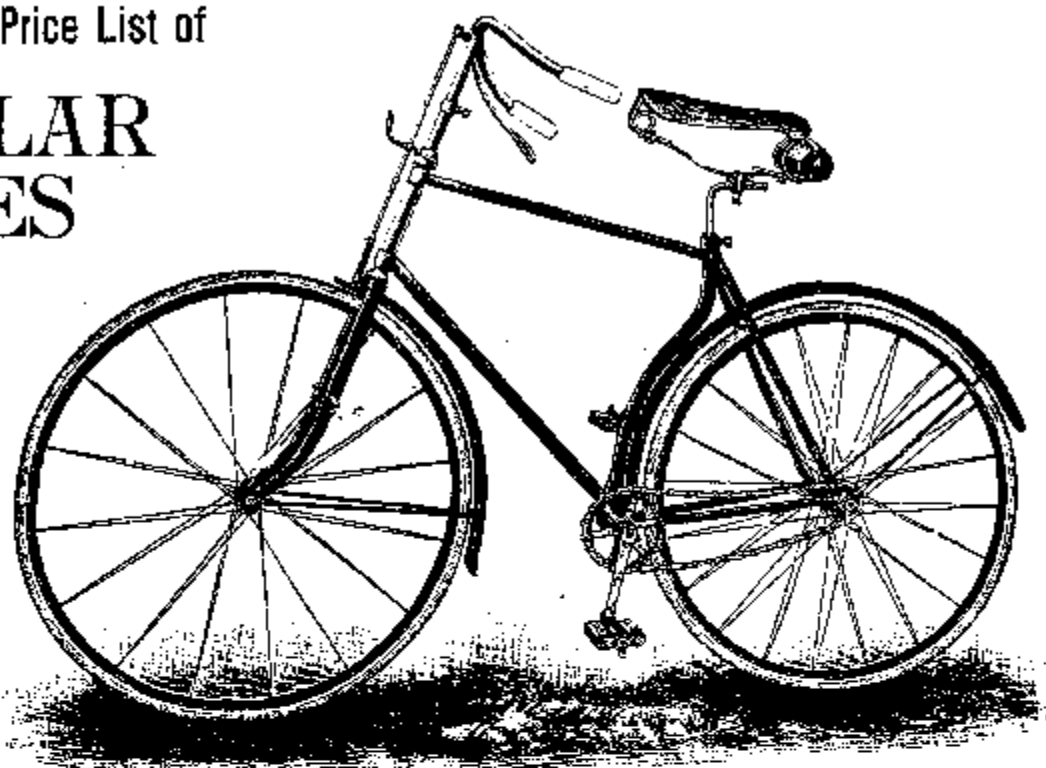
... POPULAR BICYCLES

Bottom prices to the trade.

State Agents for

HUMBER & DRMONDE
CYCLES.

AGENTS WANTED.



JULIUS ANDRAE,
Mention The Pneumatic.

225 West Water St., Milwaukee.

CYCLE WORKS.

This Space has been donated by Julius Andrae to the

Milwaukee Wheelmen

TO ADVERTISE THEIR

First Annual Race Meet,

TO BE HELD

Saturday Afternoon, September 10th, '92,

AT **National Park** (South Side.)

Fine Track, Handsome Prizes, Fast Men.

Send for Entry Blanks to Fred Schroeder, care Milwaukee Wheelmen.
See list of Events, etc., in other "ad." in The Pneumatic.



A PROGRESSIVE MONTHLY PAPER FOR CYCLISTS.

M. C. ROTIER.

EDITOR AND PUBLISHER.

FIFTY CENTS PER YEAR. Advertising Rates on Application.

All copy for advertisements, changes for same, news and correspondence for publication must be sent in before the 7th, to insure insertion the same month.

ENTERED IN THE P. O. AT MILWAUKEE AS SECOND CLASS MATTER.

ADDRESS M. C. ROTIER, 415 EAST WATER STREET, MILWAUKEE, WIS.

WE READ with feverish excitement of the hardship, the trials, the exertion and strain upon the physical condition of those who attempt to break records on the wheel, such as the 24-hour ride of Woller, Spooner and the Englishman, the latter who has reached the 415 mile mark. The little short-lived glory there is in it does not at all justify the sacrifice of one's health and the wrecking of one's general constitution, which appears almost a positive certainty from such a test of manhood's strength and endurance. But it takes many men of many minds to compose a world and such fool-hardy undertakings must be, not only to satisfy the cravings for excitement of the participants, but also to satisfy the minds of sport-loving people who almost demand such acts to appease their hunger for constantly new forms of exciting amusement. And so the world do move.

SPEEDING at a rate more than eight miles an hour through the busy portion of a city, must be restricted. The cyclists that persist in riding through the maze of vehicles and pedestrians at the pace which is frequently assumed by reckless riders, will surely come to grief ere long; besides it may have the effect of our city fathers passing an ordinance restricting the speed of our vehicle. Sensible wheelmen are interested in discouraging this sort of thing, as any restrictive measures that may be adopted to curb the impetuosity of the careless and reckless rider will be likely to be over-done and inflict undue confinement and annoyance on the great majority of cyclists who contain themselves within the bounds of a careful and reasonable pace on our busy city streets.

APROPOS to the late handicapping of the Waukesha road race, the comments, criticisms and kicking which the sovereignty of the Racing Board of the Milwaukee Wheelmen were destined to under-

go, we feel the opportune moment in advocating the advisability of entrusting the handicapping of any race to one experienced man, who can assume the responsibility of the undertaking, be careful and just in his judgment, and withal, one who will be firm and decisive when the positions are announced. There is no question but that the Board has tried to be just in this great race, and it was exactly this that made the committee heed so much idle talk of the ability of certain riders after the announcement of the handicaps, and "too many cooks spoil the broth," anyway.

AS we look into the subject of roads and road-making in America we find a wide, interesting and most important field for study. It certainly has long ago dawned upon the average intelligent people of this country that the present system of building and maintaining our public highways is the most poorly engineered work that this enlightened age of the nineteenth century can boast of. And yet in view of this stupendous farce in the construction of our American roads we are wont to shirk the task of delving into the details of how to proceed with this work of revolutionizing the present system. The ponderosity of this question appals the average intellect who can only find a subterfuge and lament at the condition of our roads. We all know that the great hindrance to the prosperity of the farmers of the United States to-day is the lack of good and substantial national, state and county farm roads.

Lord Macaulay attributes the wretched condition of the English highways at the beginning of the eighteenth century as "due to the state of the law, which compelled each parish to maintain its own roads with statute labor." As this is the system principally in vogue in the United States it is also the reason of our bad roads.

GRIFFIN'S excellent work on "Cycles of the Season" contains a just onslaught on the would-be scorchers and the attitude he assumes while riding, whether it be an 8-mile or 15-miles an hour gait. It is apparently the ambition of many vain youths to be mistaken for one of the 'Scorching Brigade,' and no sacrifice is too great to make if that object can be attained. They will try to look as like a badly trussed fowl as possible, by crouching up in the most uncomfortable attitude, and with nose as if stuck to the central boss of the handle bar, and back rounded like a bow, they will exert their little strength and sprint through traffic, dust, past people, and generally be a nuisance to every one, a curse to our own sport, and, above all an enemy to themselves."

SEVERAL medical journals assert that the young women of the present day are better developed physically, taller, plumper, stronger, and healthier than the young women of fifty, 100, 150 or 200 years ago. There is no doubt but that athletic activity in

women is becoming more predominant, and the use of the bicycle as a most pleasant means of healthful and muscular exercise must have a great effect in the cultivation of these desirable accomplishments.

THE thirteenth annual meet of the League of American Wheelmen, held July 18, and 20 at Washington, the nations capital has now been recorded in the books of this organization as the largest attended national meet ever held. The Columbia Athletic Club and all Washingtonians have won the highest honors for their hospitality to the visitors. The parade of 2,500 wheelmen was escorted through the town with a squad of policemen at the head on safeties, and the whole was viewed by President Harrison and President Burdette of the L. A. W.

LACONIC PNEUS.

Osmond, England's champion, may visit America this season.

The colored population appear to have caught a fever for riding.

The English bloomer breeches are not generally worn down east.

It is reported that the National League meet at Washington cost nearly \$3,500.

The application for reinstatement into the League of W. A. Rowe has been refused.

Zimmerman has won every event he entered at the Asbury Park races, August 5 and 6.

Mrs. George K. Barrett, the wife of a year to the well-known racing man, died July 26.

Will Windle, it is rumored, is prepared to attack this new mile record established by Taylor.

"The Lookout Wheelmen" is the name of a new club composed of business men in Minneapolis.

A census of all non-league members is being taken in Illinois. It is a great and difficult undertaking.

Campaign bicycle clubs are springing up in many towns. Plainfield, N. J., has organized the first Republican club, and are very successful young politicians.

At the Washington meet the Chicago contingent displayed their usual novel eccentricity by having a punch bowl with them large enough for one to swim in, filled with claret champagne.

Mrs. C. C. Candy, in company with her husband, is the first woman who made the descent of Pike's Peak. It was a desperate act for a woman on a wheel, but she proved equal to the task.

Late this fall the Chicago riders may have a twenty-four hour race—four hours a day—at the Parkside track. The gate receipts will suffice for the purchase of handsome first, second and third prizes.

The state meet of the Minnesota Division, L. A. W., will occur in Winona on September 6, 7 and 8. The

programme is most complete and the prizes of great value. It is expected a number of Wisconsin people will attend.

The Columbia Athletic Company, of Chicago, will build and provide the largest and best equipped grounds for athletic sports in the world. Of course bicycle tracks will receive due consideration in the company's plans.

The secretary of the Cyclists Athletic Association (La Gantoise) at Gand, notifies the Belgium Journals that an unknown challenges any cyclist in the world, upon any machine, at a distance of 2,500 metres (1½ mile) against a mounted horse.

The mile record held so long by Willie Windle has suffered severely the past few weeks. On August 2nd George F. Taylor at Springfield reduced the 2:15 record to 2:14.1-5, and on the following day in a time trial on Hampden track he lowered the world's mile record to 2:11, beating his own of the previous day 3.1-5 second.

PARKSIDE RACES.

Chicago Cycling Club's thirteenth annual tournament will be held at the Parkside track, Friday and Saturday August 26 and 27. All events will be open. The program of races is as follows:

1—one-mile, novice; 2—half-mile, handicap, 1st heat; 3—half-mile, handicap, 2d heat; 4—two-mile, team; 5—one-mile, scratch; 6—three-mile, handicap; 7—half-mile, scratch; 8—five-mile, handicap; 9—quarter-mile, scratch; 10—one-mile, 3:00 class; 11—two-mile, scratch; 12—half-mile, handicap final; 13—one-mile, 2:30 class; 14—three-mile, ordinary; 15—one-mile, boys under 15; 16—five-mile, invitation handicap.

A special prize will be offered to the rider breaking the American competition mile track record.

Entries close Monday, August 20, midnight.

Fast men from all over the country will attend and it is just possible that a few records will go the way of many others this season.

Elmer Grey and Cyrus Williams left July 30th, from New York for Europe, in company with a number of architects and artists. They will tour through France and adjoining countries.

The Chicago wheelmen were more than pleased at the treatment they received at the hands of the Milwaukeeans.—*Referee*.

The Milwaukee Athletic Society held their annual picnic Sunday, Aug. 14, six miles north on the Cedarburg road.

A new bicycle club has been organized in Kaukauna, Mr. J. N. E. Trout has been elected president.

Out of nine Moffats entered in the Waukesha race, eight captured prizes.

THE SMITH TOUR.

THE PNEUMATIC, this issue, gives a cut of the group of tourists at Devils Den on the battle field of Gettysburg, enroute from New York to Washington July 9th to 17th a distance of 325 miles.

At New York the party was transferred by ferry across the Hudson, to Jersey City. Passing through the city, many were the comments flung at the citizens regarding the insanitary condition of the streets, all were more or less talkative on the subject save the two on high wheels, their thoughts were evidently concentrated on the cobble stone pavement beneath.

Once out of the city, the road stretches along a level piece of country not particularly recommended for its healthfulness nor praised for its beauty, and as every one was absorbed in the prospect of a good dinner at Newark, 10 miles ahead, no time was lost admiring this forsaken piece of New Jersey State.

After dinner the few spare moments before starting, were used to good advantage, the warm exercise of the morning had given the wheelmen considerable fore-thought. One of the party preferring coolness to dandy appearance, swapped hats with a farmer, another took a farewell parting with his undergarments, while all in fact equipped themselves generally for the afternoon ride.

The ride to Trenton, N. J., the next day over clay hill roads with the mercury stationed at 95 degrees in the shade and the wheelmen moving along at 119 degrees in the sun, is one of the lingering memorials of the tour. Next morning the Delaware was crossed into the "Keystone state," here the roads became sandy, thanks to the "toe paths" that opened the way to Philadelphia.

Staying a day in the city of brotherly love, the journey was continued on the morning of the 13th, through Fairmount Park crossing the Schuylkill River over the Girard Bridge. The road for 20 miles to Wayne, Pa., is perfect and under the vigilant care of a private corporation bicycles here are taxed same as other vehicles every five miles for toll.

The church spires, peaked roofs, gables and tarrets glinting in the sunlight breaking through the green sea of leaves first impress the visitor, approaching the beautiful suburb of Wayne. It presents a picture that may well delight and soothe the senses day and night. But he knows nothing of the place

until he rides over the smooth macadam roads and feasts his eyes upon the pictures of domestic charm and elegance surrounding the cosiest of homes; he wants to study the arrangement of the houses and their architectural picturesqueness. He wants to enter into the spirit of cleanliness, the spirit of tastefulness in the decorations of house and gardens to thoroughly appreciate this most beautiful of all suburbs.

Dinner was served at Devon Inn and the afternoon's ride was virtually a battle with the mountains, that night the party tired, dusty and heated slowly pedaled into the country town of Coatsville and slept the sleep of the just.

One of the boys not having an over supply of baggage with him, conceived the idea of drying his clothes, wet with perspiration, on the front porch veranda; he was awakened at early morn by the patter of rain, and—and had to reach Lancaster by rail in a box car.

At Columbia, the Susquehanna was crossed on the old wooden rail road bridge 1 and 1/8 miles long, to the city of York:—here the boys were taken care of by the local cycling club and treated royally.

That morning dawned with the usual high temperature and at noon the little band reached the historical battle grounds of Gettysburg. The afternoon and evening was spent here driving over the 25 square miles on which the decisive battle of the late war

was fought, where the shrewd Southern General Robert E. Lee, made the mistake of his life and met with the defeat that swamped the courage of southern soldiery.

This huge battle field is now one large cemetery belonging to the Government and contains nearly 400 monuments in bronze, granite and marble, in memory of the regiments that fought and fell during those three days of Carnage drear, the 1st, 2nd and 3rd of July, 1863.—

TOURIST.

To-day August 15th, the Madison Cycling Club's road race will be run from Sun Prairie to Madison. The start will be made at 6 o'clock P. M. The scratch men are: B. W. Park, Harry Warner, R. R. Stone, H. H. Ainsworth, Harry Hull, J. G. Noak and A. M. Anderson. The limit man Chas. Sanborn has 10 minutes.



LOCAL NOTES.

T. E. Hutchings and others are visiting at Denver, Col.

Sunday, Aug. 28th, starting at 8 A. M., the club run will be to Cedar Lake.

A scheme is on foot by the Milwaukee Wheelmen to have a track built this fall.

Don A. Dodge and Gus. Summerling will race for a \$25.00 suit of clothes at National Park, Aug. 27.

John Reitzner and Mattie Martin are the distinguished fast men of the Mercury Cycling Club.

The Mercury Cycling Club will give a lantern parade Saturday evening, August 20. The route will cover the entire South Side.

A minstrel performance under the auspices of the Milwaukee Wheelmen will take place at the Academy of Music some time the latter part of October.

Editor Berger, Artist Merrick, "Billy" Young and Editor Root, all of Chicago cycling journalistic fame, were in Milwaukee the day of the Waukesha race.

The club will be represented at Parkside, Chicago, by Walter Sanger, Phil. Nickel, Charlie Price and Will Wagner, all are riding in splendid form on the track.

Out of 24 starters in the Century run of the N. S. C. C. August 7th, fifteen of them finished within 14 hours. Each has been presented with a handsome medal.

The basket picnic to Dongesgrove, Sunday, August 21, starting at 8 A. M., will be largely attended. Some Chicago boys have promised to come down and join the party.

Otto Fabian, foreman in the Ames & Frost bicycle factory, Chicago, was one of the death victims in the smash-up in the Union depot at Milwaukee on Sunday morning, August 1.

The officials of the Wisconsin State Fair, which will be held on their new grounds this year, will make bicycle races an attractive and special feature. It will be held Sept. 12 to 17.

The North Side Cycling Club's road race will be held Aug. 20, over the Green Bay road from Thiensville to Milwaukee, a distance of 13 miles. Over \$500 in prizes have been donated and the list of club entries is large.

Over 150 cyclists attended the moonlight hop at Tippecanoe Lake Saturday evening, Aug. 6th. It was a beautiful night and the run of about 3 miles was a very enjoyable spin to the ladies and gentlemen that attended.

MILWAUKEE'S RACE MEET.

The first real bicycle track event in Milwaukee will be held Saturday, September 10th, under the management and auspices of the Milwaukee Wheelmen at National Park. The interest that Milwaukeeans

have ever taken in the few racing events it has been their privilege to witness, has encouraged the Racing Board of this club, to undertake the enterprise of holding an afternoon tournament. Its success is assured. Chicago's fast men will be largely represented, as well as others from all points in the West.

List of events published in advertisement elsewhere in this issue.

The trial and final heat of the Exposition tournament for the one-mile championship of Milwaukee between Sanger and Nickel will prove an interesting race. Entries close Monday, September 5th.

AT THE SCOTCH PICNIC BICYCLE RACES

held August 10th the two-mile handicap was won by W. C. Sanger, first, W. F. Sanger, second and Mattie Martin, third out of a field of eleven starters. Sanger's time for first mile was 2:25 making the two miles in 5:01. This is record time for the state. The five-mile scratch event was a regular bunch for about three miles, when Andrac and Sanger started to pull away. The rest began to string and on the last half mile the first two had the entire field distanced, Sanger winning by a wonderful sprint. Time 14 min. flat.

The one-mile newspaper men's handicap race had six starters and was won by F. Putnam with a 400-yard handicap, but the fact (which was proven later) that he was a professional sprinter barred him from taking any prize. This gave the gold medal to A. B. Lindsley, of the Saturday Star who was 2nd and the silver medal to M. C. Rotier, of THE PNEUMATIC, the 3rd man in. Harry Seward, of the Referee took 3rd prize, a floor pump donated by the Sercombe, Bolte Mfg. Co.

STATE NEWS.

Wisconsin has now 525 league members.

Janesville has placed an order for a five-ton street roller.

W. H. Field has been appointed local consul at Green Bay.

Port Washington has now an organized club of eighteen members.

The council of Viroqua, Wis., has contracted for macadamizing twenty blocks on the principal streets of their city.

Ed. Griswold and W. J. Hopkins, of Racine, made a century Sunday, Aug. 7, by way of Delavan and back. It was done in 11 hours 45 min.

Frank Blodgett, formerly of the Northwestern University, Evanston, has just broken the Janesville-Beloit record, doing the distance in 52 minutes.

The Century Bicycle Club has been organized at Wausau. The officers are: Judge Bardeen, president; A. L. Kreutzer, secretary; C. J. Winton, treasurer; L. A. Pradt, captain. The club will have a road race during August.

Berlin wheelmen are agitating the feasibility of holding a fall tournament. THE PNEUMATIC would sug-

THE PNEUMATIC.

gest that if the dates would not conflict with any others in which Milwaukee and Wisconsin people were interested, they could rely on the success of the undertaking.

George R. Lee, H. W. Morrow and Albert Paul, three wheelmen of Appleton, made a century run yesterday. The course was from Appleton to Oshkosh, Winneconne, Omro, and Fond du Lac, a distance of 100 miles. The three riders made the run in fourteen hours.

MEDFORD.

THE PNEUMATIC is all the go here now.

Dr. F. R. Zeit, of the Medford Wheelmen now makes his professional calls in the country on a 31 lb. Humber machine.

A large number of ladies have conquered the ruling of the "iron steed" and many pleasant jaunts they have during their leisure moments.

The cinder track is now an assured fact. The Taylor county fair association has decided to build a quarter-mile stretch within the new half-mile horse track. In addition to the proposed race meet this fall, races will also be held during the fair if the new track will be completed in time.

The proverbial "dark horse" pun has developed in our club. When "Unser Willie," the club midget, spoke mysteriously of his certain dark horse as a sure winner, quite a stir was created among the boys until it was learned that the dark horse was of the animal species and was used with a buggy and girls.

MADISON.

The generous (?) handicaps given the M. C. C. entries in the Waukesha road race, will have a tendency to make them keep out in the future.

Ben Park, Sam Lamonk, John Norsman and Harry Warner, rode to Janesville a few Sundays ago. Fine roads and a good time was their report of the trip.

A party of 15 or 20 from Madison met F. G. Lenz at Sun Prairie and escorted him into town in a pouring rain, on the occasion of his passing through here, en route around the world.

The L. A. W. membership is slowly growing in our town. Fred. Pearson has developed into a League hustler of the first order. He would make a good "Local Counsel." THE CHEERFUL.

RACINE.

H. C. Korfage, the smooth rider of the Jay Eye Sec, is looked upon as a sure winner.

The Milwaukee Wheelmen are good entertainers. The Racine boys feel very grateful for the hospitality shown them during their last visit, and the Milwaukee boys can rely on the unreserved attention of our wheelmen whenever they visit us.

A great deal of interest has suddenly been infused

into the local wheelmen. Everybody is in training. At last the Racine wheelmen are going to have a road race. Great excitement. The course selected is 13½ miles between Kenosha and Racine. The first idea of having it an open event has been abandoned, and now only local wheelmen will be allowed to enter. It will be run September 3rd. A large number of good prizes have already been secured. E. C. Hueffner, the winner of the Waukesha road race, will enter as scratch man. About 35 others have already entered. SENATOR.

The Toledo Bicycle Club will hold a tournament Sept. 10th in conjunction with the Exposition Company.

The Illinois Division road book is nearly completed. It contains 17 maps and will be the handsomest book of its kind yet published.

Holbein has established a new twenty-four hour road record. He covered 359 miles in that time, breaking the previous record by twenty-three miles.

The *Bearings'* artist, Mr. A. T. Merrick, will now be associated with the *Wheel*, of New York, and the services of Chas. A. Cox, of the *Referee*, have been procured to take Mr. Merrick's place.

Since penning Blodgett's record between Beloit and Janesville, J. M. Chase of Janesville, has established a new record of forty-nine minutes for the distance, reducing the former record four minutes. He rode an Elliptic wheel.

MILWAUKEE HOSPITALITY.

It is probable that if the editor of a cycling journal which recently denounced Milwaukee wheelmen as an inhospitable lot, had taken pains to look into the matter which called forth the denunciation, the latter would never have been published.

No need to refer to the matter more particularly than to say that Chicago racing men were hissed on a Milwaukee track for apparent trickery, by an audience composed of the public, riders and non-riders alike. Mind, it may not have been trickery, but the audience evidently "wasn't used to their ways."

The tirade against Milwaukee has caused deep-rooted dissatisfaction there. A few club men read it, others were told of it and the final result may be that Milwaukee cyclists, in trying to fight off the stigma of inhospitality, may cherish a lasting grudge against the city whence came the bombastic pronouncement.

Such gaseous explosions serve no purpose but to illustrate the calibre of the publishers. Milwaukee stands just where she stood before, and those cyclists who were her guests recently will testify that their wants were assiduously looked after—Saving, perhaps, a trifling handicap or two.—*Bearings*. (Even on the handicaps there can't be any kicks coming from Chicago.—Ed.)

THE GREAT WAUKESHA RACE.

The great cycling "Derby day" has come and gone. Ever since the first days of bicycling in this country, Milwaukee has always prominently associated itself with road races, and this last event has brought the Milwaukee Wheelmen before the sport loving people most favorably. Though now, one of the greatest cycling events of the country, second to the Pullman, the origin of the Waukesha-Milwaukee handicap road race dates back to but two years ago, this being the third annual event. Previous to this, many semi-annual road races were run in which Terry Andrae, W. C. Wegner, H. P. Andrae, F. W. Schmitz, E. H. Paige and several others were the distinguished fast men.

With the growth of cycling and its consequent



E. C. HUEFFNER, OF RACINE.

development of new riders the Milwaukee Wheelmen grew apace, and in the year 1890 while F. J. Schroeder was president and H. J. Rotier chairman of the Racing Board, this course of 16½ miles was then suggested and on August 9th, with twenty-two starters the first Waukesha to Milwaukee road-race was run, F. Terry Andrae capturing the time prize in 53:20 and E. H. Paige, of Waukesha, winning first place.

Last year, August 15th, 1891, the conditions of the road and a very heavy head-wind prevented the making of fast time. Out of forty-seven entries there were thirty-seven starters. In this race Terry Andrae met his first defeat on the road, being less than a minute behind Van Sicklen, of Chicago, who won the time medal in 57:46. First place was won by Charles W. Price with a 7 minute handicap, making the time in 58:52.

THIS YEAR'S RACE.

which was run July 30th, was started with the limit men at 4:30 P. M. from the Court House at Waukesha. Out of 117 entries, an even 100 started and



F. J. SCHROEDER, MILWAUKEE.

87 crossed the tape on Grand Avenue and 28th street. The entries, the prizes and all the details of the arrangement in this race was the largest and



PHIL NICKEL, MILWAUKEE.

most thoroughly successful affair of the kind ever heralded in the west outside of Chicago.

Nearly 10,000 people witnessed the finish, including a large number of visiting wheelmen from all points. The winner, E. C. Hueffner, of Racine,

THE PNEUMATIC.

(whose picture is presented here, from the Referee), is a handsomely built young man of 21 years. A thorough all-round athlete but a comparative novice in cycling. His handicap of 13 minutes placed him in the lead nearly all the way, and was only headed by Geo. Kuentzel, who made a close second in the finish.

Thenon-appearance of Walter Sanger cast a gloom of disappointment over his host of Milwaukee friends, but it lessened considerable when it was learned that his tire exploded at Brookfield Junction while leading the entire squad of scratch men. It was a relief to know he was not openly defeated. The next of Milwaukee entrants in whom faith was pinned for winning the time prize was Phillip Nickel, whose picture accompanies this article. His physique and muscle does not equal Sanger's, but what is lacking in these qualities is made up by his true grit and pluck, which are the essentials to a good rider. Nickel paced his class of one-minute men in nearly all the way, but nearing the home stretch was forced out of the road into ruts where more than a half minute was lost in regaining it. His time was 49.27, lacking 16 seconds of the best time made.

THE RACING BOARD.

This committee consists of a great many members but all credit is due chairman Fred J. Schroeder, J. J. Baumgartner, Otto H. Link, Gus. Rutz and Ed. Meisenheimer. They worked like beavers in securing prizes and arranging every detail for this affair.

The accompanying cut is a picture of Fred J. Schroeder, ex-president, ex-captain and now chairman of the racing board of the Milwaukee Wheelmen. His active interest in racing matters makes him a model man for conducting races and tournaments and the project of having a day of races at the National Park promises to be successful while in the charge of Mr. Schroeder. He is one of the few old guards of the Milwaukee Wheelmen that is still active in its management.

THIS IS THE OFFICIAL SCORE:

Pos'n.	Name.	Handic.	Time.
1	G. C. Kuentzel, Racine.	13	50:00
2	G. F. Kuentzel, Milwaukee.	10	50:01
3	J. F. Kuentzel, Milwaukee.	9	50:10
4	F. Kuentzel, Chicago.	2	50:11
5	A. C. Kuentzel, Milwaukee.	15	50:13
6	Edw. Kuentzel, Milwaukee.	11	50:20
7	Boy Daniels, Palmyra.	8	50:26
8	Martin Martin, Milwaukee.	5	50:30
9	A. Bar Loh.	12	50:30
10	A. Pentzinger.	8	50:51
11	A. C. Morrison.	7	51:01
12	W. C. Neilson.	6	51:06
13	Walter Dornier.	6	51:06
14	J. S. White.	7	51:06
15	William Larson.	4	51:06
16	J. C. Smithson.	1	51:23
17	Emil Ulbrecht, Chicago.	1	49:25
18	J. B. Blue, Chicago.	1	49:27
19	Philip Nickel, Milwaukee.	7	50:30
20	C. T. Rillerback.	10	50:36
21	A. B. Zimmerman.	10	50:41
22	J. R. Chancel.	9	51:00
23	W. C. Wagner.	9	51:00
24	Fred Zander.	3	51:10
25	Thomas Jones.	3	51:11
26	E. A. Kanton.	6	51:22
27	Fred Kandel, Palmyra.	6	51:22
28	J. S. Johnson, Minneapolis.	scratch	51:26
29	F. W. Schmidt, Milwaukee.	12	51:26
30	George Manning.		

31	A. T. Strattinger.	7	52:21
32	L. P. Rhine.	13	52:22
33	H. Kantenholz.	10	52:22
34	L. J. Kue.	10	52:22
35	H. A. Othman, Chicago.	scratch	52:22
36	G. A. Thorne, Chicago.	scratch	52:22
37	Robert Stewart, Milwaukee.	10	52:22
38	E. A. Kootie.	12	52:22
39	George Becker.	13	52:22
40	Ray Reed, Racine, Wis.	10	52:22
41	C. W. Price, Milwaukee.	10	52:22
42	William Klog, Milwaukee.	10	52:22
43	W. F. Sanger, Milwaukee.	10	52:22
44	E. H. Sercombe, Milwaukee.	10	52:22
45	Charles Samuels, Milwaukee.	10	52:22
46	F. C. Franchouner, Milwaukee.	10	52:22
47	L. L. Carr, Milwaukee.	10	52:22
48	R. H. Paik, Waukesha.	10	52:22
49	Adolph Blegl, Milwaukee.	10	52:22
50	William Hansen, Milwaukee.	10	52:22
51	William Krull, Milwaukee.	10	52:22
52	J. A. Holmes, Milwaukee.	10	52:22
53	L. Peyer, Milwaukee.	10	52:22
54	J. Schmitz, Milwaukee.	10	52:22
55	W. E. Young, Chicago.	10	52:22
56	L. Tugholan, Chicago.	10	52:22
57	Martin Nessel, Chicago.	10	52:22
58	H. R. Winslow, Chicago.	10	52:22
59	D. L. Green, Milwaukee.	10	52:22
60	G. Simpson, Milwaukee.	10	52:22
61	T. S. Morrison, Chicago.	10	52:22
62	Alex. Roney, Milwaukee.	10	52:22
63	G. Paulsen, Chicago.	10	52:22
64	A. M. Anderson, Oregon, Wis.	10	52:22
65	Charles A. Czech, Milwaukee.	10	52:22
66	W. H. Ransawer, Eagle, Wis.	10	52:22
67	John G. Nank, Madison.	10	52:22
68	Otto Peggande, Milwaukee.	10	52:22
69	W. Bremer, Milwaukee.	10	52:22
70	W. G. Nielsen, Milwaukee.	10	52:22
71	Herman Haim, Milwaukee.	10	52:22
72	H. C. Korfage, Racine.	10	52:22
73	Fred Holms, Milwaukee.	10	52:22
74	C. Zabel, Milwaukee.	10	52:22
75	L. J. Berger, Chicago.	10	52:22
76	S. Clark, Chicago.	10	52:22
77	Fred J. Wood, Milwaukee.	10	52:22
78	C. Wendtinski, Milwaukee.	10	52:22
79	H. L. Hull, Oregon, Wis.	10	52:22
80	Joseph Jantzy, Milwaukee.	10	52:22
81	Ben Clark, Madison.	10	52:22
82	Fred Bromer, Milwaukee.	10	52:22
83	C. W. Williams, Erie Pa.	10	52:22
84	Oscar Greenwald, Milwaukee.	10	52:22
85	Louis Mohr, Racine.	10	52:22
86	John L. Goggin, Milwaukee.	10	52:22
87	H. P. Andrae, Milwaukee.	10	52:22

BRIEF NOTES OF THE RACE.

The Chicago "push" was down and "did" the town up brown.

Casper M. Sanger is becoming interested in the roads improvement question.

"Colonel" H. P. Andrae wins the booby ham prize, donated by the road officers of the Milwaukee Wheelmen.

Phil. Kilby who for the past two years acted as starter is as reliable and true as steel. His service has been a very important one in this last race.

Jake Shiffman, of the Chicago Cycling Club, spent several days in Milwaukee assisting the Racing Board in every way possible in completing the arrangements for the event.

Ulbrecht and Johnson will most likely decide for the second time prize by another race in which any of the fast men may enter as scratch. A special prize will be given the winner.

Five members of the Comet Cycling Club entered and all found a place near the front in the finish. A special medal was presented to Arthur Frattinger, by the club, for being the first man in of the Comets. His time was 55:51. W. C. Neilson won second place among the Comets and was given a storage pump by the club.

WOMEN AND BICYCLING.



LL nature rejoices in the health giving exercises that the advent of the ladies' bicycle has created for woman. Though this style of pleasurable athletic activity is comparatively a recent discovery, its universal growth is becoming wonderfully popular among the fair sex.

The athletic girl and woman is a typical ideal in this age. Time was when the white muslin girl, whose waist could be spanned with two hands, was very popular. But that time has passed. The girl who goes in for cycling, rowing and swimming, the girl who is as brown as a berry and proud of her muscle, who can tour all day a wheel and make an occasional century, such is the girl that has replaced the popularity of the inert and indolent beauty. Of all the out-door sports none is healthier and more delightful to the gentler sex than cycling, and as its age in years advances the devotees of the sport is continually multiplying.

The frown of disapproval on Mrs. Grundy's face is fast disappearing into realms of eternity, and to-day, the highest types of fashion and society are rejoicing in the pleasure that cycling affords.

In France the sport is an acknowledged fashion; in Bois de Boulogne one may see the mother in her brougham and just behind, the two daughters, each stylishly dressed, mounted on safeties.

In America the ladies' wheel is more generally used. The office girl, the clerk, the rich, the poor, all are impressed with the healthfulness and pleasure of wheeling. In some of the large cities many a working girl has purchased a wheel with her own earnings. A better bargain she never drove. The health, the pleasure, the strength and the happiness she buys with it will prove the worth of ten times the price of the wheel.

Such medical authorities as Dr. Benjamin Ward, Dr. Richardson and Dr. Jennings warmly and strongly recommend the sport for women, and believe cycling to be one of the best tonics in the world for nervous and busy minds.

And the boys and men of the wheel; should not they fully appreciate and be in sympathy with this womanly departure? More courtesy than usual is extended to a sister devotee of the wheel, is really permissible. A salute, by a raise of the cap, ought to be an imperative necessity to road etiquette. Any assistance to a lady when on the road and occasion warrants, is also an act of gallantry that becomes the gentleman, and which should never be omitted.

A mile with a flying start has been made in 2:14.4-5 on a triplet bicycle ridden by Berlo, Banker and Taxis.

COUNTRY ROADS.

Essence of editorials clipped from well-known and influential newspapers of a recent date. They show how general and wide-spread an interest is springing up all over the country on the subject of roads improvement:

"One mile of good road, built to last a quarter of a century, is worth a hundred miles of plowed and scraped ridges, and the people begin to see it."—*New Albany Ledger*.

"Manner of construction is only a question of locality, but means therefor could be found, to a great extent in the treatment of the convict problem."—*Houston Post*.

"Even in the immediate vicinity of Baltimore, one of the world's great cities, are to be found roads whose condition would cast shame upon the most remote and wildest districts of Europe. The solution of the road problem is of the first importance, not only to the farmer, but to the country at large."—*Baltimore Herald*.

"Why not utilize convict labor to macadamize the streets of our towns and villages, afterwards extending the good work into the country, taking the main road first and the by-roads, until the country is headed over with good hard thoroughfares."—*Rutland (Vt.) News*

"If a few millions less could be appropriated every year for the improvement of alleged rivers and harbors, the farmers would have more money in their pockets to expend for the improvement of country roads."—*Philadelphia Record*.

"The great problem now is to find some cheap, serviceable material which cities use, but which country districts cannot afford."—*Omaha World Herald*

What they want to know and the whole problem of the betterment of country roads, hangs on this question, "how to make a good road at a cost that farmers can afford to pay."—*Pittsburg Times*.

"It is about time that the country should wake up and take some interest in substantial roads."—*Toledo Commercial*.

"The demand now is made that all candidates for the legislature, of both political parties, be committed to the principle of road improvements. It is not a bad suggestion."—*Kansas City Journal*.

A WHEEL.

We claim a great utility that daily must increase;
We claim from inactivity a sensible release;
A constant mental, physical and moral help we feel,
That bids us turn enthusiasts and cry "God bless the wheel!"
—*Will Carleton*.

W. M. Breckenridge has lately returned from Pittsburg, Pa., where he has been spending the summer.

THE PNEUMATIC.

ON THE B. I. BI.

THE FAVORITE SONG OF THE OLD MILWAUKEE BICYCLE CLUB.

'Tis a glorious wheel
Whose praise we sing
On the B. I., B. I., B. I., B. I., Bi.
Naught in life to us
Can such pleasure bring
As the B. I. C. Y. C. L. E.

Institution grand
Rolling through the land
On the B. I., B. I., B. I., B. I., Bi.
Over hill and dale,
As the eagles sail,
On the B. I. C. Y. C. L. E.

Sickness ne'er you'll feel
On the flying wheel,
Of the B. I., B. I., B. I., B. I., Bi.
Distance equals naught,
Everybody ought
Ride the B. I. C. Y. C. L. E.

In the future bright
Not a horse in sight
On the B. I., B. I., B. I., B. I., Bi.
On suspension wheels,
O'er the asphalt steals
Then the B. I. C. Y. C. L. E.

Then big wheels shall run
Over every State,
On the B. I., B. I., B. I., B. I., Bi.
From the rising sun
To the golden gate
On the B. I. C. Y. C. L. E.

TERRORS OF THE ROAD.

That cyclists are not a dyspeptic, nervous, fearful race is due entirely to the fact that their exercise is so healthful, for the terrors which they meet on the road, in the shape of irresolute old ladies, pre-occupied old men, and careless children is enough to shake the nerves of the strongest man that ever lived, not excluding Samson.

First comes the careless child, who, to all appearance, is having a nice quiet little game on the foot-path, but directly you get abreast of her or him takes a terrific rush right in front of you, and if you shout, it is ten to one that the child will run right into your wheel. These children never seem to realize their position until they are nearly run over and then their terror leaves them powerless to move.

Then comes the irresolute old lady, (you know her, dear reader!) who, with her sunshade up, walks quietly across the road, and will not move despite your yells and bell-rings till you are close on her, then she gathers up her skirts and gives a fearful leap back, and all the men for miles round inform you that you ought to be ashamed of yourself, etc., etc., while the irresolute old lady pretends to faint in the policeman's arms.

Who has not experienced the black looks and strong language of the pre-occupied old man, as, with head bent and eyes looking on his boots, he calmly steps right into your track, entirely oblivious of the fact that you are going 10 miles an hour and are shouting with "penny-steamer" power? Just as you think of your lost self, and your past sins flock

back to you, the P. O. M. jumps forward (he is generally sensible enough for that!) and you clear him by half-an-inch, but from the remarks he makes, you would imagine he had been nearly killed; of course he strenuously denies that you rang your bell or shouted, and after making a few disparaging remarks concerning your relatives, and consigning you to a warm place, he allows you to proceed.

These are a few obstacles to the pleasures of cycling, and do not include the obnoxious fowl, the dodging dog, the caveless cat, the half-buried brick left underneath a piece of paper by the wily yokel, the determined driver, the road hogs or other kindred terrors on the road. How cyclists can go through these tortures "and live" is a marvel, and that he is not a frightened, cowed being, speaks in strong terms of his grand exercise.—*Western Sport Eng.*

CONCERNING PNEUMATIC VALVES.

The increasing number of American tire makers and the variety of valves, scarcely any two being alike, is leading to a future of great complication that can readily be avoided if a concerted effort is made to do so. The condition alluded to is the varying dimensions and form of the threaded nozzles to which the pump is attached. This consideration becomes important when a rider with an imperfectly inflated tire, and without a good pump, miles from home, meets a rider of a different make of tire with a perfect pump—no assistance is possible in the present condition of nozzles. We have seen ten nozzles of the inlet tubes no two of which are alike, and all are in use this season. With these facts in view, it is suggested that makers of the different tires agree upon and adopt some standard of nozzle which they and future makers will of necessity use. The wheel papers should introduce this subject to manufacturers. The suggestion is that the dimensions of nozzle adopted be made to conform to one of the U. S. standard screw threads; for instance, 5-16-18, taps and dies of which size could be obtained in almost any city or large town in the United States, and by the use of which uniformity will be quickly reached.

GOSSIPY.

The scarcity of ordinaries now-a-days leads one to think of them as a "stranger in a strange land," but one has only to get into conversation with an old-timer to find that his "heart is still true to Poll," and that the "dwarf" holds forth but few attractions for him. Among the early bicycle riders of Milwaukee, the name of Geo. Peck, Jr., will always shine with undimmed luster, for he was the premier "grand stand" rider, when a cyclist was looked upon as a freak of the first magnitude. A retrospective glance over his bicycle career brings forth a sunny smile too, as it called to mind many funny experiences, and even dangerous escapes. George's favorite mount was a Star, in fact he introduced that breed of bicycles to Milwaukee admirers and taught a dozen or

more the knack of overcoming its numerous tricks. His bicycle experience, would fill a volume and when told in his inimitable style it wreaths one's face with a continual smile. George rode the first full nickel plated safety. That had the pleasure of scaring horses in this city. He is a genial companion on the road, and a fun-maker—appreciated by all the wheelmen.

Henry Rotier, Ex-Captain of the Milwaukee Wheelmen, is another able rider whose experience in cycling extends over many years. He still rides a machine with a small wheel in front, and I think it is the only one left in the city. Captain Rotier made his term of office with the Milwaukee Wheelmen very popular, and he had the pleasure of turning out the largest runs held in the history of the club. His quiet unassuming manners made him a general favorite, and the dignity he gave the office relieved him from any trouble on the road.

Helen Le Garde in the Wheelmen's Gazette says: It is rather remarkable the number of girls from 12 to 16 years of age that are riding this spring. While they are welcome as riders, it seems rather a pity that those from 30 to years well along, cannot come into the fast increasing number of lady riders. A married lady over 30 never hesitates to ride if her husband does, and even if he does not sometimes. But you seldom hear of single women after that age taking to a bicycle in any considerable numbers. I presume courage is needed to brave remarks in their own community.

JACK ROYAL.

A NEW STORY IN OLD STYLE.

BY W. M. FOSTER.

Yea, verily! though he hath wise counselors, yet, through the perversity of his froward heart, a young man cometh to knowledge by way of much hard experience.

Behold, there was a certain young man abiding in a city near the shores of a great sea; and much care had been bestowed upon him in his bringing up, that he might always walk in a straightforward and upright manner. Now, when he had come to man's estate, he began to look around him, and seeing other young men going about in a fast and careless manner, disregarding the ways of the elders and other wise people, he forsook the counsels of his youth, and began to yearn with a great yearning for the things of the world such as he saw other of the young men of his city to possess, and he delighted no longer to abide in the paths wherein he was wont to walk.

Therefore he secretly betook himself to the shop of him who sold chariots with wheels of steel shod with rubber, whereon a man might sit and propel himself over the surface of the earth with more speed than he who runneth swiftly. And having paid to the man who sold, many ounces of fine silver and received in exchange therefor one of said chariots, he took the same to his home and hid it from the

gaze of those who lived round about. But when night had come he brought the same forth from its hiding place to learn how he might ride thereon. And many times he essayed to sit on the seat thereof, and each time fell he to the earth and the chariot fell on him; whereupon he became bruised and sore, and the earth clung to him and covered him from head to foot, which caused him to utter many grievous words not found in the vocabulary of the righteous.

Now, having become exceedingly fatigued by reason of his unwonted labors, he sought his couch. And as he slept he dreamed a dream, wherein he saw himself arrayed in purple and fine linen, seated upon his chariot and proceeding thereupon along the highway with grace and speed, even as flies the eagle: and as he went he perceived upon the side of the road a most beautiful young woman of his acquaintance, to whom as he passed by he bowed and removed his turban from off his head; whereat the people standing on the corners of the streets marvelled greatly, seeing his gracefulness.

Upon the morrow, when he awoke, he thought of his vision, and donning his fine raiment he proceeded upon the highway and encountered the young woman, even as he had dreamed. And he bowed and raised his hand to remove his turban. But as he did so the earth suddenly shook and the stones from the roadside came out and struck the forward wheel of his chariot, so that he fell suddenly prone upon the earth, and the chariot fell upon him and he lay as if dead.

When he awoke he saw that the young woman was much grieved for him, and bowed her head toward the ground and would have cried out but that she held her handkerchief to her lips; and the people standing upon the street corners shouted and made a great noise.

And the young man laid his hands upon his chariot and returned home sorrowfully, for he knew that he had placed a wrong interpretation upon his dream; and he remembered with much humiliation the words of a certain wise book wherein it is written that a haughty spirit goeth before a fall. And this young man took counsel with himself. And now, when he rideth on his chariot, he takes it behind his house or upon the street after nightfall; and he hath sworn a great oath that he will continue to do so until he hath gained the complete mastery thereof, even as the most skilful.

As long as there is a "Billy" Young on the face of this earth the cycling sketch artist will never lack striking and novel features. His dive into the horse trough at the finish of the Waukeshu race was a sample of his characteristic ingenuity.

G. Liebscher, THE PNEUMATIC sketch artist, has left Milwaukee to make his home in Brooklyn, N. Y.

The Comet Cycling Club will have a road race the latter part of September.



Roads are the acknowledged civilizers of the world.

A novel feature in cycling this fall will be campaign clubs on wheels.

Don't double up like a jack-knife and imagine you are a racer, unless you are on the track.

It is seldom a man really knows how fast he can ride until he enters a race, and then he is frequently sorry he found out.

When a man goes out on his wheel for the first time he can't help feeling somehow that every eye in the neighborhood is turned upon him.

Chicago wheelmen are compelled by law to carry a light at night on their wheels, but in many instances their "light" machines carry them through all right.

A lecturer was dilating upon the powers of the magnet, defying any one to show or name anything surpassing its powers. A hearer demurred, and instanced a young lady, who several years ago had the power to attract him twenty miles every Sunday on a solid tired ordinary with cone bearings.

An excellent substitute for the ordinary chain lubricant is to use common black-lead mixed with water, apply to chain and when dry thoroughly polish it with a soft brush. The ordinary stove-polishing apparatus is all that is needed. In this dry condition the chain will not collect dust as quickly, and need not be touched for a week at a time.

OLD WEATHER PROVERBS.

About the most popular poetical weather proverb is:

"Evening red and morning gray,
Sets the traveler on his way;
But evening gray and morning red,
Brings down rain upon his head."

Another:

"Mackerel sky, mackerel sky,
Never long wet and never long dry."

Another:

"Rain before seven,
Stop before eleven."

Another:

"A rainbow in the morning
Is the shepherd's warning;
A rainbow at night
Is the shepherd's delight."

**DO NOT NEGLECT
DO NOT FORGET**

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and the West.

The Wheelmen's Favorite Route.

RACE



MEET

UNDER THE AUSPICES OF THE



MILWAUKEE WHEELMEN,

AT NATIONAL PARK,

Milwaukee, Wisconsin,

Saturday, Sept. 10, '92.

LIST OF EVENTS.

1. One Mile Novice.
For Members of the "Milwaukee Wheelmen."
2. Two Mile Handicap.
3. Half Mile Scratch.
4. One Mile, Three Minute Class.
5. Five Mile Handicap.
6. One Mile, 2:40 Class.
7. Final Heat of the Exposition Tournament, One Mile Milwaukee Championship Race. Between Sanger, Nickel and Prachtbaeuser.
8. Ten Mile Handicap Race.

Geared Ordinaries barred from all events.

Entries close Monday, Sept. 5th, at midnight.

Full particulars, Entry Blanks, etc., furnished by

F. J. SCHROEDER,

or M. C. ROTIER,

Chairman Racing Board,

13 and 14 Loan & Trust Building, Milwaukee.

ENTRY FEE, EACH EVENT, 50c.



Our own Make, Solid Gold \$15.00.

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Jewelers,

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SECOND FLOOR.

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WATCHES,
* JEWELRY

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THE PNEUMATIC.

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Promptly the 15th of each Month.

It is a State Paper for Bicyclists



PARKER H. SERCOMBE.



F. H. BOLTE.

SERCOMBE-BOLTE MANUFACTURING CO.

Milwaukee has long enjoyed the reputation of a hustling cycle town, and its people may feel proud of the fact that it has an establishment for manufacturing bicycles equal to any in the land. The thrift, industry and shrewd business management of Parker H. Sercombe has placed the Sercombe-Bolte Manufacturing Company before the people in such a way that it has gained a lasting and enviable reputation in the manufacture of their Telegrams and bicycle sundries. Mr. F. H. Bolte, of this firm, has won for himself the honored title of a genius. While the business management of this firm is conducted by Mr. Sercombe, Mr. Bolte has the entire mechanical plant to look after. Much of the success of this company can be attributed to the inventive ingenuity of this gentleman. The capacity of their works in the output of the Telegrams and Lightning Messengers is increasing continually, and yet the demand is greater than the supply.

GENERAL TRADE NOTES.

The Julius Andrae Cycle firm have received, without a doubt, the prettiest wheel on the market. It is built by the Pope Mfg. Co. and known as the Relay Columbia. It is designed and built for all round road use and weighs but 27 pounds.

The Overstone, built by Loyd, Read & Co., Coventry, England, and handled by the Roth-Kasten

Cycle Co., of Milwaukee, is really one of the best built wheels in the market. It is equal to the highest-priced machine, and sells for \$135.

Roth-Kasten Cycle Co. have secured the agency for the Speedy machines. On the Speedy, the fastest time was made in the Waukesha race by Fred. Nessel, of Chicago.

The two 30-pound copper plate special Andraes built for W. C. Sanger and Terry Andrae, have created a big demand for that particular color and weight.

The Lightning Messengers built by the Sercombe-Bolte Manufacturing Company, were right in the front push in the Waukesha road race.

The agency for the celebrated Rover cycles has been placed with the Roth, Kasten Cycle Company, of Milwaukee.

The Streissguth Clothing Company, are the agents for the Quadrant cycles, one of the best known makes built.

The Sweeting Bicycle Co., of Philadelphia, has failed, with liabilities of \$140,000 and assets but \$50,000.

The success of the elliptic sprocket wheel will perhaps again revolutionize the speed of the safety.

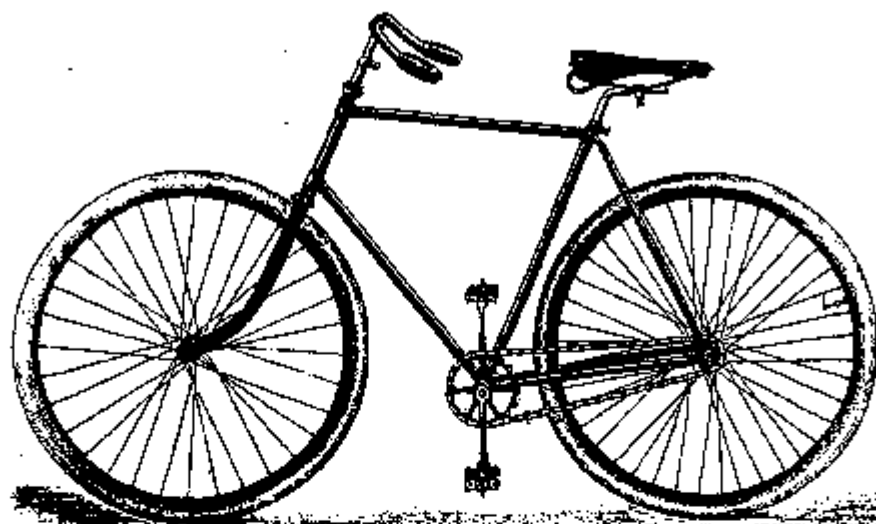
John Reitzner rode a 23-pound James in the Waukesha race, and got third place.

THE PNEUMATIC.

Roth-Kasten Cycle Co.

519 GRAND AVENUE,

Moffat
King of
Scorchers
Reform.



OVERSTONE,
COVENTRY,
CROSS,
SYLPH.

\$185.00.

OVERSTONE.

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Fitted with Morgan & Wright's Pneumatics.

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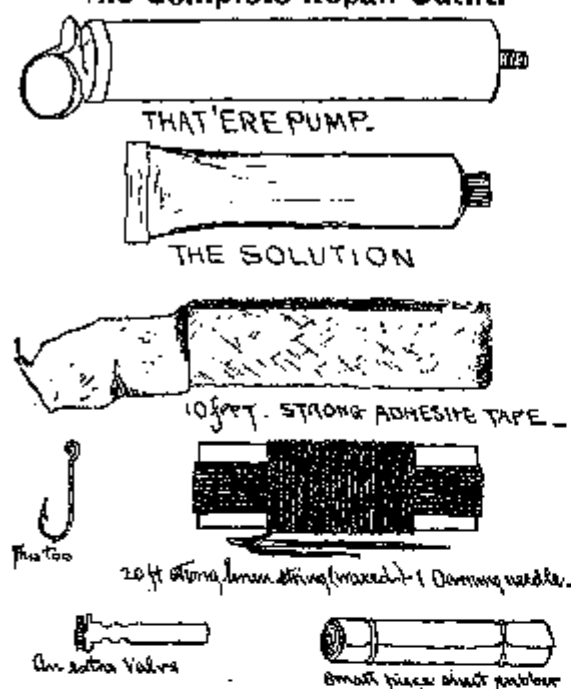
57 PLYMOUTH PLACE, CHICAGO.

N. H. VAN SICKLEN, Proprietor.

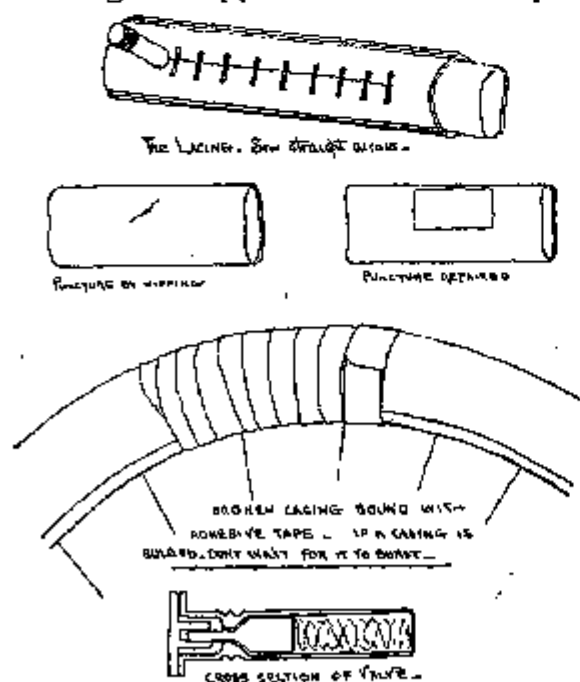
THE PNEUMATIC.

The Morgan & Wright Pneumatic—A Treatise; How to Mend, How to Use, and How to Abuse these Tires.

The Complete Repair Outfit.



Illustrating the Appearance When Repaired.



DESCRIPTIVE.

This Tire consists of the Rim, though it hangs very tight when blown up, owing to its shape, and the cement is simply to prevent chafing, and cutting the valve stem. It has separate Casing and Inner Air Tube. The M. & W. Pneumatic combines simplicity, lightness and extreme resiliency. The weight is only 1 1/2 to 7 pounds per set, which is lighter than any other road Pneumatic with separate inner air tube, and equal air space. It can be mended as quick as any Pneumatic yet devised. The tube is inserted through a slit in the under side of the Casing. This slit is laced up with linen cord. The casing is moulded without splices or joint, and is consequently head-sore. It is very strong and will stand hard banging, the materials used being pure fine rubber and a strong canvas lining. It is thin even on the tread and yielding, though no easier to puncture than the Dunlop or others of heavy build, the base is slightly thickened, the thickened part extending slightly beyond the edge of the rim. For this reason, and because of the method of fastening this tire the air tubes never wear or slip on the rim edge. We test at two hundred pounds (200 lb) pressure per square inch. Ordinary riding pressure is only 30 to 40 pounds. For hard riders and heavy weights extra strong Tires are made and advised.

The Tube is the finest made by any company. It is calendered in three plies, preventing air bubbles or weak spots. Seams and ends are re-enforced and leakage is well nigh impossible. It is made flat, and the full size of the hole in which it is confined. A round tube would have to be made much smaller or the friction would prevent drawing it in the casing. Each end is vulcanized shut and the tube is made about a foot longer than the error, so that the ends lap each other, and each end fills its own side of the hole. The ends lie directly in front of the slit portion which is next the valve. The advantage of this method of fastening the air tube is that riders are saved the necessity of making telescope joints, which are exceedingly difficult to make tight, and tubes can be more quickly removed for repairs.

The valve is shown in the cut and hardly needs explaining. It is simple, deflatable, and air tight. See that it is tied in tight and that the cap is screwed on as far as the fingers will turn it, and then if tight let it alone. To deflate loosen the screw a little and press down.

CAUTION.

Keep your Tires pumped hard. Never ride them flat. If you strike something hard and rupture the casing fabric, without completely breaking it, wrap the part with tire tape before going further. Look over your tires thoroughly before leaving home and see that they are air tight. It is a nuisance to be pumping at your Tires every mile or two, and with a little forethought it is unnecessary.

TO REPAIR.

If your tire leaks without external evidence of puncture immerse the valve and wheel in water. If bubbles rise the leak is in the stem or valve. See that valve and stem are adjusted as above. If the leak does not stop force a little water through the valve with the pump to wash off any dust that may have gotten in. If no leak is found in the valve the trouble must be in the Air Tube. Take the wheel out of the Machine; spring the tire off on side opposite the valve; cut the lacing; draw the tube gently out of the tire; blow it up and hunt for the puncture; gently scrape the surface of the tube for about an inch around the puncture; spread a thin coat of solution over the scraped surface; let all the benzine evaporate from the spread solution (takes about two minutes); cut a piece of pure rubber sheet size of the scraped surface, put solution on one side of this, and let benzine evaporate; put patch on tube, spreading gently from centre out as to exclude the air; rub and work the two gently and firmly together till you can see that a good joint has been formed. Be sure there are no other punctures. Before you have drawn a wrench through the casing in drawing the tube out, it will now serve to draw it back in. Do this gently, don't jerk. Now lace the tire. You will notice that the lace holes are opposite each other. They should be sewed straight across, not diagonally. Before putting the tire back on spread a coat of solution on the rim of the wheel and let it dry. This will prevent the tire from chafing. Thrust the rubber stem through the hole in the rim, set it straight and spring the tire to place. Get it straight, and inflate.

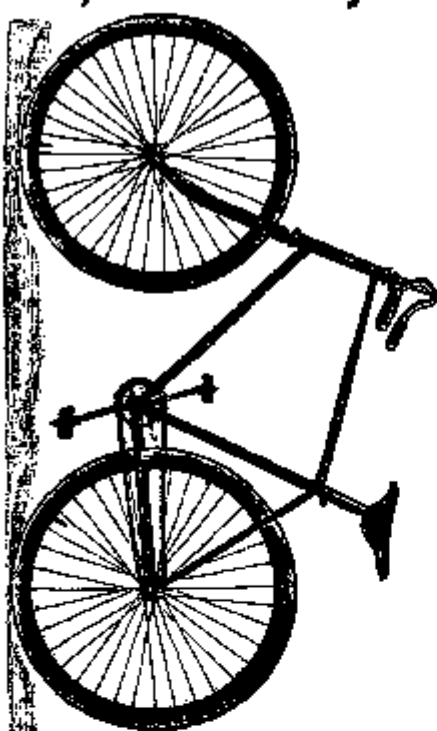
When the casing bursts repairs are easier. Pull the air tube out through the broken place far enough so you can cement on a patch. Thrust it back when done. Bind your tire with adhesive tape and go it. When you get home you can repair it at your leisure or send it to us.

THE CASING. Temporary repairs are explained above. To repair permanently cut the casing open on the inside in the same way it is done where the tire is laced; spread it open; scrape the inner casing clean for about two inches on each side of the break; put solution on this (two coatings); let benzine evaporate, then cover the break with a piece of adhesive tape or rubber soaked cotton duck. When done lace the tire where cut.

The casings of Pneumatic Tires give comparatively little trouble.

Reitzner, Prichard Cycle Co.,

RE-NICKELING, RE-ENAMELING AND REPAIRING
A SPECIALTY.
Solid Tire Wheels changed to Cushion or Pneumatic Tires.



CELEBRATED HARRY JAMES, LIBERTY, DERBY
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OUTING SHIRTS.
LIGHT UNDERWEAR.
THIN COATS & VESTS
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EXTRA PANTALOONS
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EAST WATER ST.

Low PRICES prevail, the season draws to a close, odd garments, ends of lines, and ultra seasonable goods are priced to sell.

We are Headquarters.

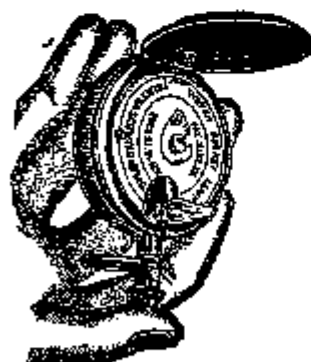
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The Cleanest and Handsomest Pocket Oiler

PRICE 40 CENTS.

In the World



WATCH
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LAMPS.

75c Each.
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Price, 15c. 2 for 25c.

Large assortment of Campaign Pins, Badges and Buttons. Trick Matches, 5c a box. The Universal Watch, cheapest in the world. Price, \$1.50. \$1.00 Cameras and \$1.00 Type-writers.

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SAMPLE BOOKS 10c, 25c and 50c. 5 CTS. EXTRA BY MAIL.

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The Gem and Pencil, 25c.

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Wicks for any of these Lamps, 10c per doz.
Lights 10c per 1000.

1, 5 and 10c POCKET SAVINGS BANK, 10c each.

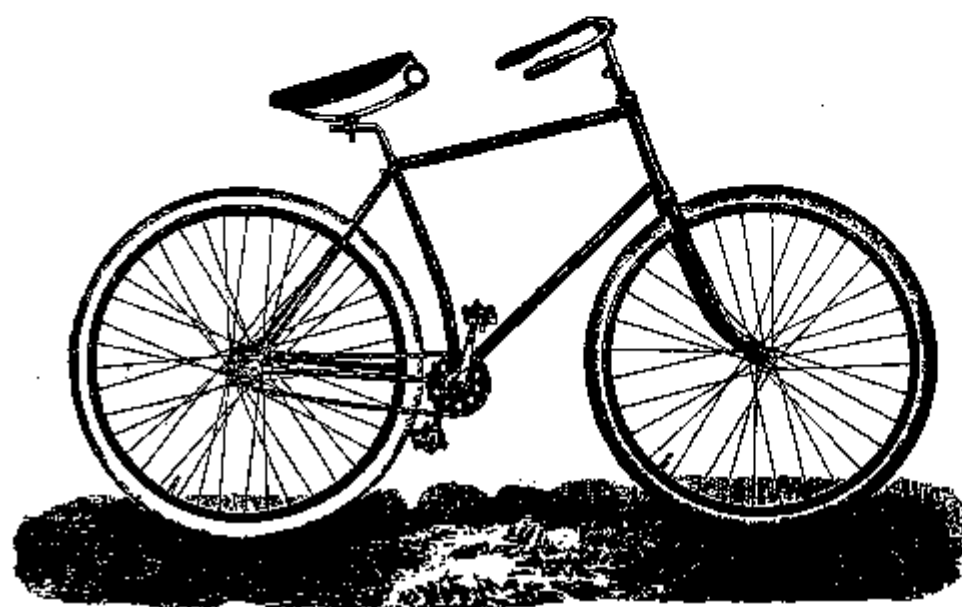


FULL SIZE.

Two Days Record of

"Imperial Wheels"

Eclipsing Everything yet made in the way of First Prizes,
Taken in Two Days, July 4th and 5th.



Out of all events in which "IMPERIALS" were entered 2nd or 3rd prizes were in order when 1sts were not taken.

...

Are "IMPERIALS" popular?
Ask the fast riders that use them.
Catalogue free.



FIRST PRIZES.

First Prize, 1 mile, Illinois Division Championship.
First Prize, 2 mile, Illinois Division Championship.
*First Prize, $\frac{1}{2}$ mile, Illinois Division Championship.

*BREAKING WORLD'S COMPETITIVE RECORD.

First Prize, 5 mile, Illinois Division.
First Prize, $\frac{1}{2}$ mile, Illinois Division.
First Prize, $\frac{1}{4}$ mile, Illinois Division Championship.
*First Prize, 1 Mile, Illinois Division Championship.

*BREAKING WORLD'S COMPETITIVE RECORD.

First Prize, 1 mile, Mo. Division Championship.
First Prize, 2 mile, Mo. Division Championship.
First Prize, 2 mile, Mo. Division Championship.
First Prize, 1 mile, Mo. Division Championship.

First Prize, 20 mile, Road, Maine Championship.
First Prize, 5 mile, Road, Janesville, Wisconsin.
First Prize, $\frac{1}{2}$ mile, Battle Creek, Mich.
First Prize, Houston, Texas.
First Prize, Wauseon, Ohio.
First Prize, Alameda, Cal.
First Prize, 1,760 feet, 1st class, Van Coever, Wash.
First Prize, 1,760 feet, 2d class, Van Coever, Wash.
First Prize, Belle Plaine, Iowa.

SUMMARY—IMPERIALS ENTERED IN 28 EVENTS.

Taking 20 First Prizes.
Taking 3 Second Prizes.
Taking 5 Third Prizes.

Breaking Two World's Records.

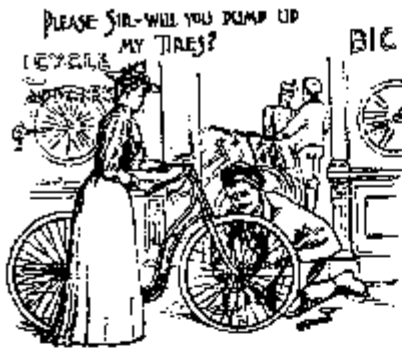
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Handle and control our wheels in the State of Wisconsin. Give them a call. They will surprise you.
IMPERIAL WHEELS are up to date, modern, and not to be confounded with \$135 wheels
with imitation pneumatic (P) tires. Don't forget this.

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THE PNEUMATIC.



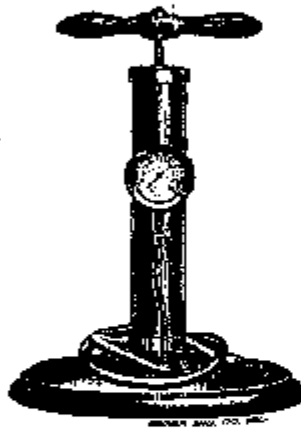
"WORKING HARD."

It would be dead easy with

OUR PNEUMATIC PUMP

For Stores and Clobs,
WITH OR WITHOUT

Pressure Gauge.



Price, \$10.00
Without Pressure Gauge, 5.00

How?
Many?
Pounds?
Of Air?
Per Sq. In.?
In Your?
Tire?

N. B.—The "Yellow Dog" was the mascot at Oshkosh. This machine is a regular stock Telegram Racer, enameled in yellow, and it won everything. W. F. Sanger, riding a Humber, was beaten by Reed, of Ripon. But the next race Sanger changed wheels and rode the "Yellow Dog," and beat Reed handily.

TELEGRAM CYCLES.

FULLY GUARANTEED.

THE BEST AND LATEST DESIGNS.

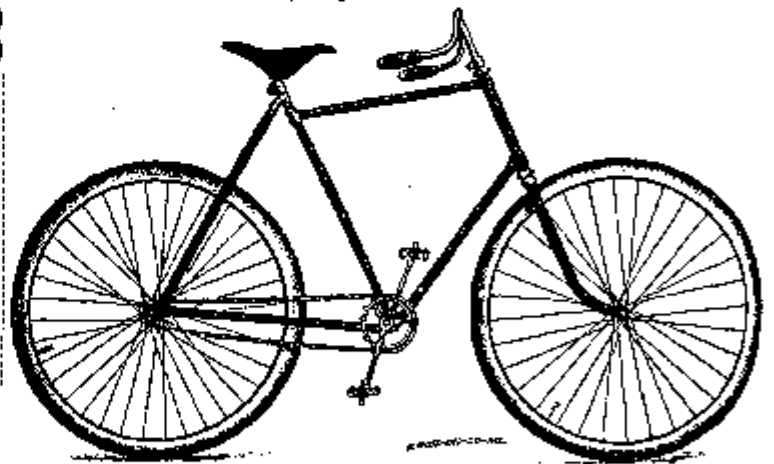
IN THE **Waukesha Road Races**

18 LIGHTNING MESSENGER RACERS
STARTED:

ALL
FINISHED
WITHOUT
A
SCRATCH.

Times of Some of Them.

W. C. Wegner, 51 min., 41 sec.
F. W. Schmitz, 54 min., 25 sec.
A. C. Morrison, 55 min., 04 sec.
F. W. Sanger, 56 min., 55 sec.
Wm. Klug, 57 min., 32 sec.



Weight 27 Lbs.

The "Lightning Messenger," Telegram Racer, is made right here in Milwaukee, by

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SEND FOR OUR ELEGANT 30 PAGE CATALOGUE.

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A Progressive Monthly Paper
for Cyclists.

VOL. I.

MILWAUKEE, WIS.

SEPTEMBER 15, 1892.

NO. 6.



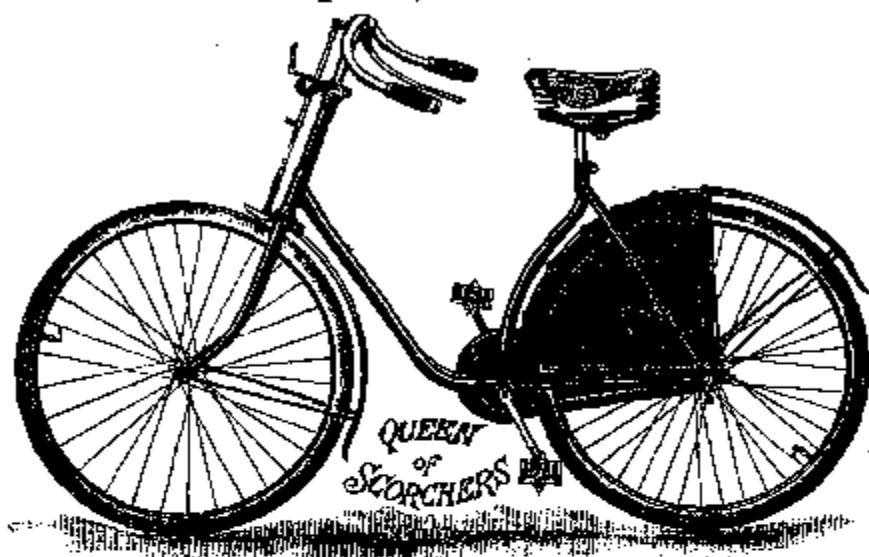
JOCKEY GARRISON ON THE PNEUMATIC SULKY.

THE PNEUMATIC.

Roth-Kasten Cycle Co.,

519 GRAND AVENUE.

ROVER,
MOFFAT,
KING OF
SCORCHERS,
REFORM,



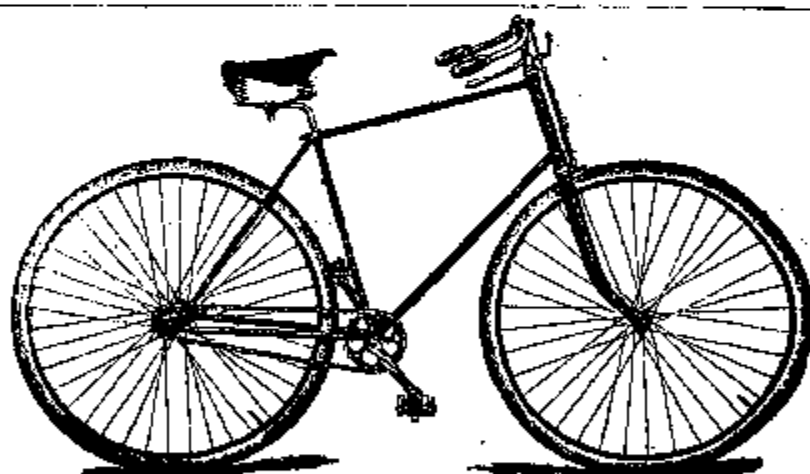
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SPEEDY,
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Second-hand Solid, cushion, and pneumatic tire wheels, at very low figures.
Brand new Moffats at \$90.00—only a few of them left.—Fully Guaranteed.

MENTION THE PNEUMATIC.

Write for our new Price List of
**POPULAR
BICYCLES**

Bottom Prices to the Trade.



The Andrae Light Roadster Pneumatic Tires \$135.00.

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Mention The Pneumatic.

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ENTERED IN THE U. S. AT MILWAUKEE AS SECOND CLASS MATTER.

ADDRESS M. C. ROTIER, 415 EAST WATER STREET, MILWAUKEE, WIS.

OUR cycling clubs have been prime factors in promoting wheeling to its present state of popularity, and in no way can more good be accomplished in acquiring public recognition than by the united efforts of wheelmen through means of organization. The social feature of the bicycle club has been disputed by many as a desirable adjunct to such an organization, but this view has met with strenuous opposition, and the most prosperous and influential clubs of the country are samples of the untruth of this fancy. In every case where the club had no other interest but that of cycling, it has been found a difficult matter to maintain its activity for any length of time; especially when the winter months interfere with the use of the cycle, the friendly, brotherly feeling which the club runs and pleasant jaunts a-wheel had cultivated in the summer, wears off, and they drift apart, losing sight of their wheel companions in the whirl of social gaiety, unless they are held together by the ties of the social club in the off season of cycling. During the cold and dreary evenings, seated around the hearth in the cozy arm-chair of the club parlor, is where stories of memorable runs and experiences on the wheel are told, where roads are condemned and praised, where hotels receive their just and unjust scoring, where beautiful spots are made known, where distances are compared, where races are run, where the League comes in for its share of abuse, where road officers have kicks coming and where-with-all it stirs up the young blood of its members to greater activity and interest in the bicycle. This is but one of the features of social club life. To-day our cycling clubs of the country are leaders from the social standpoint. They have been instrumental in giving cycling, relatively speaking, a social status; in impressing our learned and influential fathers, in a social way, with the character and intelligence of the people that govern the sport of cycling; and in demonstrating its forces and its power in every way.

It is well for all wheelmen to make some effort to uphold this point in cycling, if for nothing more than to help to cultivate the raw material that cycling as well as other sports will sometimes call out.

SEVERAL years ago a speaker at the annual banquet of the Milwaukee Wheelmen indulged in a fantastic forecast of a future time when the question of roads improvement should have become a political one. He pictured a city government for Milwaukee, in which all the offices should be filled with wheelmen and their friends; boulevards with pathways specially constructed for the use of cycles, while carriages and wagons of the ordinary varieties should be relegated to alley-ways and side streets; and a public sentiment favoring the improvement of roads and streets to an ideal extent, all for the benefit of the bicycle and its rider. These words, viewed in the light of recent developments, now appear to have been almost prophetic. The agitation of practical means for accomplishing an end much to be desired, has become widespread. Class journals have been successfully established with that particular end in view; aldermen and legislators and supervisors have taken the matter into their serious consideration. In many states of the union the next session of the legislature will witness the introduction of measures intended to revolutionize the system under which the road-construction of the country is mismanaged, and the time is very near at hand when legislators will receive or lose a large number of votes upon this distinct issue. The political parties will undoubtedly, within the near future, take up the question and incorporate it in their platforms, and the party which first takes such action will show itself to be in the vanguard of progress. The matter of roads improvement is one that affects all classes. The practical agitation was started in behalf of a popular sport, but the farmers, the tradesmen, and every other class of citizens, are showing an equal interest in the new move, and will be willing to lend a helping hand to carry out so valuable a reform. It would not be amiss if the Wisconsin wheelmen were to keep their eyes on political candidates, and in cases where there may be old fogies who are unfavorable to an advanced position in regard to roads improvement, to quietly make their influence felt at the polls against their candidacy, and in favor of the new system of caring for public highways advocated by intelligent and practical thinkers on that subject.

THE use and abuse of the bicycle is a matter that is given very little consideration by the wheelman of the present day. It is a common occurrence to come in contact with a rider who hardly knows where to oil his machine, much less how to adjust a loose or tight part, or who has any practical idea

how to repair a simple break in case of an emergency. If manufacturers of cycles could be assured that their productions would always receive good care, and be put to their legitimate uses only, they would be more ready to build their standard patterns of lighter weight; but knowing as they do, the amount of misuse, abuse and unnecessarily hard treatment to which the safety is subjected, they are obliged to prepare for it. But even the best preparation in the way of proper metal, good design, skilled workmanship, and sufficient material, will not prevent mishaps while owners of wheels slam them around; run up or down high curbs; leave them with dirt and grit covering bearings and chain; and with head, bearings and chain unadjusted. While, unlike a horse, it needs no feeding, it certainly requires as much attention, and ignorance of its make-up will eventually cause a break or render the machine entirely useless after a short time.

YES, the day is not far distant when the base ball magnates of this country will be forced to retire from their now profitless business in the management of base ball teams and associations. While we do not claim that the bicycle has to any great extent interfered in abating the enthusiasm of the public in this national sport, the fact is apparent that it is dying a natural death, and that interest is becoming centered in wheel races with the decreasing popularity of the ball game. Although the time is not quite ripe, there are visible signs depicting the course of our pure and simple amateur when monied men seek in the bicycle races a field in which to reap the same harvest from, that the baseball game has yielded. We can dimly see the outline of it all—professionalism. Conclusions can as yet hardly be drawn, but there is a certainty that the League will soon have a hard row to hoe in upholding the amateur status of its organization. When the formation of racing teams begins and the wary magnate casts his baited hook, then look out for the hundreds of amateurs who can reel off a mile anywhere below 3 minutes. When things come to this pass it is time to change the law of our association so as to classify our riders into two grades, the amateur and the professional. Some may stand aghast at the idea of this grand and pure League of American Wheelmen's association becoming contaminated with the rank of professionalism which drags down every known sport, but it is to save the sport of wheeling and racing from such a fate that the League ought to take professionals under its powerful control and preserve the correct principles it has so long striven to maintain. The sport from a mediocre standpoint, has taken highest rank in popular favor, and the League, which has done so much to foster this feeling, must continue its power by controlling and guarding the professional races from becoming associated, with gamblers, cheats and the disreputable

types of men that abound in all professional sports. Eventually, the L. A. W. must control the professional, the maker's and the pure amateur, if it would continue its power over the sport.

A WRITER in the Wheelmen's Gazette, under the title of "The Captious Critic," writes with a deplorable lack of knowledge when touching upon the principles of the League. He questions, "Why shouldn't the L. A. W. govern road racing?" and then says: "Road racing has become such an important and praiseworthy part of the institution of American cycling that the general public cannot understand why that department does not come within the jurisdiction of the League of American Wheelmen." Then he cites an instance questioning the right of the League in suspending a rider for competing in a road race with a professional, holding that since it does not control road racing it has no jurisdiction in the matter! This is absurd. While the League has no power in controlling a road race, it has the right to exercise its power over its members in all athletic exercises. And as to the idea of the League of American Wheelmen—the association that has striven so industriously in gaining the good will and help of the farmers and the people in general to further the improvement of highways—associating itself with and sanctioning a cause that is in direct opposition to the law of the land is another absurdity. Did it ever occur to the "Critic" that road racing as it is run to-day is entirely dependent on the public, and has been courteously permitted by the authorities on the strength of its novelty? But very soon road racing promises to become a nuisance to general traffic, and then a positive stop will be made to this "important and praiseworthy part of the institution of American cycling." There is but one reason why the L. A. W. should control road racing, and that would be to curb this popular but harmful kind of bicycle racing.

IF riders will insist on racing at every public picnic and little scrub field day sporting event, their penalty awaits them. It appears to be a difficult matter to impress upon the minds of many racing aspirants that the L. A. W. controls all amateur races and can bar out any one that has raced with professionals or taken part in any race not sanctioned by the League.

WHY the scheduled club runs of an organization of wheelmen are not better attended has often been discussed among local lights. The question has many pros and cons to it. One of the principal attractions a bicycle club affords is the social enjoyment to be derived therefrom, and the most important source of pleasure, it would appear, lies in its club runs. Companionship on the road creates a wonderful feeling of good fellowship.

PNEUS CONDENSED.

The Postal Service of Norway use many bicycles in their delivery.

The war department of Spain will have twenty military bicycles in use.

Johannesburg, S. Africa will now have a bicycle manufacturing enterprise.

The Chicago Cycling Club cleared but \$900 during their two day's tournament at Parkside.

Professional "Jack" Prince claims to be making more money this year out of cycling than any previous season.

Peoria's tournament will be held the 27th of September. The boys are preparing to entertain the expected visitors.

Arthur A. Zimmerman won his first race at a Rochester meet many years ago, on a 57 inch "coffee mill."

South Dakota is having a regular L. A. W. boom. From a membership of four it has jumped up to the 70 mark.

Geo. K. Barrett received \$75.00 last week from an accident association for injuries received during the Washington races.

A West Virginia rider recently rode a century over the Elgin-Aurora course the whole distance without handle bars in less than 14 hours.

14,000 people witnessed one afternoon's bicycle races in England recently and 1,500 wheels were checked inside the grounds.

Lawrence Fletcher who recently broke the record from Land's End to John o'Groats, is the author of a book entitled "Into the Unknown."

The Bearings is advocating the formation of an organization of old timer—ten year olds—who have ridden their wheels through thick and thin and are still in the swim.

The Chicago Cycling Club will hold another tournament, October 6-7 at the Washington Park's kite-shaped mile track. All of the fastest men in the country will be there.

N. H. Van Sicklen has forever renounced road-racing. For twelve long years he has been a competitor in the prominent road races of the country with success in nearly every instance.

Zimmerman now holds the mile flying start record of 2:06 4-5, the mile competition record of 2:19, the two three, four and five mile records in 4:37 2-5, 7:15 4-5, 9:41, and 12:00 2-5 respectively.

Frank Waller, of California, will again take a go at the 24-hour record recently wrestled from him by others. It will take place on the Oak Leaf Wheelmen's half-mile track in Stockton on the evening of the 16th of this month.

PNEUS OF THE STATE.

Racine will have 3 open handicap races during their field day sports Sept. 24.

The Miles Bicycle Club, of Eau Claire, holds its first bicycle race meet the 15th.

Louis Maier, of the Medford wheelmen, has taken up his residence in Milwaukee for a time.

James Wilder, Jr., of Oshkosh, has located in Chicago, where he is traveling for a firm in that city.

Ex-Attorney-General Eastabrook, of Madison, is an ardent advocate for the improvement of our country roads, and writes many able articles on this momentous question for the press.

The Racine-Kenosha road race will be held September 17th. A large list of entries have been secured and the race bids fair to be a success. H. C. Korfhage has charge of the details.

The Kaukauna Cycling Club has elected officers for the coming year, as follows: E. Trout, captain; F. Geussenhainer, first lieutenant; George Fargo, second lieutenant; Charles Smalley, bugler; Dr. Tanner, surgeon.

The Ripon Cycling Club is the name of a new organization recently started in the town bearing its name. The officers elected are: President, I. F. Strauss; Sec'y.-treasurer, Frank Lyle; Captain, Louis Reed, Jr.

The Southern Wisconsin Bicycle Tournament which will be held at the Green County Fair at Monroe, Wis., September 16th, will be attended by a number of Milwaukee wheelmen and others from all over the state. There are ten events and a good list of prizes.

At Whitewater, September 9th, a large enthusiastic crowd witnessed the bicycleraces conducted by the wheelmen of that city. The one mile championship was won by Sherman Lewis, T. Burrows second, Time 3:10. There were but five entries and Lewis had a "cinch" on all of the events. The quarter mile race was run in 37%, and the half mile in 1:21. The second day's races were postponed and will be held the 16th.

The Fond du Lac bicycle races, under the auspices of the Winnebago wheelmen, which were to be held September 9th, have been postponed on account of rain, for several weeks. With good prizes and an open list of events, the success of the meet is assured. The present list is as follows: One-half mile, boys under eighteen, two prizes; one-half mile, best two in three, three prizes; one mile, championship City of Fond du Lac, medal; two mile championship Fond du Lac county, medal; five mile handicap, four prizes.

SUPERIOR.

The annual fall meet of the Superior Cycle Club will be held on Sept. 30th. This event promises to be

THE PNEUMATIC.

very successful as many valuable prizes will be awarded the lucky contestants.

G. W. Potter, H. M. Wilson, G. W. Leamon, and Niel Monroe, are training hard for the coming races. Each event promises to be very exciting as the men are evenly matched.

A. A. Lingham, of this city, who holds the Head of the Lake's championship, has received a challenge from Chas. Clausen, of Duluth, for a race of from 10 to 25 miles for \$100 a side and the championship. Mr. Lingham will undoubtedly accept.

G. L. Tucker, the veteran cyclist, has returned from a business and pleasure trip to Chicago. While there, he attended the races of the Chicago cycle club. He predicts Sanger, "the Milwaukee Flyer" the world's coming champion.

MADISON.

Byron Paine, one of the fast ones of last year, now of South Bend, Ind., is visiting his old home here.

Ben. Park & Harry Warner attended the Park-side races last month and shouted themselves hoarse for "Wallie."

The M. C. C.'s annual 11 mile road race held August 15th was won by Geo. Okey, and the time medal by H. L. Hall in 40:11.

The following racing men of Madison ride at the Monroe, Wis. races Sept. 16th. G. E. Gernon, L. P. Holmes, F. D. and H. J. Warner.

Chapman, the hope of the M. C. C., and a rider of no mean ability, has been ordered by his doctor to do no more riding this year. If we mistake not he will be heard of next year.

The M. C. C. offer a gold medal valued at \$15.00 to the member making the fastest mile during 1892, the record is at present held by Freddie Warner, his time 2:57½, and his friend, think he can do a mile in 2:35 if necessary to win the medal.

THE CHEROKEE.

PNEUS OF MILWAUKEE.

The membership of the Mercury Cycling Club has now reach 75.

Walter Sanger has already won seven high grade bicycles this season.

The Mercurys are arranging for a road race to be held the latter part of this month.

"De Push" have been in camp for some time, and say they will linger a little longer.

Sam, the inimitable Sam Walwig hath taken unto himself a life partner. Let us smoke.

Paul Schimmel, a 14 year old lad, recently won the boys' mile race at Parkside, Chicago, in 2:52.

The next year's road race of the North Side Cycling Club will be an open event. The club is a prosperous one.

Will Wegner, at the Columbus meet held Sept. 5-6 won a high grade pneumatic in the half mile dash. Time 1:13 1-5.

W. G. Nicholson, after a long and successful career as a racer has announced his intention of retiring forever from the path.

The Cottage Bicycle Club is a new organization in Milwaukee composed of colored people. Mr. John Berry is president and O. Howell captain.

The eleven and one half mile road race of the North Side Cycling Club was won by R. F. Karros, first time medal by Hugo Meiswinkel, second time medal by Adolph Siegel.

The racing team of the Mercurys will be a strong one when completed. Such riders as John Reitzner, Mattie Martin, Chas Parkes, W. Schimmel and H. Kopmeier are in it.

F. E. Spooner covered the Milwaukee-Watertown 100 mile course in eleven hours. He says this course can in no way be compared with the Elgin-Aurora course on account of its hills.

Henry P. Andrae, the official handicapper for this district has placed his resignation in the hands of the L. A. W. Racing Board. A letter signed by the principal members of the Milwaukee Wheelmen was immediately sent to the League protesting against the acceptance of his resignation. He still serves in that capacity.

Schedule of Runs—Milwaukee Wheelmen.

SUNDAY, SEPT. 18. Starting from Club Rooms at 1:30 P. M. run to New Coeln Kirmess. Six miles. Refreshments served by the club.

SUNDAY SEPT. 25th. Starting at 7 A. M. to Port Washington, 32 miles. All those intending to make the *Century Run* the following Sunday ought to take this run to get into condition.

SUNDAY, OCT. 2d. Second Annual Century run of the club to Watertown and back. Summary of the day's proceedings: Breakfast before start. Leave club rooms at 6 A. M. sharp. Waukesha, 7:30. Stop 15 minute. Pewaukee 8:25. Oconomowoc 10 A. M. Watertown 11:30. Register and dinner. Return start at 1:30 P. M. Oconomowoc 2:45. Waukesha 4:30. 15 minute stop. Elm Grove 6 o'clock. Finish and register at club rooms at 7 P. M. Grace of one hour will be allowed for those not being able to keep up with the pacemakers. Profiting by last year's experience the stops and pace have been arranged so that it will not be a great effort for any rider to make this Century. Every member is urgently requested to start and make as many miles as possible to swell this year's mileage record.

CAPTAIN GEO. C. BARTELS.

1ST LIEUT. J. C. SCHMIDTBAUER.

2d LIEUT. F. C. PRACHTHAUSER.

Road Officers and Pacer-Makers.

COUNTRY ROADS AND CYCLING.

There are two places in this world of disappointments where a country road is a thing of beauty. One is in poetry and the other in pictures.

The creatures who are responsible for these productions are usually such imbeciles that have always lived in the heart of the city and have seen neither the sun nor a cow, much less a country road, or else they are shameless wretches who, willing to turn their talents into any channel that leads toward cash, are hired by real estate boomers, or bicycle manufacturers to tell these awful lies.

O, young men and boys, put not your trust in these things. Turn away from these tempting advertisements with their stereotyped suggestions of blue skies, bright sunshine, pleasant shadows, nature's music, woodland perfumes, cooling breezes, waving grain, babbling brooks, etc., which although inspiring in the uninitiated mind a sense of sublimity, will eventually wind the previously innocent tongue around corpulent and euphonious swear words.

If you must buy a bicycle, you will keep it inside the city limits if you know a good thing.

What a feeling of proud freedom and strength it gives one to glide as on the wings of the wind over miles upon miles of asphalt pavement, past marvels of beautiful architecture surrounded by velvet lawns, to breathe the perfumes from trees and flowers, from parks and conservatories, to listen to the music of bands and orchestras, and with the mind bewildered and intoxicated with the scenes of youth, beauty, life and gaiety which throng the avenues.

Now try the country road. Here is a hill. You will please walk up and push your bike. (Bicycles are always guaranteed to be good hill climbers; they do climb down hills beautifully.) Yes, it was three-quarters of a mile and you stumbled against two thousand and two stones. Of course you did.

Now, my friend, you will experience the exhilaration of coasting down a hill two miles in descent. Aren't you glad you took off the brake lever and left it at home? You didn't need it in the city because there were no hills.

Away you go. Now be careful. The road is full of stones on this side of the hill as well as on the other. Are you going too fast? Now don't lose control of the bike. Better let the coasting go and get your feet on the pedals and hold back. Can't catch the pedals? Well, let it go. Now you come to a place where it is not so steep and you find the pedals quickly and away you go again, down the steepest part of the hill.

In trying to hold back you are lifted off the saddle at every revolution of the cranks. Now the pedals get away from you again and you give up and let the force of gravitation do the rest. Nature will take her course. Nature made that country road what it is. Man has not monkeyed with it much.

Probably the only time that man ever monkeyed with that particular country road was during his preadamitic existence when he was best fitted for monkeying with country roads and other foolish things that he had no use for.

You are in doubt as to whether you or the machine will last until you reach the bottom, when suddenly a cloud of dust filling your eyes so full as to blind you, announces that you are at the bottom at last, and almost as soon as you have struck the bottom of the hill, you wake up to find yourself standing on your shoulders, by the side of the road, and leaning in a very comfortable and graceful attitude of indolence against a barb wire fence. You detach yourself in about fifteen minutes, at the expense of the same number of triangular samples of your handsome bicycle suit, to say nothing of the injury to your feelings, and creeping away from the fence you fall into a babbling brook by the side of this excessively picturesque country road.

You make no effort to rescue yourself until you are thoroughly refreshed and then you spread your tired carcass on the bank, and covering your face with your hat you go to sleep.

The blazing sun has dried your clothes long before you awake and the first thing which meets your eyes on returning to consciousness is a cow which is eating your straw hat. You rescue the hat and limping across the road to examine the bicycle, you discover that the jolting produced by the fiery untamed mountain scenery over which you have so recently coasted has loosened the lunch carrier and tool bag and that you must walk up that hill for a mile and a half or thereabouts to find them.

On your return you observe that a tramp has appeared on the scene and is very frigidly walking off with your wheel. You break into a run and have nearly caught up with him when he sees you and dropping the machine, which he can't ride, leaves you alone in the midst of vast solitude. That's all right. You didn't want the tramp anyway. You wouldn't know what to do with a live tramp if you had one, and besides you would have no right to own one, because they belong exclusively to country roads.

By this time it is noon and you go into a little grove away from the dust to eat your lunch. Here you enjoy a whole hour with no other annoyances than fleas, ants, hornets, grasshoppers, spiders, caterpillars, toads, snakes, thistles, and a few other trivial things that you, with your sunny temper, find not in the least troublesome.

And now you feel so much better that you may as well resume your ride. You had better wipe some of the dust off your bicycle so that you can make sure that it is your bicycle and not a sulky plow or some other unfamiliar implement. You had no trouble with the dust, while you were on both sides and the top of the hill, for two reasons:

First—It would not do to have too many troubles concentrated at any one point in a country road, otherwise there would not be a sufficiency for some other parts.

Second—Dust always slides down hills and collects at the lowest parts of the road, ready at the least disturbance to diffuse itself through the atmosphere and accumulate in places where there is no demand for it, as on bicycles.

You oil the machine, which, by the way, has received no injuries whatever, to your intense astonishment, and mounting again you roll along over quite a stretch of comparatively level road, stirring up great clouds of dust and listening to the dulcet tones of the crow, the unlubricated windmill, and the angry house dog, who follows you for a long way, carolling in your clam shell ear his disapprobation of you and your mode of travelling.

Now and then you catch a glimpse through the dust, of an advertisement of "somebody's German Cologne," or "somebody else's triple Extract of Swiss Lilacs," printed on the fence. Meanwhile you are inhaling the woodland odors of cheese-factories, pigsties, skunk-cabbages and their representatives and namesakes in the animal kingdom. Probably a tear rises to your eye as the cooling breeze wafts you the intelligence that a sheep or some other domestic animal has departed this life, and, forgetting to be buried, is sleeping its everlasting snooze on top of the ground by the side of this rustic thoroughfare.

Now it begins to rain furiously, and almost before the sun stops shining. Every drop raises a cloud of dust until finally the dust is soaked through and lies on the ground in the form of mud one foot in depth.

You drag yourself and your wheel to a farmhouse and as soon as you are under cover the rain ceases. The farmer togs you out in a suit of clothes belonging to a hired man, who is much longer than you, tells you that he thinks you are about old enough, he should jedge, to put on long pants, allows you to borrow the woodshed, a lot of rags, and some sewing machine oil, to clean up your bicycle, and takes you home in his wagon.

After arriving home you have a long spell of sickness, brought on by over-exertion and exposure to the elements. And during your sickness you make a resolution which is mixed with profanity and gloom, that as far as you and country roads are concerned—well, I will leave it to your imagination.

A. RIDER STAGGERED.

An Irishman lately landed in New York was searching for two of his brothers, when one day, while passing a bicycle emporium in the window of which stood a wheel of an ancient make labeled in large letters "Patented, 1870." On this catching the eyes of the immigrant he exclaimed "Hurrah! I have found thim at last." 'Pat en' Ted 1870.' That's the year they came out an' they're both bicycle makers.

THE DANISH LADY CYCLIST.

Miss Johanne Jorgenson, whose picture accompanies this article, is without question the swiftest and hardest road or path rider in the world to-day. She resides in Denmark and is the proud possessor of the six and twelve hour Danish records—100 and 161 miles. Her latest achievement has been to cover 53 miles over bad roads and in worse weather, in three hours. It is only an exceptionally powerful woman that is physically able to rival the feats of the sterner sex, and this example of feminine strength, endurance and love for the bicycle as a means of exercise has been justly heralded as a



wonder. When touring her usual pace is from 14 to 16 miles an hour. Personally, Miss Jorgenson has a very interesting and prepossessing appearance, is very refined in nature and will soon make her debut in the musical world. All of her feats on the wheel have been performed in lonely districts with but few spectators, but the world has heard of them, and her plucky performances have done much to remove popular prejudice against women's cycling in Denmark. She appears slight and delicate, with fair hair, blue eyes and decidedly pretty features. Quiet and methodical in her ways, literary and musical in her tastes and of a wealthy family, Miss Jorgenson has always maintained the utmost respect of public opinion and when she makes her appearance as a musical star she will be hailed by the best people of Denmark, as she is as phenomenal in her musical performances as on the wheel.



How to go into training—go out training.

The height of absurdity—riding the ordinary.

The preacher in his pulpit loudly proclaims: save soles and ride a bicycle.

Even in the hardest times the bicycle employs its regular number of cranks.

Do you read THE PNEUMATIC? 30 cents pays for a whole year's subscription.

Three school girls walking abreast are akin to a road-hog. They won't turn out for anything.

It is said of some one attaining a speed of 60 words per minute after his first attempt to ride a wheel.

The extreme height of misery is the new rider with a new machine compelled to go through a mud puddle.

The use of the wheel allays excitement, elevates the imagination and expends energies in wise and exalted ways.—TEMPLE.

Venice, one of the most famous cities in the world, never allows its streets to be swept, and there is never a ripple of a murmur from its inhabitants.

In Washington, D. C., there is a pastor, Rev. Dr. Kent, who has been presented with a safety as "a token of esteem and affection of his people."

Designs wanted for—

A damper for a "scorcher."

A harness for the "dark horse."

A sty for this "road hog."

A cycling necessity: a tin of vaseline. Rub a little on every part of your machine, and you may set mud at defiance. It can be rubbed off a cycle that has been thus treated as easily as dust.

The number of new designs in pneumatic tires that are constantly being filed at the patent offices is increasing. The features of all these tires are principally to lessen the chances of puncture.

"That bicycle," said a wheelman, "may look pretty in a show window but it is hardly up to the standard makes. Don't you think so?" addressing another standing by. "Excuse me, from commenting sir," said the stranger, "as my opinion might be biased. I am its maker." The wheelman took a walk.

CARE OF THE CYCLE CHAIN.

"If your machine has not been ridden, the chain should be removed and soaked for an hour or two in sperm oil; or it should be deluged with oil on the machine, and ridden five or ten miles to work the oil thoroughly on the inner joints. It should then be wiped as dry as possible all over, and given a coating of graphite, which may be brushed on or applied with a bit of cotton wool, then burnished (unless a nicked chain) with a dry brush. This will not catch the dust and grit—steel's worst enemy—but will form a dry, glossy surface, enabling the links to roll easily over the teeth of the gear wheels. The graphite will work in all the inner links of the chain. Such a dressing should last one or two months without further attention, excepting, when needed to wipe the dust off the chain, which may be done lightly without removing this graphite.

"If your machine has been used, the chain should be thoroughly washed with benzine before applying the oil.

"If the chain has exposed bearings, the chain need not be previously oiled, but should be cleaned. The graphite may then be applied as above.

"To take off the chain, undo the screw in one of the links. The chain should be kept at such a tension that when pressure is applied to the pedal it will slightly sag on the opposite side."

BREATHING WHILE RIDING.

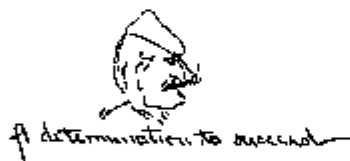
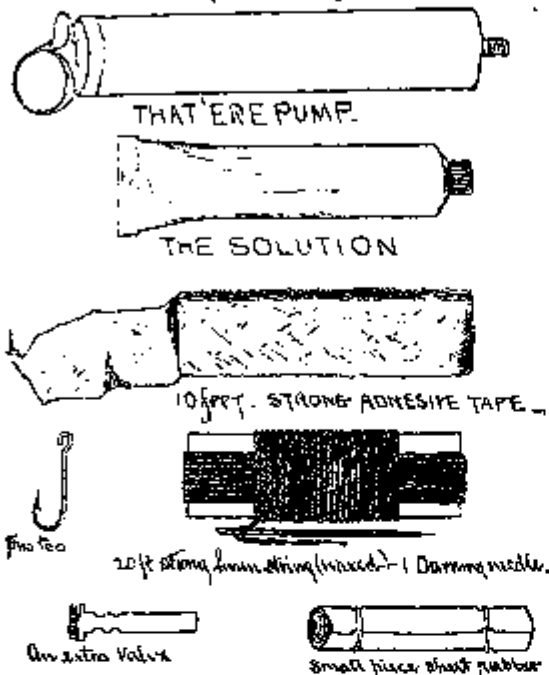
Some few persons have naturally what is called "good wind," but the majority very easily get "out of breath." In all kinds of exercises, the management of the breath is an important feature of success, and even of comfort. It is necessary to learn to breathe more deeply and rapidly than one does under ordinary circumstances. To many this is difficult at first, because they are so entirely unaccustomed to it, and because they incline to breathe through the mouth, thus parching the throat and causing much discomfort. The acquirement of good wind, however, can be somewhat facilitated by making a practice of breathing exclusively through the nose, and of taking deep breaths under ordinary circumstances. When the first fast spin on a cycle is taken, the impulse to open the mouth is very strong; but it should be strenuously resisted, and the pace reduced to a speed at which it is possible to keep the lips closed. Careful practice will make it much easier to keep them closed, and will improve the wind materially.

The Sarnia track on which Sanger did such wonderful riding with Zimmermann, is a one-third mile, built with salt and cinders. On this track Sanger broke the quarter-mile Canadian record, riding it in 32 seconds.

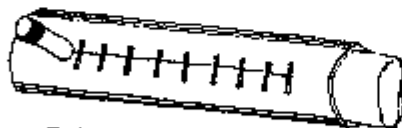
Subscribe for THE PNEUMATIC. Fifty cents a year.

How to Mend, and How to Use the Morgan & Wright Pneumatic Tires. Made at their Factory, 331 to 339, West Lake St., Chicago.

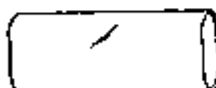
The Complete Repair Outfit.



Illustrating the Appearance When Repaired.



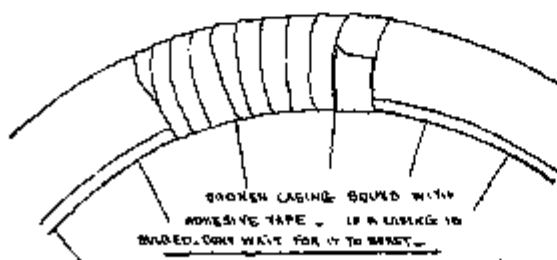
Be Leaky - See straight across.



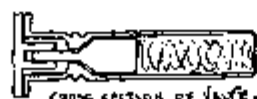
Repairs by hand.



Puncture repaired.



BROKEN CASING SQUID WITH ADHESIVE TAPE - IF A LEAK IS IN BRIDED, ONLY WAIT FOR IT TO HEAL.



Cross section of valve.

DESCRIPTIVE.

This Tire cements on the Rim, though it hugs very tight when blown up, owing to its shape, and the cement is simply to prevent chafing, and cutting the valve stem. It has separate Casing and Inner Air Tube. The M. & W. Pneumatic combines simplicity, lightness and extreme readiness. The weight is only 12 to 7 pounds per set, which is lighter than any other road Pneumatic with separate inner air tube, and equal air space. It can be mended as quick as any Pneumatic yet devised. The tube is inserted through a slit in the under side of the Casing. This slit is lined up with linen cord. The casing is moulded without splices or joints, and is consequently hand-some. It is very strong and will stand hard handling, the materials used being pure fine rubber and a strong canvas lining. It is this even on the tread and yielding, though no easier to puncture than the Dunlop or others of heavy build, the base is slightly thickened, the thickened part extending slightly beyond the edge of the rim. For this reason, and because of the method of fastening this tire the air tubes never wear or nip on the rim edge. We test at two hundred pounds (200 lb) pressure per square inch. Ordinary riding pressure is only 20 to 40 pounds. For hard riders and heavy weights extra strong Tires are made and devised.

The Tube is the best made by any company. It is calendered in three plies, preventing air bubbles or weak spots. Seams and ends are reinforced and leakage is well nigh impossible. It is made flat, and the full size of the hole in which it is confined. A round tube would have to be made much smaller or the friction would prevent drawing it in the casing. Each end is vulcanized shut and the tube is made about a foot longer than the cover, so that the ends lap each other, and each end fills its own side of the hole. The ends lie directly in front of the slit portion which is next the valve. The advantage of this method of fastening the air tube is that riders are saved the necessity of making telescope joints, which are exceedingly difficult to make tight, and tubes can be more quickly removed for repairs.

The valve is shown in the cut and hardly needs explanation. It is simple, deflatable, and air tight. See that it is first in tight and then the cap is screwed on as far as the fingers will turn it, and then it tightens it alone. To deflate loosen the screw a little and press down.

CAUTION.

Keep your Tires punctured hard. Never ride them flat. If you strike something hard and rupture the casing fabric, without completely breaking it, wrap the part with tire tape before going further. Look over your tires thoroughly before leaving home and see that they are air tight. It is a nuisance to be pumping at your Tires every mile or two, and with a little forethought it is unnecessary.

TO REPAIR.

If your tire leaks without external evidence of puncture immerse the valve and stem in water. If bubbles rise the leak is in the stem or valve. See that valve and stem are adjusted as above. If the leak does not stop force a little water through the valve with the pump to wash off any dust that may have gotten in. If no leak is found in the valve the trouble must be in the Air Tube. Spring the tire off on side opposite the valve; cut the lacing; tie a string to the end of the air tube; draw the tube gently out of the tire; blow it up and hunt for the puncture; gently scrape the surface of the tube for about an inch around the puncture; spread a thin coat of solution over the scraped surface; let all the benzine evaporate from the spread solution (takes about two minutes); cut a piece of pure rubber sheet size of the scraped surface, put solution on one side of this, and let benzine evaporate; put patch or tube, spreading gently from centre out so as to exclude the air; rub and work the two gently and firmly together till you can see that a good joint has been formed. Be sure there are no other punctures. As you have drawn a string through the casing in drawing the tube out, it will now serve to draw it back in. Do this gently, don't jerk. Now lace the tire. You will notice that the lace holes are opposite each other. They should be sewed straight across, not diagonally. Before putting the tire back on spread a coat of solution on the rim of the wheel and let it dry. This will prevent the tire from chafing. Thrust the rubber stem through the hole in the rim, set it straight and spring the tire to place. Get it straight, and inflate.

When the casing bursts repairs are easier. Pull the air tube out through the broken place far enough so you can cement on a patch. Thrust it back when done. Bind your tire with adhesive tape and use it. When you get home you can repair it at your leisure or send it to us.

THE CASING. Temporary repairs are explained above. To make permanently cut the casing open on the inside in the same way it is done where the tire is laced; spread it open; scrape the inner canvas clean for about two inches on each side of the break; put solution on this (two minutes); let benzine evaporate, then cover the break with a piece of adhesive tape or rubber coated cotton duck. When done lace the tire when cut.

The casings of Pneumatic Tires give comparatively little trouble.

THE NATIONAL SPORT.

In a able article, published in the Daily News, the writer says the National sport is no longer baseball, football, cricket, the prize ring or the tennis court. It is cycling. The wheel now attracts the attention of athletes throughout the world. It is a revolution in the last few years in athletics. The wheelman combines the physical requisites of all athletic aspirants for muscular honors from the man who enters the ring for pugilistic championship honors to the sprinting foot-racer. The generalship is there; the wise provision for emergency is imperative; the development of muscle in the leg is necessary, these, with a fine physique properly taken care of are requisite for the winning wheelman.

All of these combine to make up the accomplished and perfect human form. They cannot be found in any other athletic sport completely. The expert bicyclist may not be able to "put up his hands" in a prize-fight according to the established rules, but he can take care of himself in a muscular way quite cleverly. If some of the alleged scrappers should jolt against him in a casual way the "dead game young duck" would ascertain that he had formed the acquaintance of somebody. That is, if that somebody had been attending to business on his wheel. Observation has established the fact that the wheel is the coming legitimate sport. According to its rule there can be no "throwing" of races or "crooked" work of any character.

All of the alleged sports have been subject to questionable practices and it is sincerely to be hoped the wheel will maintain honesty. All lovers of the spider-webbed steed should make individual efforts tending toward the preservation of its integrity and freedom from the professional shark. If properly protected it is the coming American sport.

SANGER'S VICTORIES.

Perhaps there is none that has so rapidly climbed the ladder of fame in the cycling world as Walter C. Sanger, and there is certainly no one that has been more fair in all his races, without the slightest tinge of trickery, than Sanger. All of his many victories from the sharpest and best men of the country can be laid entirely upon his physical prowess and speed. He has never been dependent for his success upon trickery. He has never been given a race by technical decision from the biased mind of a referee.

Walter is a gentlemanly, popular young fellow and his series of triumphs wherever he has appeared has justly been a source of pride to his hosts of friends and to the city of his home. In an editorial the Evening Wisconsin says: "If the advertising which comes of victories in the domain of sport can do the city any good, Milwaukee is more deeply indebted to Walter Sanger than to all the base ball clubs she has ever had."

Stolen—Aug. 23rd in Chicago, Imperial Scorchers No. 4,083 fitted with Garford saddle and cork handles. \$50.00 reward for information that will lead to the conviction of the thief.

Also, Imperial Model "A" No. 4915 or 4937 from Bay City, Mich. \$25.00 reward for return of wheel and \$25.00 for conviction of thief by owner of wheel and \$50.00 for the conviction of thief by Ames & Frost company, Chicago, Ills.

One of the cities where the pneumatic tire is in great favor is Copenhagen. Dunlop, Boothroyd, Clinchers, etc., are to be seen, but not a single hollow or solid tire. It is only in the provinces that they are to be found.—*Veloce Sport*.

H. Crowther has resigned as cycling editor of the Sporting Life and will now look after the business management of the paper. Frank A. Egan, the well-known cycling scribe, will fill the vacancy.

Henry Fournier, of Paris, now holds the world's professional record of 25 miles on the track. The distance was covered in one hour, one minute and 21 seconds.

The century run of the Milwaukee Wheelmen will be largest attended run of the season.

Holbein's 24 hour road record now stands at 359 miles.

Detroit will have another great 25 mile road race this fall.



Cycling is such a healthful exercise that most wheelmen, for fear of becoming too healthy, are adopting the above attitude.
S. RIDGE STAGGARD.

OBSERVATIONS.

While the star of fame belonging to Zimmerman still flickers supreme, Sanger's shines with a brighter brilliancy, considering his youth and inexperience.

We object to being called "Knights of the Turnpike" as a cycling correspondent put it in his copy when speaking of wheelmen. We think it likens itself too much unto the typical tramp.

The League of American Wheelmen have now reached the 30,000 mark in membership. It is increasing at an average rate of 500 a week. This is a notable growth in its strength, but it scarcely shows the enormous increase in the devotees of the wheel this season.

In selecting the size of gear for your mount it is well to consider your strength, general physical make-up and the character of riding for which you will most need your wheel. For all-round road use one does not want a higher gear than sixty inches and many prefer a 56 inch.

The mullenheaded farmer who happens to distinguish himself as a great crop raiser, or wins a prize at the county fair for having the biggest cabbage, usually is honored with an election to some office such as a road supervisor, although his knowledge in the construction and proper maintenance of highways does not exceed that of his overgrown cabbage head.

H. A. Coleman, wide-awake and hustling Hal, chairman of the Entertainment Committee, is now in the midst of the greatest undertaking the Milwaukee Wheelmen have ever assumed. The success of the proposed minstrel performance to be held at the Academy of Music some time in November lies mainly in the hands of Mr. Coleman, but his peculiar fitness and adaptability in conducting such an enterprise has already been demonstrated, and with the assistance of his committee we dare to pledge our word that it will be a success.

With the coming political election, let the wheelmen concern themselves principally in electing men who will declare themselves in favor of improved roads; forsake all other considerations; let us have one party and one platform with a single plank, and the casting of our votes in this one direction will be benefiting the whole country, whose good is our good and to sustain whose institutions we should endeavor to cast an intelligent ballot. Our votes are becoming a matter of deep concern among aspiring candidates.

The second time-medal of the Waukesha road race has been awarded to J. S. Johnson of Minneapolis. E. Ulbricht, of Chicago, who was a tie with Johnson for that medal, lost it by a toss of a coin.

BARGAIN LIST.

EXCHANGE, WANT AND FOR SALE COLUMN.

Everything inserted under this head will be charged at the rate of 10c. per line. Special rates for more than one advertisement or insertion.

OFFER: Any person sending to this office, two paid subscriptions for THE PNEUMATIC, will receive the paper FREE for one year. M. C. Rotier, Publisher. 415 E. Water St., Milwaukee, Wis.

WANTED: Agents in every town to solicit subscribers for THE PNEUMATIC. 50c. a year. Liberal commission. Address this office.

FOR SALE.

CENTURY COLUMBIA—Ridden about two months. Good as new. \$120.00
Roth-Kasten Cycle Co., 519 Grand Ave., Milwaukee.

COVENTRY CROSS—Morgan & Wright Pneumatic, ridden six weeks, Frame Humber pattern, \$100.00
Roth-Kasten Cycle Co., 519 Grand Ave., Milwaukee.

BUCKINGHAM—Cushion tires. In good shape \$100.00
Roth-Kasten Cycle Co., 519 Grand Ave., Milwaukee.

VICTOR MODEL C.—1 1/4 inch Cushion. In excellent condition. \$ 80.00
Roth-Kasten Cycle Co., 519 Grand Ave., Milwaukee.

VICTOR, 1890 pattern—Fitted with 1 1/4 inch cushion tires. \$ 75.00
Roth-Kasten Cycle Co., 519 Grand Ave., Milwaukee.

VICTOR, 1890 pattern—Solid tires. \$ 65.00
Roth-Kasten Cycle Co., 519 Grand Ave., Milwaukee.

COLUMBIA, 1890 pattern—Solid tires, \$ 65.00
Roth-Kasten Cycle Co., 519 Grand Ave., Milwaukee.

IDEAL RAMBLER—Good shape. Springfork. 35.00
Roth-Kasten Cycle Co., 519 Grand Ave., Milwaukee.

L. A. W. CARDS:—Address and name cards printed in the latest styles. \$1.00 per 100.
Dietrich & Adams, 415 E. Water St. Milwaukee.

RUBBER STAMPS:—All kinds. Send for catalogue to the manufacturers.
Dietrich & Adams, 415 E. Water St. Milwaukee.

Milwaukee Wheelmen

RACE



MEET

National Park, Saturday, Sept. 17th

ADMISSION 25¢
RESERVED SEATS 25¢

OUR OWN FAST RIDERS WILL BE
BROUGHT INTO COMPETITION WITH
SOME OF THE FASTEST OF THE COUNTRY.

TICKETS ON SALE
AT ALL CYCLE STORES.

RACES POSTPONED.

The continuous rainy weather which preceded the date set for the first annual race meet of the Milwaukee Wheelmen, September 10th, necessitated a postponement in the proceedings, and now with fair prospects for fairer weather the races will be held Saturday afternoon, Sept. 17th. The postponement has perhaps been a good thing, for it now enables many of the Chicago cracks to be present, who have heretofore been in the Eastern circuit. The handicapping has been so generous that Sanger, as scratch man, will have to ride like a demon to catch the great bunch of excellent riders ahead of him.

The track officials will be, E. A. Savage, referee; N. E. Oliphant, R. S. Baird, G. Aussem and P. Gilles, judges; Frank J. Morawetz, clerk of the course; starter, Phil. Kilby; timers, E. J. Meisenheimer, H. Crocker, R. P. Wheeler and G. F. Berger; scorers, M. C. Rotier, Oscar Binner, Martin Patitz, Frank A. Hall, D. A. Dodge; umpires, W. B. White, Al. Moyer, E. E. Miller and Arthur Lindsley.

The events, number of entrants and list of prizes are as follows:

ONE MILE NOVICE, 25 ENTRIES.

1st Prize, Gold Medal, donated by Roth-Kastner Cycle Co., \$75.
2nd Prize, Silver Medal.
3rd Prize, Gold L. A. W. Pin.

TWO MILE HANDICAP, 25 ENTRIES.

1st Prize, Road Cart (\$50.00) donated by J. Persch & Son.
2nd Prize, Oxydized Silver Clock, (\$40.00.)
3rd Prize, Silver Watch (\$20.00.)

BOYS RACE, UNDER 16, 5 ENTRIES.

1st Prize, Gold Medal.
2nd Prize, Silver Medal.

HALF MILE SCRATCH, 15 ENTRIES.

1st Prize, Diamond Ring (\$75.00.)
2nd Prize, Silver Stop Watch (\$40.00.)

ONE MILE 2:00 CLASS, 25 ENTRIES.

1st Prize, Gold Medal.
2nd Prize, Silver Medal.

FIVE MILE HANDICAP, 25 ENTRIES.

1st Prize, Andreas Silver Trophy, donated by Julius Andreas, (\$70.00.)
2nd Prize, Oxydized Silver Clock, (\$40.00.)
3rd Prize, Silver Watch, (\$20.00.)

ONE MILE 2:40 CLASS, 15 ENTRIES.

1st Prize, Gold Watch, (\$30.00.)
2nd Prize, Gent's Maricorb, donated by Goodyear Rubber Co. (\$20.00)

FINAL HEAT, EXPOSITION TOURNAMENT.

ONE MILE CHAMPIONSHIP, 5 ENTRIES.

Gilowsky Medal, (\$100.)

ONE MILE INVITATION.

1st Prize, Silver Cup, donated by Sarcoma, Balta Mfg. Co. (\$75.00.)
2nd Prize, Gold Stop Watch, (\$30.00.)

RECORDS SMASHED.

September 9th was a great day at the Springfield (Mass.) bicycle track. No longer will the horsemen jeer at the possibilities of the bicycle. No longer can it be said that the horse is faster, even in a half mile. Our time has come. The mile trotting record of 2:07 made by Nancy Hanks on the regulation track, has been broken. It was a day of records. All the swiftest riders in the country were assembled when Zimmerman was sent with a flying start to approach the trotting record. He did not succeed but established a new bicycle record of 2:08 4-5.

This caused the wildest kind of excitement, but it grew worse when Willie Windle covered a half-mile with a flying start in 1:00 1-5! This did not suffice, and Taylor lowered Jimmy's record, making the mile in 2:08 1-5. Spurred on by the excitement of the hour Zimmerman was again started for the mile record and brought it down to 2:06 4-5, beating Nancy Hanks' record 1-5 of a second.



A bicycle is now being built which will weigh eleven pounds and capable of carrying a 250 pound rider.

The races won on the Morgan & Wright tires during the past season has placed that make in the foremost rank of the best. They are used by all the "cracks" of the country.

Since Casper M. Sanger's connection with the Sercombe, Bolte Mfg Co., his son Walter, the phenomenal rider of the country, will now act as traveling salesman for the firm.

A Telegram Light Roadster was hired from P. H. Sercombe, August 22 by one named Andrew Brown, giving his address as 444 Park street. The wheel was never returned until a detective was sent on his track and captured him in the act of trying to sell the machine.

Patience is a virtue and the boys feel well repaid when, after placing their orders and abiding their time they become the owners of a celebrated Andrae. In spite of the increased facilities the Julius Andrae Cycle Works still back in its orders for that wheel of their own manufacture.

The Sportsmen's Directory and Year Book, compiled by "Will Wildwood," has become an annual visitor. The 1892 edition is the most complete work of its kind. It is a most valuable book of sporting records and other information worthy of a permanent place in the sportsmen's library. It contains two excellent half-tone portraits of Zimmerman and Windle and all the latest records made on the wheel up to date of its publication. The work is published in Milwaukee, Wis., by Pond & Goldey.

The entire plant of the Sercombe, Bolte Mfg. Co., is now controlled by local capital. September 3rd, in the office of the company \$50,000 exchanged hands and Casper M. Sanger, one of the stock purchasers was elected president of the company, and F. J. Kipp of the Merchant Exchange Bank elected treasurer. The entire negotiations of the above deal were carried on and consummated by P. H. Sercombe who is re-elected secretary and manager, and Mr. F. H. Bolte, the inventor, will continue to hold the position of vice-president and superintendent. Telegram Cycles manufactured by this company are now being shipped to all portions of the United States. The Co's agents in California, Oregon, Texas, Louisiana and Alabama being particularly active at the time of the year.

Julius Andrae, of the Andrae Cycle Works, is visiting in Europe.

The Ames & Frost Mfg. Co., of Chicago, has just received an order for 500 Imperial wheels from a Fort Worth, (Kas.) house for next season's trade.

WHEN YOU HAPPEN

to find a wheelman who does not read THE PNEUMATIC, get him to send for a sample copy. Everybody that subscribes knows that he is getting more than the value of the price, 50 cents per year.

In another column appears a list of decided bargains in second-hand wheels which the Roth, Kasten Cycle Company desire to dispose of at the earliest possible time. The wheels are all in thorough repair, and purchasers can rely upon receiving their wheels as represented.

A new invention of Mr. Bolte's is an air pump fixed in the tubing of the center perpendicular bar. It is operated by the saddle and seat post, which is held and loosened by an automatic clip. An outlet for the air is near the bottom of the frame to which a hose is attached, which is drawn out of the lower tube of the tubular crank hanger common to their machine and which will reach either front or rear wheel valve to complete operations to inflate the tires.

The celebrated James wheels, handled by Reitzner, Prichard Cycle Co., are in such demand that even at this late season they cannot fill their orders. The wheels are built to weigh 23, 25, 27, 30, and 35 pounds, any weight to suit the purchaser. This firm has also secured the agency for the new "racy" safety called the South Road Cycle.

Fred. Schmitz, who has been with P. H. Sercombe for two years has closed his career as a cycle salesman with a record of a sale of one thousand wheels. He has resumed his old forte as a photographer and is now established in the finest equipped gallery in the city, corner of State and Third streets, under the firm name of Sivyer & Schmitz. Upon his retirement, Mr. Sercombe presented him with a beautiful locket watch charm as a token of esteem.

J. Perry Worden, an American cyclist, spent but \$95.00 during a three months' tour a wheel through Europe, out of which he also paid for his passage both ways to cross the water. A lesson in economy.

THE question is daily being propounded by racing aspirants who desire to enter a novice race, whether the L. A. W. Racing Board has the power to disqualify them from entering such a race on account of winning a prize in a road race, inasmuch as the Racing Board of the League does not recognize road racing! Authorities say that while the League has no jurisdiction over road racing it has complete control over its members. Still, there is a fine technical point in this question that can bear discussion and ought to be considered by the makers of the L. A. W. racing rules at their next session.

Be Sure to Read!

These are the Latest Novelties of the Day.
Unique, Useful, and Entertaining!



Per Dozen, - - - - \$8.50.

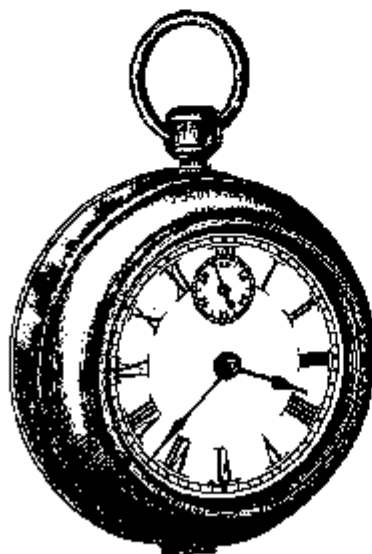
The Universal Watch.

PRICE \$1.50 PER DOZEN \$12.50.

Here is a watch that will keep accurate time, will not get out of order and in every way gives entire satisfaction.



FULL SIZE.
40¢ BY MAIL.



Large assortment of Campaign Pins, Badges and Buttons,
Trick Matches, 5¢ a box.

FITS VENT POCKET.



ACTUAL SIZE.

Price 25cts.
\$2 per dozen.
\$21 per 144.
Best joke out.

C. F. ALLCOTT & CO.

Stationers, Printers

AND DEALERS IN

Printing Material, Jewelry Novelties,
Rubber Stamps, Seals, Patented Oilers, Oil,
Stencils, Post Stamps Rubber Cement,
and Coins for Collectors, and Black Enamel.

90 WISCONSIN STREET,

ALSO WITH

J. M. ALLCOTT & SON, DRUGGISTS,
90 WISCONSIN STREET.

Milwaukee, Wis.

All the latest styles of Cards and Scrap Pictures for covering over
names on cards at Eastern prices.

SAMPLE BOOKS 10¢, 25¢ and 35¢. 5 CTS. EXTRA BY MAIL.

POCKET LAMPS:

The Gem and Pencil, 25c. \$2.00 per doz.
Watch Pocket, 75c. 6.50 per doz.
The Magic, 50c and 75c. 4.00 per doz.
Magazine Lamps, 25c. 2.00 per doz.
Wicks for any of these Lamps, 10c per doz.
Lights 10c per 1000.

1, 5 and 10c POCKET SAVINGS BANK, 10c each.

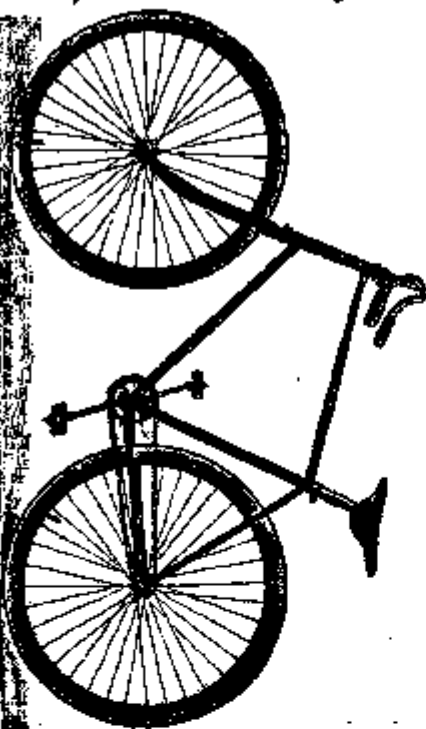
\$1.00 Cameras and \$1.00 typewriters, by mail 15 cts.
extra.

Matches, Lamps and Lights cannot be sent by mail.

Reitzner, Prichard Cycle Co.

RE-NICKELING, RE-ENAMELING AND REPAIRING
A SPECIALTY.

Solid Tire Whisks changed to Cushion or Pneumatic Tires.



CELEBRATED HARRY JAMES, LIBERTY, DERBY
and the TEMPLE SCORCHER.

375 National Ave., Milwaukee.

GET YOUR



BICYCLE

REPAIRED
AT

H. PETERSEN'S,
Electrical WORKS.

256 Grove Street,
(CORNER PARK STREET.)

ALSO ELECTRIC BELLS

. AND .

MEDICAL APPARATUS.

SIMONDS
CLOTHING FOR SALE HERE

FALL OVERCOATS

Cut and made by the C. S. Co., Right Styles, Custom Patterns, Reliable Material—THE PRICES are exceptionally low this season.

DOUBLE BREASTED SUIT.

Is in it to stay, it is the Leader this fall. SEE OUR ASSORTMENT—\$12.00 to \$25.00.

SIMONDS CUTAWAY SUITS

We show Cutaway Coats that are properly balanced, and made—patterns are from actual measurement in Custom Department—all grades for dress up or Business wear.

382

EAST WATER STREET,

THE

Chauncey Simonds Co.,

Manufacturers for the Retail Trade.

Wheelmen Attention !

Your attention is hereby called, to the Wisconsin
CENTRAL LINES

FAST TRAINS BETWEEN

Chicago, Milwaukee, Fond du Lac, Oshkosh, Neenah,
Menasha, Marshfield, Chippewa Falls, Eau Claire,
St. Paul, Minneapolis, Hurley, Ironwood,
Hessmer, Ashland, Duluth,
and all points in the
NORTHWEST,

Pullman Vestibuled Sleepers on all night trains, and the
WISCONSIN CENTRAL'S FAMOUS DINING CARS
on day trains.

For further information, apply to

F. W. Gezelschap, C. P. and T. A.

100 Wisconsin Street,

Milwaukee, Wis.

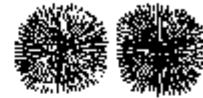
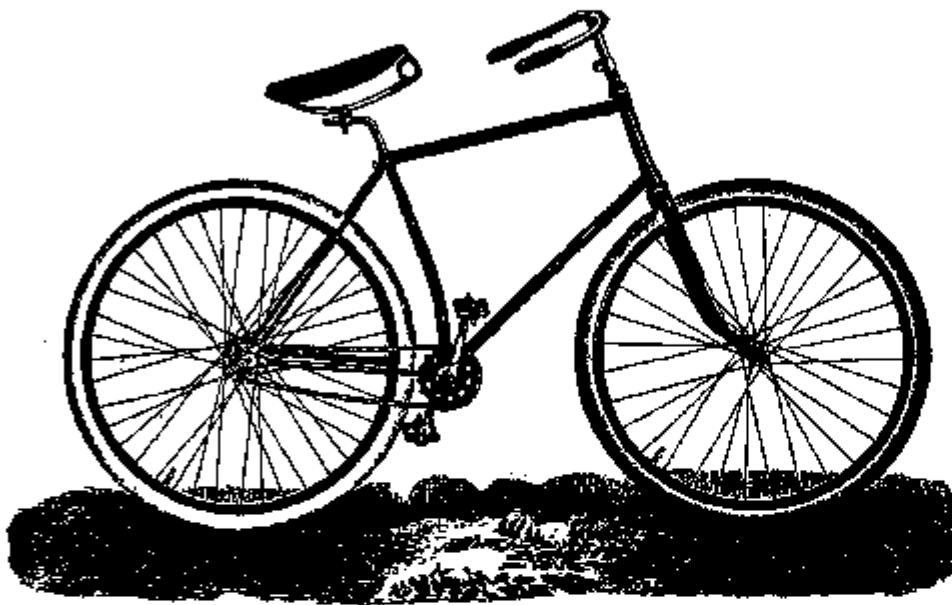
THE PNEUMATIC.



Two Days Record of

"Imperial Wheels"

Eclipsing Everything yet made in the way of First Prizes,
Taken in Two Days, July 4th and 5th.



Out of all events in which "IMPERIALS" were entered 2nd or 3rd prizes were in order when 1sts were not taken.

Are "IMPERIALS" popular?
Ask the fast riders that use them.
Catalogue free.



FIRST PRIZES.

First Prize, 1 mile, Illinois Division Championship.
First Prize, 2 mile, Illinois Division Championship.
*First Prize, $\frac{1}{2}$ mile, Illinois Division Championship.

*BREAKING WORLD'S COMPETITIVE RECORD.

First Prize, 5 mile, Illinois Division.
First Prize, $\frac{1}{2}$ mile, Illinois Division.
First Prize, $\frac{1}{4}$ mile, Illinois Division Championship.
*First Prize, 1 Mile, Illinois Division Championship.

*BREAKING WORLD'S COMPETITIVE RECORD.

First Prize, 1 mile, Mo. Division Championship.
First Prize, 2 mile, Mo. Division Championship.
First Prize, 2 mile, Mo. Division Championship.
First Prize, 1 mile, Mo. Division Championship.

First Prize, 20 mile, Road, Maine Championship.
First Prize, 5 mile, Road, Janesville, Wisconsin.
First Prize, $\frac{1}{2}$ mile, Battle Creek, Mich.
First Prize, Houston, Texas.
First Prize, Wauseon, Ohio.
First Prize, Alameda, Cal.
First Prize, 1,500 feet, 1st class, Van Couver, Wash.
First Prize, 1,500 feet, 2d class, Van Couver, Wash.
First Prize, Belle Plaine, Iowa.

SUMMARY—IMPERIALS ENTERED IN 28 EVENTS.

Taking 20 First Prizes.
Taking 3 Second Prizes.
Taking 5 Third Prizes.

Breaking Two World's Records.

THE COLUMBIA CARRIAGE COMPANY,

329, 331 and 333 Broadway, Milwaukee, Wis.,

Handle and control our wheels in the State of Wisconsin. Give them a call. They will surprise you.
IMPERIAL WHEELS are up to date, modern, and not to be confounded with \$135 wheels
with imitation pneumatic (?) tires. Don't forget this.

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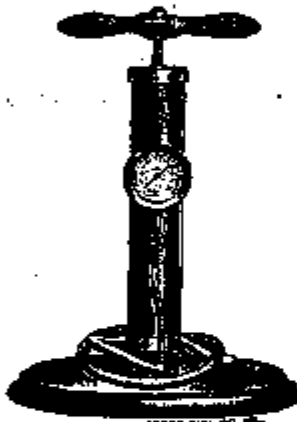
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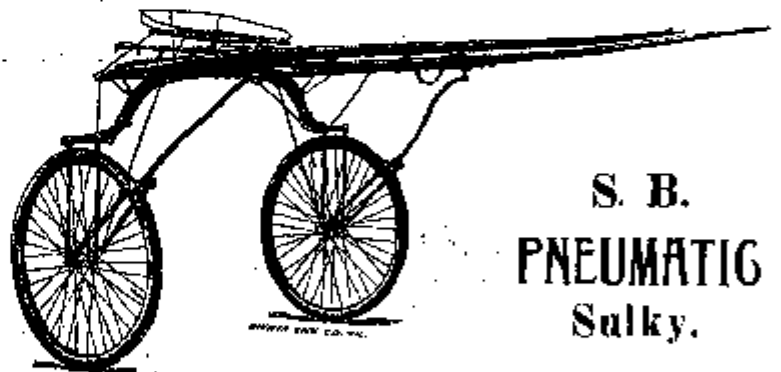
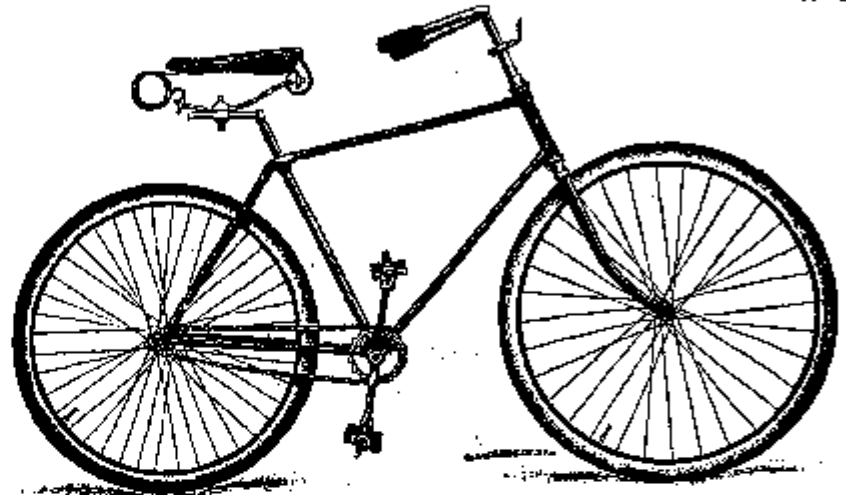
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THE PNEUMATIC

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VOL. II.

MILWAUKEE, WIS., OCTOBER 15, 1892.

NO. 7.

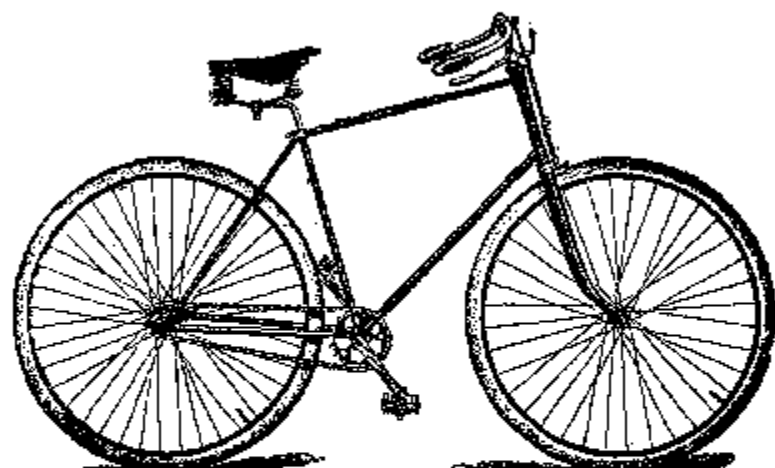


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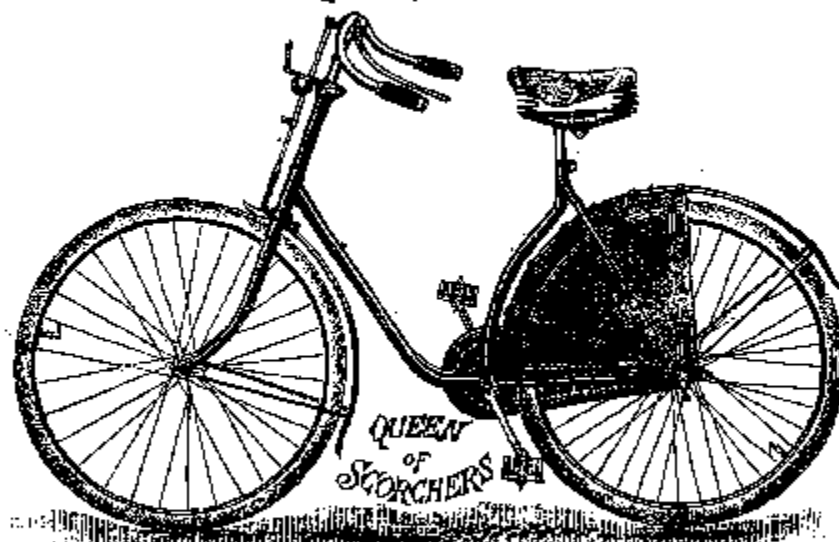
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M. C. ROTIER, EDITOR AND PUBLISHER.

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ENTERED IN THE P. O. BY MILWAUKEE AS SECOND CLASS MATTER.

ADDRESS M. C. ROTIER, 415 EAST WATER STREET, MILWAUKEE, WIS.

The Pneumatic, Volume II.

SIX months ago when this journal was launched upon the cycling sea, it was with hopes and fears that the salutatory words were penned. To-day, while we have not yet gained the confidence that maturity would insure, we have become years older in the experience of conducting a cycling publication. We believe, if properly managed, bicycling contains the elements of as good literature as is found in the magazines of the country; and we believe also that this literature is worthy of the best dress that the highest skill of the printer is capable of producing. During the half year in which this journal has already lived, it has met with universal favor, and the support rendered by advertisers has been liberal to a marked degree. When the prospectus of *THE PNEUMATIC* was issued, all sorts of funny puns went the rounds of the cycle press, the most prominent of which was the remark that "It must be a brave man to challenge the supposition that a 'pneumatic' is full of wind." While we appreciated this witticism for all it was worth, it at the same time affords us an opportunity of calling the readers' attention to this identical supposition to prove the fallacy of their dubious jokes.

It has many times been advocated by intelligent people, that the development of the equilateral spirit—body and mind—should be the leading motive of every person. The Greeks were the leaders in developing the physical life. Not only did they love beautiful forms and graceful movement, but they knew that excellence in war could only be obtained through perfect development of the body. The modern athlete develops himself not for warfare, but for work and for service to humanity, while

the state has given up the supervision of sports and the individual has his choice. That freedom of the will is not always best is shown by unequal training. The muscular tissues sometimes show an abnormal development at the expense of the vital organs or sometimes the heart and lungs through excessive indulgence in most any of the popular sports of the present day, and modern civilization has introduced an intense specialization which reaches to one-sidedness in body development and in mind as well as body. The reason men who were great athletes in college break down after leaving school is that they adopt a sedentary mode of life, and the tissues must necessarily waste rapidly under such abrupt surcease from exercise. The most mental work can be done by one who keeps his blood in thorough circulation and his tissues in good condition by constant exercising. All portions of the body can be developed to a certain extent on the bicycle, and the muscular effect sends the blood flowing through the veins in a healthy condition. The lungs too can be developed by this mode of exercise as with no other. There is nothing that compares with bicycle riding in the open air for a healthy development of both body and mind, provided it is done rapidly enough to amount to work.

A MONTH ago, in an editorial, we presented a brief outline of the possibilities and probabilities of the declination of base ball, the resurrection of the amateur, the control of the professional, and the League's present position in regulating cycle racing and racers. The lessons taught this summer have evidently ripened the minds of our racing officials to the fact that some change in the present constitution is much needed, but whether they fully comprehend the disastrous effect of a step in this change, that will not embody the cash prize system, is perhaps as much of a mystery to us as it is to themselves. One thing is certain, we must not allow the inceptors of the proposed professional racing league to relieve us of this "heavy incubus," as they term it. The League of American Wheelmen, the association that has weathered so many severe storms in the past and now controls some 30,000 members, must it yield, to hand over our fast men to the stripe of the professional? We don't think so. So long as the League moves along in the van of progress with an unfaltering step, never flinching from that which it deems its duty, so long will the members, all the members (except perhaps the few pros that are now masquerading under the amateur cloak) stick to its organization and be loyal to its membership. If the cash prize system must come,—and we believe it to be the only salvation for the sport and the abolition of the amateur sham,—it is the duty of the League to control it. The association's main platform is to foster cycling, and therefore it should be in duty bound to

adopt all legitimate and available means to obtain the object in view, to protect the sport from the usual calamitous results of professionalism. We are on the eve of making or marring the sport from a racing point of view.

BEFORE many moons the festive winter season will again be at its height. The bicycle will be stored away to be shrouded with cobwebs and dust, and the cyclist will don his bob-tail suit and vase-lined leathers to become again enthralled in the social gaiety of the season. Already sounds of revelry are being heard; the smoker, the dinner, the dance and the card party will once more become a fixture, now that the nights are growing longer. As with the horse reporter and the base ball crank, ye editor will soon have to cast aside the garb of the cycling scribe—occasionally—and delve into reportorial work covering the social side of our cyclists' club life. As winter brings to cycling, like all other out-door sports, a certain amount of dullness, it is a good thing that our cycling clubs exist to bind and hold together the companionship and alliance that would otherwise be severed.

AH! this is beautiful and exhilarating weather to the cyclist. With the passing of dog days, a new life throbs through the veins of the rider. Just now we are at the threshold of the transition period from the heated term of summer to autumnal coolness. The nippy nights and frosty mornings are at hand; autumn tints are showing among the leaves, and autumn fancies crowd your mind. The roads are at their temptingest, and as one rides in the crisp morning air a new impetus pulsates in every action. All that is dear in memory, ambition and hope awakes to fullest life to electrify and brighten the sunrise of our days. It is there that the mind becomes purified and imbued with thoughts aspiring. Farewell to the sluggish current of the summer days!

CEMENT tracks are, without exception, the fastest and best for the bicycle. "The only thing," an authority says, "that stands in the way of the general adoption of the cement track is the danger from falls on its hard surface." Even this apparent obstacle is discounted if we take for granted the statement of Scheltema-Beduin. He says: "I have raced and fallen on cement tracks at Amsterdam, Arnheim and elsewhere for years and I would rather fall on cement than on either gravel or cinders." The pace obtainable on such a track is unquestionably faster. Sturm, an ordinary rider, used to do a mile in 2:20 on the Arnheim track in Holland.

THE question of the day anent the amateur racing man is an important one in wheeling circles, but whatever may be the outcome of the present conflict between amateurism and professionalism,

the sport from a practical view, will never lose one mite of popular esteem. The utility, pleasure and health derived from the bicycle will ever sustain its favor as no other sport or pleasure can.

"Hal" Coleman.

THE PNEUMATIC takes great pleasure in affording this opportunity to present to its readers an excellent likeness of "Hal" Coleman, the hustling and popular chairman of the Entertainment Committee of the Milwaukee Wheelmen, and the projector of the coming original minstrel show to be held at the Academy under the auspices of the club. His success



as an entertainer has been universally pronounced, and the thorough way in which last season's "hard time smoker" and minstrel show was conducted by him, is still fresh in the memory of the many who partook of the enjoyment of that night. Hal's association with the Milwaukee Wheelmen has ever put spirit and animation into its members, and he has won the sincere respect of them all. His originality in everything is a characteristic feature about him. At the recent tournament of the Milwaukee Wheelmen he had some official position on the track and surprised everybody by appearing on the grounds in a pure white suit, shoes and hat.

As an amateur theatrical performer he has already acquired the admiration of his friends.

The Raleigh people will put a new crypto gear on the market next season, and a new racer called the Zimleigh.

THE PNEUMATIC.

Casual Thoughts.

It is truly the era of pneumatics. I have recently read of the invention of a device to lessen the shock and jar that a person receives when walking. It is a pneumatic cushioned arrangement in each heel. This consists of a rubber plug having a closed air chamber and inserted in a hollow portion of the heel, closed at the bottom and open at the insole, which will greatly relieve the fatigue of walking.

The force of the law was perhaps a bit unreasonably enacted in a case in St. Paul, on a boy that had mounted a machine standing by the wayside and ridden up and down the street with it. In all probability the youngster had no intention of stealing it, but when the owner came out and gave chase he dropped the bicycle and began to run. He was caught by a policeman, tried, and sentenced to three months in the workhouse. While this was simply a case of American gall, the prompt action of the law will refrain others from trying strangers' wheels.

The last thirty days has indeed been crowded with more cycling events than any other thirty in the history of the sport. To the racing man it has been one long stretch of work, pleasure and excitement. Never before have there been so many records established in this space of time.

In the early spring of the year certain large American manufacturers laughed to scorn the light English wheels that were being placed upon the American market, proclaiming disastrous results from the use of them upon our roads. The disparity of their arguments have been proven. To-day, one and all are building or planning to build machines that weigh from fifteen to twenty pounds less than their former makes. The average road wheel will scale from twenty-eight to thirty-five pounds the coming year.

At last the Bicycling World and L. A. W. Bulletin has got its plant in working order. But wherein lies their much-talked-of improvement? Typographically, is all that it can claim, and that only the experienced eye can discern with a magnifying glass; its general make-up is not improved, the size of its sheet is more ungainly and it reaches us about the same time after the date of publication as before, one week after its issue.

What can the Sporting Life be about? Its editors propose to charter a special palatial car for the winter, to transport the champion racing men of the world through Southern and Western states in this country, to awaken people of the fact that they must ride a bicycle, to be "in it!" It is truly "the

most unique, original and costly departure that has ever taken place in cycling." Where will this all end? Who will be the gainer; the Sporting Life, the racing men or the people? Time will only tell.

The Sporting Life questions the ability of Walter C. Sanger to beat such men as Githens, Munger and others of the fast brigade! We who have followed up Sanger's career in the arena of the racing world, can without hesitation assert that he has repeatedly demonstrated his superiority over all of the Chicago and many of the Eastern riders during the past season. Of course he has met defeat, but this must be attributed to his want of experience. The foxy crew, because he was not one of them, have ever pitted against him. Sanger's great mistake has been to enter every open event on a programme. This the others noticed, and fearing him as a dangerous rival played the game of "sawing off" by having one or two fresh men in every race, which wore him out toward the last. Friday and Saturday, October 21-22, Sanger will be on the Washington Park track entered against the fastest men of the country. Will he win? This nineteen year old boy? We shall see.

Excursion to Chicago.

The Chicago Cycling Club's tournament to be held at Washington Park, October 21-22, can be attended by Milwaukeeans at the low rate of \$2.55 for the round trip. Court 77, Catholic Order of Foresters, will have a special train leaving the Union depot on the C. M. & St. Paul road Friday morning, Oct. 21st at 7:15 A. M., to the World's Fair Dedictory, and this will afford the wheelmen an excellent opportunity to reach Chicago,—to witness a race meet where all the "pro-amateurs" will congregate,—at almost half fare. Tickets good for two days. Zimmerman, Windle, Sanger, Taylor and all will be there.

One and one-third fare rate on all trains.

Four hundred years ago, on the 21st of October, Columbus discovered America. In memory of him and the celebration of the 28th birthday of "Colonel" H. P. Andrae, the joint occasions were honored by a party at the residence of Mr. and Mrs. Julius Andrae. Long live the "Colonel."

Charlie Price leaves November 5th for Jamaica and thence to South America in the interests of a wheel firm.

Saginaw, Mich., people are clamoring for better roads. The highway commission held a three days session last month to investigate the condition and needs of their country roads. They will report to the next Legislature a feasible plan for the betterment of their condition.

THE PNEUMATIC.

PNEUS FROM FAR AND NEAR.

Pickings Picked—Choice bits of Pnews—Doings of the Past Month.

Springfield's race meet had 757 entries for the two days.

Switzerland has the first military cycle school in the world at Berne.

During the Akron Bicycle Club tournament they had a fat man's race.

Dallas, Texas, has a race meet October 21 and 22d. It promises well.

Will the bicycle ever reach the running horse record of 1:35½ for the mile?

Many men have nearly as many ups and downs as the "ordinary" rider had.

It is predicted that class races will be brought down to 2:20 next season.

The county fair held at Elyria, O., Sept. 28th, had bicycle racing as an attraction.

The proposed team race of the St. Paul and Minneapolis bicycle clubs has fallen through.

The net receipts of the diamond tournament held at Springfield are estimated at \$5,000.

The Grand Rapids Bicycle Club held a tournament at West Michigan track Sept. 30.

A top coating of Potter's clay on a gravel track makes an ideal surface for cycle racing.

At the fair held in Pontiac, Mich., bicycle racing was an attractive card for the managers.

Chicago riders had everything their own way at the Evansville, Ind. tournament held Oct. 6-7.

The Hocking Cycle Club, Logan, Ohio, will hold an afternoon race meet October 21st. Eight events.

Zimmerman never trains at all in the winter but gives himself up entirely to the indulgences of an easy life.

Klipfel, of Buffalo, completed his fourth double-century this season, last Sunday, making the 200 miles in 18 hours.

Van Wagoner, the old racing "vet" is not dead yet. He recently won third prize in the Boston Athletic Association's race.

Louisville, Ky., held an electric tournament Sept. 29-30. All the racing was done by electric light during the two evenings.

Sterling Elliott, of hickory wheel fame, is ready to donate a prize to all that asketh, in the form of a small barrel of hickory nuts.

New York had a mammoth cycling parade October 12th. All the well-known clubs in the east were in it, each preceded by a band.

Osmond and Edwards are the representative cycling kings of England; McCredy, DuCros and O'Callagan, of Ireland; Fournier and Stephane, of

France; Rademaker, of Holland, and Lehr, of Germany.

Wellsville, Ohio, had some very good races given under the auspices of the Tuscarora Cycling Club Sept. 29th at the fair grounds.

J. A. McGuire, of the Denver Ramblers, Colorado, broke the five mile state road record in the club's race held Sept. 25th. Time 14:49.

About 6,000 people witnessed the bicycle races held in Bay City, Mich., Sept. 30th. All of the events, ten in number, were hotly contested.

The Colorado Spring's Wheelmen is a new club organized in the town of its name. It will soon apply for membership in the League.

A good track is like a sick baby, it needs constant care. It has cost about \$1,200 this year to keep the Springfield, Mass., track in repair.

Belanger's eight foot unicycle has at last been given a trial. The machine runs well on a straight course, but is clumsy in turning corners.

At a late meeting of the California Division held in San Francisco, it was recommended that a separate Division for southern California be organized.

C. C. Kilpatrick, familiarly known as "Kil," has arrived in Chicago after a year's travel in the west. He is the acknowledged one-legged fancy trick rider of the world.

Frank G. Lenz, who is now seventeen weeks on his tour around the world a-wheel, has reached California. His descriptive articles in the Outing are spicy and interesting.

Victor Leroy Woodcock, of Winona, Minn., aspires to become the "champion boy record breaker of the world." Next week he will go to Rochester, Minn., and have a go at the one to five mile records.

Omaha, Neb., now has two ladies' cycling clubs, the Y. M. C. Cyclers, the Omaha Wheel Club and the Tourists' Wheelmen. They are all prosperous organizations composed of the best element of Omahaites.

The price of the Illinois Road Book to League members is \$1.00, with 25 cents extra for the Wisconsin map. To all others the price is \$2. Chief Consul Gerould at A. G. Spaulding and Bros. has a supply of the books.

Johnson, the Minneapolis rider, who covered a flying start mile in 1:56 3-5, was paced by a trotter named Ned Gordon. The horse was attached to a sulky to which was a canvas in frame attached to protect the rider from the wind. The record was made on the Independence, Iowa, kite-shaped track and acknowledged to be the fastest track in the country. C. W. Williams, proprietor of the track, will have a two days bicycle meet the latter part of this month.

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WISCONSIN BUDGET.

News From Cycling Centers Throughout the Badger State—Interesting Correspondence.

Monroe Unger, formerly of Medford, is now a resident of Ripon.

J. M. Chase, of Janesville, has removed his residence to Milwaukee.

Miss Maud Hatch, an enthusiastic lady cyclist of Sparta, is visiting in Milwaukee.

Kenosha is having her main street paved with cedar blocks, and the boys rejoice.

Miss A. Towne of Edgerton, is spending a few weeks in Milwaukee with her wheel.

The Medford Cycling club has become a League organization. Its L. A. W. number is 448.

At the Dodge county fair a purse of \$5.00 was won by Bert Barber, in three heats; time, 3:34.

Some spirited bicycle races were the principal attraction at the Whitewater Driving Park, Oct. 8.

The bicycle races held at Racine, Sept. 24, were won by J. F. Reitzner, of the Mercury Cycling Club, Milwaukee.

The theft of an 1891 Columbia, No. 17575, was reported to the chief of police of Oshkosh, by J. A. Hinman, of that place.

Members of the Winnebago Wheelmen claim the distinction of belonging to the "four hundred." Their League club number is 400.

Arthur Thompson, of Janesville, has returned to Milwaukee, and has accepted the position of Superintendent of the Automatic Timekeeper company.

J. W. Skinner, who has acted as an effective local consul in La Crosse for the past year, has resigned. Willisbald Ott has been appointed to succeed him.

The Ripon Cycling club has now a League certificate. Its number is 144. Ripon is a red-hot cycling town, and wants the next League meet for 1893.

The Medford Cycle club held a lantern parade on the evening of Oct. 1, and wound up with a banquet. This was the celebration of their race meet held the two previous days.

A ladies' wheel, belonging to the daughter of Dr. Fancher, of Racine, was stolen some time ago. The theft was traced to Oscar and Amanda Olsen. The boy has been sent to the reform school.

A thief named Thos. Flint, made away with some revolvers from a hardware store in Waukesha, and a wheel from a neighboring yard. He was traced and captured by a constable in Milwaukee.

Louis Beyer, Jr., of Calumet Harbor, has a farm, and on it has a bicycle track. On this—not the farm, but the bicycle track—Terry Andrae established a mile record of 2:38, Sunday Oct. 9, amid wild hilarity and "bur."

At the Calumet county fair, held at Chilton, the county championship was won by Mathew Brennan. Terry Andrae and J. C. Schmidtbauer won first and second in the half mile open race, winning a silver water service and a gold watch.

The Janesville Wheelmen hold their annual handicap road race to-day. The course is over the Beloit-Janesville road, a distance of 14½ miles. Start at Beloit at 10 A. M., and finish at Janesville. The racing board is composed of H. A. Ford, chairman; C. Ray Inman, Dr. J. B. Whiting, Jr., Dr. C. T. Pierce, L. R. Miner, N. M. Otis. The list of prizes is large and valuable.

FOND DU LAC.

The postponed bicycle races, which were to have taken place at the fair in September, were held Oct. 8, under the auspices of the Winnebago Wheelmen, L. A. W., No. 400, and were witnessed by a stand full of enthusiastic people. Louis and Roy Reed, of Ripon, walked off with the principal prizes. In the half mile open, Louis Reed won one heat and Terry Andrae the other. The final was decided by the flip of a coin in favor of Reed. Summary:

The half mile race for boys under 15 years for a gold medal—Walsey Hargrave of Ripon won. Time, 1:48.
One-half mile open, best 2 in 3—Louis Reed, first; Roy Reed, second; Terry Andrae, third; time, 1:47, and 1:48.
One mile championship, city of Fond du Lac, gold medal—Louis Venn, first; N. C. Lewis, second. Time, 3:41.
Two-mile championship Fond du Lac county—Louis Reed, first; Roy Reed, second; Louis Berger, Jr., third. Time, 8:33.
Five-mile handicap, first prize gold watch—Roy Reed, first; J. C. Schmidtbauer, second; Louis Venn, third; Louis Beyer, Jr., fourth. Time, 15:36½.

The handicaps were as follows: Louis Reed, Mattie Martin and Terry Andrae, scratch; Louis Venn, Louis Beyer, 250 yards; J. C. Schmidtbauer, 150; Roy Reed 340 and H. O. Lewis, 500. The half-mile novice was taken by Grosbeck of Ripon, time, 1:32.

MEDFORD.

The race meet held here Sept. 30, and Oct. 1, under the auspices of the Medford Cycle club, and in conjunction with the Taylor County Fair, was all that could be desired for an initial effort. The track was in good shape the first day, but a light rain the morning of the second made the track heavy.

SUMMARY OF RACES.

FIRST DAY.
ONE MILE HANDICAP:—F. S. Benedict, first; F. R. Zeit, second. Time, 1:52½.
QUARTER MILE DASHES, best 2 in 3:—F. R. Zeit, first; Max Bach, second. Time, 30½.
ONE HALF MILE, 1:40 class—F. R. Benedict, first; Lee Gibson, second. Time, 1:34½.
ONE HALF MILE, Taylor county championship—F. R. Zeit, first; F. S. Benedict, second. Time, 1:28.
ONE HALF MILE OPEN:—Max Bach, first. Time, 1:45½.

SECOND DAY.
ONE HALF MILE HANDICAP:—F. S. Benedict, first; Lee Gibson, second. Time, 1:33½.
ONE HALF MILE 2 minute class:—Wm. H. Tasso, first; P. Danielson, second. Time, 2:03½.
ONE QUARTER MILE DASH:—F. R. Zeit, first; Max Bach, second. Time, 43½.
ONE MILE HANDICAP:—Lee Gibson, first; F. R. Zeit, second. Time, 3:41.

RELAY RACE, Six participants.
CONSOLATION RACE, half mile:—A. C. Elvie, first; F. Brodowsky, second. Time, 1:53½.

The Medford Bicycle club has now a membership of 22. All of these are league members, even the four ladies that belong to this club.

RACINE.

On Saturday, Sept. 24, Mr. H. C. Korfage held his first race meet. The 14-mile road race which was scheduled to be held in connection with this meet was changed to a track event owing to the poor

THE PNEUMATIC.

condition of the roads. J. F. Reitzner, of Milwaukee captured every event that he entered.

SUMMARY.

NIKE NOVICE:—H. J. Korfage, first. Time, 3:04. Handsome gold medal.
MILE HANDICAP:—J. F. Reitzner, first, 5; E. W. Roth, second. Time, 3:41.
MILE BOY'S RACE:—Alfred Hueffner, first. Time, 3:08.
HALF MILE HANDICAP:—J. F. Reitzner, first; E. W. Roth, second. Time, 1:18.
QUARTER MILE HANDICAP:—J. F. Reitzner, first; B. C. Hueffner, second. Time, 38.
FOURTEEN MILE RACE:—J. F. Reitzner, first; H. C. Korfage, second; Chas. Parker, third. Time, 51:25.

J. F. Reitzner was the only scratch man in all the events.

W. Luggo and G. C. Gates took in the bicycle races at Peoria. Gates won second place in the novice race.

Tom Hardy had a Century Columbia, No. 8241 stolen from the C. M. & St. P. depot on Oct. 3. Look out for it. SENATOR.

The Neenah and Menasha Bicycle Club has measured out a course between Neenah and Oshkosh, a distance of 13½ miles. A. W. Anderson, a Neenah rider, went over the course yesterday in 55 minutes, 10 seconds. It is intended to arrange a road race next season open to the state.

MADISON'S TOURNAMENT.

The M. C. C. and U. W. cyclers held a joint tournament at the fair grounds, Madison, Friday, October 7. The weather was cold and windy, and in consequence the crowd was very small, although the races were good and the finishes lively. The wind blew so hard that fast time was impossible. In the 3:25 class five men started. On the first turn Ed. Hunt fell and Ben Purcell and A. E. Small came down with him. Purcell was quite badly hurt, his face being cut and both arms sprained. Hunt and Purcell's wheels were wrecks. The race was won by C. Z. Wise; Theo. Herferth, Jr., 2d. Time, 3:39 1-5.

The half-mile open had six starters and was won easily by F. D. Warner; H. J. Warner 2d; O. B. Zimmermann 3d. Time, 1:20 1-5.

The two-mile handicap had fifteen starters. C. B. Chapman (450 yds) 1st; D. D. Warner (450 yds) 2d; C. Z. Wise (600 yds) 3d. Time, 5:50 2-5. Bortree's (scratch) time was 6:18.

The half-mile race for boys under 14 years was won by Henry Freeman, of Madison; John W. Hodges, Monroe, 2d. Time, 1:42 1-5.

The one-mile handicap was another for Chapman (225 yds); J. S. Morsman (235 yds) 2d; L. A. Hodges, Monroe, (235 yds) 3d. Time, 2:54 3-5. (12 starters).

The relay race, six men on a side, between the M. C. C. and U. W. cyclers was won by the U. W. team in 20:17 2-5. The time of the M. C. C. team, 20:38 3-5.

The quarter-mile open was the hottest contested race of the day, and in this Fred Warner met his first defeat in a scratch race. There were eight starters, with C. M. Bortree, of Grand Rapids, Mich., at the pole. At the finish Bortree finished first and Fred Warner a close second, notwithstanding the

fact he lost his pedals near the finish; H. L. Hull was third. Time, 36 2-5.

Clay Berryman, our "Kid" racer, broke his collar bone Thursday while playing football. Clay said he did not care about the pain, only he couldn't ride in the races Friday.

L. A. Hodges, who so successfully managed the Monroe tournament, was at our races and seeing the boys. Mr. Hodges is often mistaken for Geo. K. Barrett.

C. M. Bortree, of Grand Rapids, Mich., is visiting in town. He is a fine rider.

Ben W. Park will enter the Janesville to Beloit road race Oct. 15. "THE CHERFUL."

Jno. Jay Baumgartner.

The prominence that the Racing Board of the Milwaukee Wheelmen have won the past season as the promoter of successful races and meets, has been greatly due to the untiring energy, perseverance and thrift of John Jay Baumgartner, whose picture accompanies this sketch. J. J.'s career as a cyclist



dates back to the time when, as a member of the original Social Cyclers of this city; he made that memorable run with this club to White Fish Bay on a tandem tricycle, the only one in the city, and the only time it ever covered such a distance, with a "couple" on it, for soon after that it was relegated to the scrap iron. Mr. Baumgartner is vice-president of the Binner Engraving Co., and has the supervision of the art department in that company. His own ability as an artist is of no mean character and has won deserved honors for his fine work.

THE PNEUMATIC.

THE MILWAUKEE WHEELMEN'S MINSTRELS.

Will Greet Their Friends at the Academy of Music on November 16, 1892—
An Attractive Programme of Specialties.

On the evening of November 16, at the Academy of Music, the Entertainment Committee of the Milwaukee Wheelmen will keep open house, and extends to all a cordial invitation to be present. As there is absolutely nothing in the way of an entertainment which so thoroughly touches the chord of popular favor as an old time minstrel performance, the Committee have prepared a show for their friends which they think will leave nothing to be cared for. Many there are to-day whose locks have been painted by the hand of time, who remember with all the enthusiasm of youth, a minstrel show given years ago, by their favorite club or college friends—what a wealth of recollections it brings to mind—as if it happened but yesterday. To old and young, mothers, sweethearts and wives, it offers a chance for a few hours respite from the cares of living, and an opportunity to indulge in a session of laughter and fun. All along the highway of amateur minstrelsy are scattered the names of those, who in after years, have left their foot-prints on the sands of time, and while the committee do not expect to immortalize their names, they trust their efforts to amuse their friends, will recall some pleasant recollection. The talent for the entertainment has been selected exclusively from the members of the club and represents a galaxy of fun-makers, which rival in their various specialties many of the world-famous stars of the burnt cork world. Messrs. Oliphant, Black, Haven and Price, and Coleman, Seward, Andrae and Bartels, have kindly consented to appear on the ends, and Mr. Sam Docter will glisten in the center of the crescent. The sweet songs, are contributions by Messrs. Docter, Meisenheimer, Baltes, and tropical selections by Oliphant, Coleman and Black. The olio will consist of a number of specialties and team work by the following members:

Richard Baird, in his wonderful feats, "Ledger-demain."

Harry Paine and his Wonderland of Musical Instruments.

Metropolitan Banjo Club, under the direction of Frank Enders, in Selections.

E. H. Haven, the Irish Comedian.

Herman Black, Burnt Cork Comedian in Dialect Sketches.

Price and Coleman, Songs and Dances.

Other attractions will be added "later on." The first part will conclude with an original Amazon march, and the second part with a roaring farce, written especially for this occasion by the club's dramatic author.

The Entertainment Committee are exerting every effort to make their Minstrel performance a great success and asks the co-operation of every wheelman

in the city and state. Your presence is not only desired, but you are earnestly urged to interest all your friends, so that the event will be a grand and representative gathering of wheelmen. Every person attending will receive the Milwaukee Wheelmen's Souvenir, illustrated.

DOINGS IN MILWAUKEE.

A Month's Review of the Doings in the Cycling Arena of the Metropolis of Wisconsin—Banquet to Walter Sanger.

Phil. Nickel has left the race path for this season.

The Milwaukee Wheelmen cleared \$300 on their afternoon's race meet held at National Park, Sept. 17.

The series of races, to be held at the Exposition building in November by the Milwaukee Wheelmen promises well.

Walter Sanger, in practice and without pace-making, made a half mile on the National Park track in 1:05, and a quarter in 28 seconds flat.

Richard Pail, of San Francisco, and former instructor of the Elite Fencing school has been employed as a trainer for Walter C. Sanger.

It is shameful. The condition of the road on Grand avenue above Fourth street. Why are not the contracts let for the proposed boulevard system? "How it is?"

The Sercombe & Bolte six-mile road race over the White Fish Bay course was won by Lieut. Mortimer, with a four minute handicap. Will Bremer winning the time medal.

A banquet will be tendered Walter Sanger by the Milwaukee Wheelmen in recognition of the prominence he has given that club in his performances on the track the past season.

A. C. Morrison, ex-president of the Milwaukee Wheelmen, was the only member to start on the Club's Century run. Owing to rain it was postponed, but doughty Cressy made it through rain and mud.

The semi-annual election of officers of the North Side Cycling Club resulted as follows: Geo. Aussem, president; E. E. Miller, vice-president; L. Pierron, secretary; E. A. Rothe, treasurer; Wm. Breckenridge, captain.

The Mercury Cycling Club hold their postponed road race Oct. 15. The course has been changed. The start will be made from South Milwaukee via Buckhorn on the Nicholson road and to finish on Howell avenue. Thirty-two entries.

The Century run of the Milwaukee Wheelmen, postponed from October 1, will be run on the 16th. The Board of Directors have appropriated money for the purchase of medals and bars for the members who finish. Bars for those who made the run last year and medals for those who have not yet acquired one.



The 1893 Moffat promises great things.

The James wheel promises to have a great run next season in Milwaukee.

Harry T. Hearsey, of Indianapolis, will have the exclusive agency for the Raleigh.

Woodruff & Little Cycle Co., of Tonawanda, Pa., have assigned for the benefit of their creditors.

The Bidwell-Featherstone legal controversy about the tire, has been decided in favor of A. Featherstone.

The Bradley Chainless Bicycle Co., of Albany, is a new concern, incorporated with a capital stock of \$125,000.

The Royal Cycle Works, of Marshall, Mich., is already testing its 1893 Royal Scorchers weight 29 pounds.

One of the hustling genial spirits of Minneapolis is Mr. Washburn, in the employ of S. F. Heath & Co. on Nicolet avenue.

Roth-Kasten Cycle Company's sales these latter months have been equal to those of the larger concerns in Milwaukee.

Nancy Hanks was attached to an "Imperial" sulky in her mile of 2:04. This is built by the Ames & Frost Company, of Chicago.

The 1893 Garford saddles will be made in twenty-two different styles. The three-coil saddle is also one of the company's patterns now.

St. Paul and Minneapolis people are slow to realize the benefits of the pneumatic tire. Ordinaries, solids and cushions are most generally used in that vicinity.

The Elliptic sprocket is, without a question of a doubt, a great invention. Many of the fast men of the country want the sprocket attached to their wheels. Therefore it must be good.

For the information of new riders it is necessary to state that court plaster and all other remedies for bruises, sprains, etc., are obtainable at J. M. Allcott & Son, Druggists, 90 Wisconsin street. 'Tis soothing.

Andrae's will soon have their sample wheels ready for the 1893 output. The specials are the Andrae Road Racer and Track Racer. The samples are "beauts" and will soon be illustrated in THE PNEUMATIC.

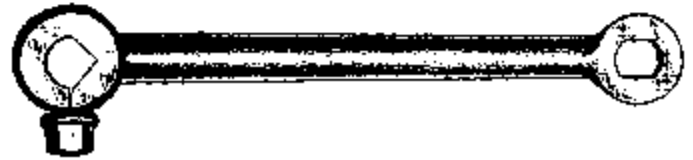
The Chicago Bicycle Company have an 1893 cir-

cular out already with description of their new Worth Convertible Tandem and Worth Twin Sociable. These will create a large demand, it is predicted.

W. C. Sanger rides a 26½ pound Lightning Messenger, built by the Sercombe-Bolte Mfg. Co. It is a special built and odd looking wheel, the seat resting directly on the frame. The company will next year have a racing wheel on the market to be known as the "Sanger Racer."

THE PNEUMATIC:

The enclosed is a proof cut of a bicycle crank, patent of which was issued to us last month. We shall supply these cranks to the trade at an unusually low figure, although it is by all odds the best crank on the market. It is very stiff, very light, and fastened to the crank-shaft by a device that has more strength than six cotter-pins all combined, at the same time by two revolutions of the nut it can quickly be made



so loose that it can be taken off with the hand without further use of any tools whatever. To explain more clearly, the thread on the clamp portion is also cone shaped, and by screwing the nut down it grips the axle so firmly that no one will ever suffer from a loose crank. At the same time, for repairs it is more quickly removable than any other make. Owing to the shape of this crank, we can have them drop-forged so that very little work is required to perfect them.

SERCOMBE-BOLTE MFG. CO.

Race at Waukesha.

A five-mile road race of the members of the Waukesha Bicycle club was held October 7. The route was over the Pewaukee road. The racers finished in the following order: S. D. James, Jr., time, 21 minutes; F. A. Evans, E. A. Morley, V. H. Tichenor, George E. Vincent, R. W. Wheeler, W. B. Strong and L. E. Riblet.

Look Out For Thieves.

Milwaukee riders are warned to be on their guard against the bicycle thief or thieves that are at present getting in their thievish work. Several weeks ago a brand new Moffat was stolen from Thos. E. Hutchings but was recovered. Since then Mr. A. A. Hathaway had his Pneumatic tired Rover stolen. Its number is 25608; also a National Diamond bicycle, belonging to Albert Richter was taken from in front of Gray Bros., Clinton street.

A Great Show! Don't Miss It!
Bring Your Friends.



You Will Be Sorry if You Don't Attend

**Milwaukee
Wheelmen's
÷ MINSTRELS ÷**

Wednesday Eve'g, Nov. 16
Academy of Music



TICKETS OF ADMISSION, 25 cents, 50 cents, 75 cents and \$1.00.

Now For Sale by T. E. Hutchings, Treasurer Milwaukee Wheelmen,

Who can be seen at the Club Rooms in the Loan and Trust Building, every evening.

WHO IS GOING TO BE ELECTED IN NOVEMBER?

WE CAN'T TELL YOU! If we could some of you might be able to make some money from having knowledge of the fact, but we can tell you where you can save, and saving money is the same thing as making it.

OUR \$12.00 OVERCOAT will save you from \$3.00 to 8.00 on what you have been in the habit of paying for the same thing.

OUR \$12.00 TO 15.00 SACK AND DOUBLE-BREADED SUITS will save you 25 per cent. on your money.

On hats and furnishing goods we can save you money in about the same proportion.

Come and look over Our Stock before buying elsewhere.

SKIDMORE & HENDRICKSON CO.

210 to 214 Grand Avenue.

OPEN UNTIL 9 O'CLOCK EVENINGS.

BARGAIN LIST.

EXCHANGE, WANT AND FOR SALE COLUMN.

Everything inserted under this head will be charged at the rate of 10c. per line. Special rates for more than one advertisement or insertion.

OFFER: Any person sending to this office, two paid subscriptions for THE PNEUMATIC, will receive the paper FREE for one year. M. C. Rotier, Publisher. 415 E. Water St., Milwaukee, Wis.

WANTED: Agents in every town to solicit subscribers for THE PNEUMATIC. 50c. a year. Liberal commission. Address this office.

FOR SALE

CENTURY COLUMBIA—Ridden about two months. Good as new. \$120.00
Roth-Kasten Cycle Co., 519 Grand Ave., Milwaukee.

OVERSTONE—Shopworn. Morgan and Wright pneumatics 115.00
Roth-Kasten Cycle Co., 519 Grand Ave., Milwaukee.

KING OF SCORCHERS—Shopworn; cushion tires. \$100.00
Roth-Kasten Cycle Co., 519 Grand Ave., Milwaukee.

COVENTRY CROSS—Morgan & Wright Pneumatic, ridden six weeks, Frame Humber pattern. \$100.00
Roth-Kasten Cycle Co., 519 Grand Ave., Milwaukee.

BUCKINGHAM—Cushion tires. In good shape \$100.00
Roth-Kasten Cycle Co., 519 Grand Ave., Milwaukee.

RELIABLE—Shopworn; cushion tires. \$100.00
Roth-Kasten Cycle Co., 519 Grand Ave., Milwaukee.

VICTOR MODEL C.—1½ inch Cushion. In excellent condition. \$ 80.00
Roth-Kasten Cycle Co., 519 Grand Ave., Milwaukee.

LADIES' JUNG—Shopworn. Morgan and Wright pneumatics. 75.00
Roth-Kasten Cycle Co., 519 Grand Ave. Milwaukee.

EAGLE—49-inch solid tired, full nicked Eagle. Address, THE PNEUMATIC. \$30.00

SOLID TIRE VICTOR—'89 pattern, good condition. Address, 831 Tenth St. \$35.00.

FOR SALE—At bargain prices. Second-hand and new printing presses, type, etc., at C. F. Allcott & Co., 90 Wisconsin St., Milwaukee.

Prices That Will Make You Buy.



Great Reduction in all the Novelties of the Day.
Unique, Useful and Entertaining!

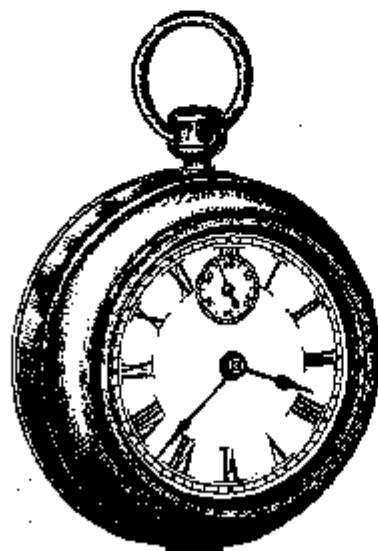


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Here is a watch that will keep accurate time, will not get out of order and in every way gives entire satisfaction.



FULL SIZE.
40c by Mail

Large assortment of Campaign Pins, Badges and Buttons,
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FITS VEST POCKET.



ACTUAL SIZE.

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\$9 per 144.
Best joke out.

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AND DEALERS IN

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Rubber Stamps, Seals, Patented Oilers, Oils,
Stencils, Post Stamps Rubber Cement,
and Coins for Collectors. and Black Enamel.

90 WISCONSIN STREET.

ALSO WITH
J. M. ALLCOTT & SON, DRUGGISTS, Milwaukee, Wis.
90 WISCONSIN STREET.

All the latest styles of Cards and Scrap Pictures for covering over
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SAMPLE BOOKS No. 25c and 35c. 5 CTS. EXTRA BY MAIL.

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The Gem and Pencil, 25c. \$2.00 per doz.
Watch Pocket, 75c. 6.50 per doz.
The Magic, 50 & 75c. 4.80 & 6.50 per doz.
Magazine Lamps, 25c. 2.00 per doz.
Wicks for any of these Lamps, 10c per doz.
Lights 10c per 1000.

1, 5 and 10c POCKET SAVINGS BANK, 10c each, 80c doz.
\$1.00 Cameras and \$1.00 typewriters, by mail 15 cts.
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Matches, Lamps and Lights cannot be sent by mail.



There'll Be a Boom

Double Breasted Suits.

Get one while there is

Plenty to Pick From

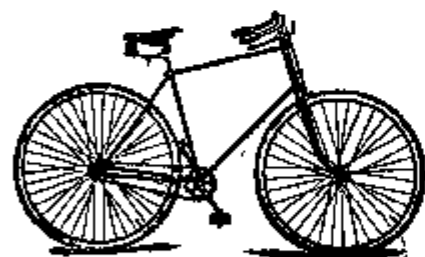
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Make Sure of Picking the Right One

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GET YOUR



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Electrical WORKS,**

256 Grove Street,
(CORNER PARK STREET.)

RE-NICKELING, RE-ENAMELING AND REPAIRING
A SPECIALTY.

Solid Tire Wheels Changed to Cushion or Pneumatic Tires.

**ALSO ELECTRIC BELLS
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MEDICAL APPARATUS



KOCH'S

WHEELMAN

SAFETY

SHOES.

We have for some time experimented on a wheelman's safety shoe, and from what expert wheelmen tell us we have a shoe now that is perfect in every detail. This shoe also looks neat and is as presentable as a street shoe. We have ordered a sample lot of them that will be in in about two weeks. Samples can be seen now at the club rooms or at our store. We want the wheelmen's trade and will sell them at a profit of

25 CENTS A PAIR.

This will enable cyclists to buy a \$8.50 pair of wheelman's shoes for \$2.50. We will be pleased to have wheelmen call and give us their opinion. Every pair warranted

N. KOCH & CO.,

Modern Shoe Dealers.

Loan and Trust Bldg., 200 Grand Ave.

Open evenings until 8 o'clock.

REED PRINTING CO.,

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Satisfaction guaranteed.

623 EAST WATER STREET.

L. A. W. and Society Cards Promptly Executed.

Wheelmen Attention !

Your attention is hereby called, to the Wisconsin
CENTRAL LINES

FAST TRAINS BETWEEN

Chicago, Milwaukee, Fond du Lac, Oshkosh, Neenah,
Menasha, Marshfield, Chippewa Falls, Eau Claire,
St. Paul, Minneapolis, Hurley, Ironwood,
Bessemer, Ashland, Duluth,
and all points in the

NORTHWEST,

Pullman Vestibuled Sleepers on all night trains, and the
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For further information, apply to

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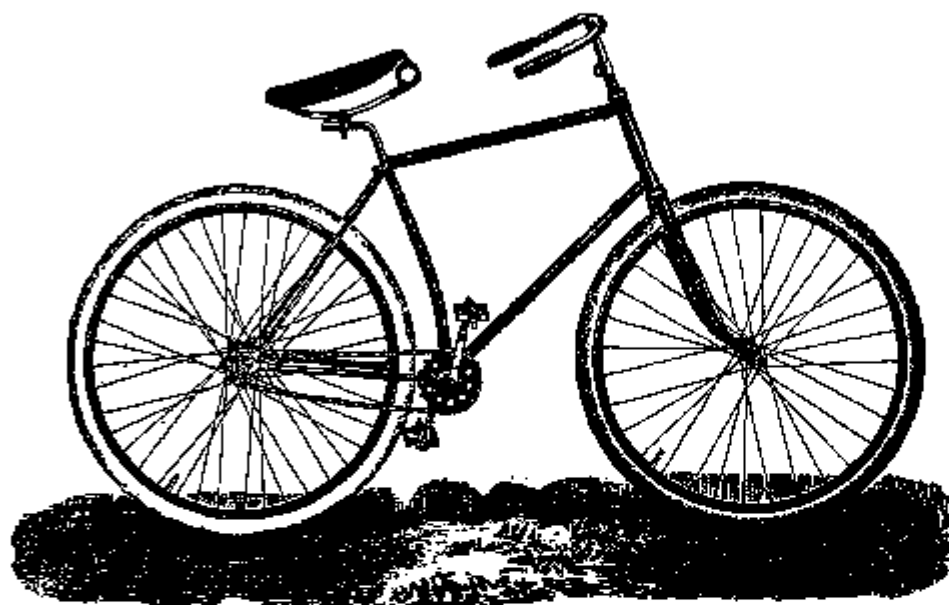
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Eclipsing Everything yet made in the way of First Prizes,
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Are "IMPERIALS" popular?
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Catalogue free.



FIRST PRIZES.

First Prize, 1 mile, Illinois Division Championship.
First Prize, 2 mile, Illinois Division Championship.
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*BREAKING WORLD'S COMPETITIVE RECORD.

First Prize, 5 mile, Illinois Division.
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*First Prize, 1 Mile, Illinois Division Championship.

*BREAKING WORLD'S COMPETITIVE RECORD.

First Prize, 1 mile, Mo. Division Championship.
First Prize, 2 mile, Mo. Division Championship.
First Prize, 2 mile, Mo. Division Championship.
First Prize, 1 mile, Mo. Division Championship.

First Prize, 20 mile, Road, Maine Championship.
First Prize, 5 mile, Road, Janesville, Wisconsin.
First Prize, $\frac{1}{2}$ mile, Battle Creek, Mich.
First Prize, Houston, Texas.
First Prize, Wauseon, Ohio.
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First Prize, 1,760 feet, 1st class, Van Conver, Wash.
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First Prize, Belle Plaine, Iowa.

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Breaking Two World's Records.

THE COLUMBIA CARRIAGE COMPANY,

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Handle and control our wheels in the State of Wisconsin. Give them a call. They will surprise you.
IMPERIAL WHEELS are up to date, modern, and not to be confounded with \$185 wheels
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THE PNEUMATIC.



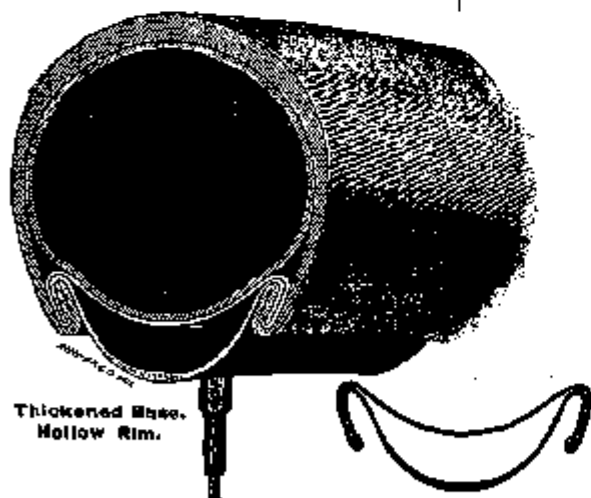
THE "SANGER RACER"

The Highest Grade,
The Highest Priced,
The Easiest Running
Safety ever made.

THE TELEGRAM PNEUMATIC

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Guaranteed the **BEST**,
and speak for them-
selves.



The lightest and easiest repaired tire ever made.
Can be deflated, inner tube removed and replaced in less
than one minute.

Applied to all "Telegram Cycles" when required.
Prices to dealers and Manufacturers:
With Solid Rims, ... \$20 per pair.
" Hollow " \$25 " "

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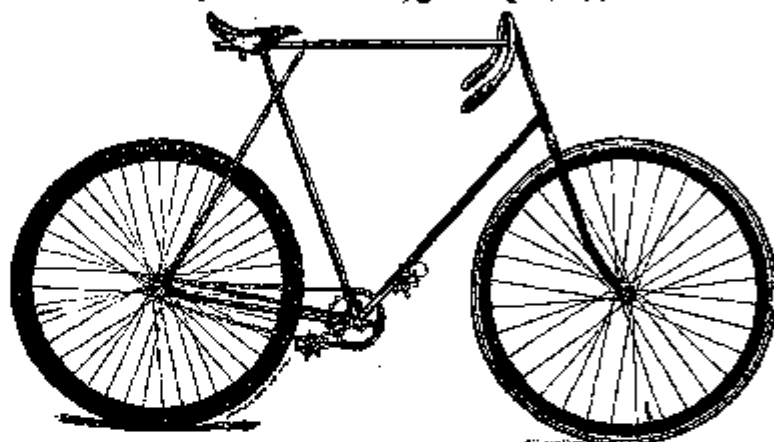
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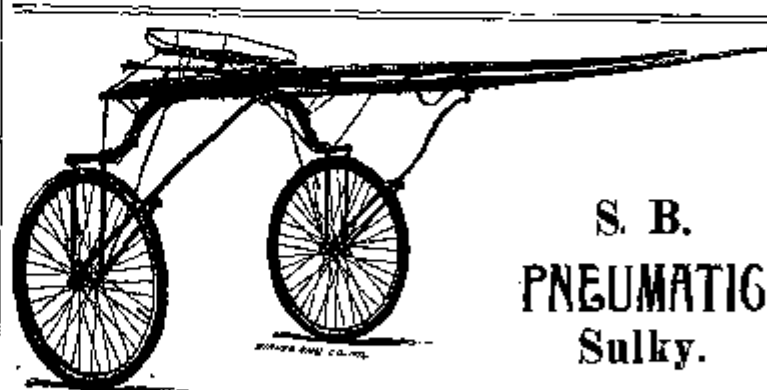
RACING LIGHTNING MESSENGER MACHINES

Kept In Stock. Price \$155.

Special "Sanger Racer."



To Order Only. Built to reach. \$175.



S. B.
PNEUMATIC
Sulky.

We are applying pneumatic tired wheels to any make of sulky at
\$75.00 per set.

Obas. T. Bradley, Julius Coorsen, Frank A. Lappen, Dr. John, Geo. P.
Ziegler, Fred Hilderbrandt, H. G. Cook, J. C. Peiffer and E. B. Roys are
the first people in the State to have pneumatic wheels applied to their
sulkies, and all the work was done by us. We use the highest grade of
materials, such as steel hubs, English steel tubing, etc., etc. In the East
th a same class of work is charged for at the rate of \$100 to \$125 per set.
Horse-men should beware of cheap material in this line; cast hubs, poor
tires, etc., etc.

A large air pump is furnished without charge with every set of tires
for inflating them when necessary.

SERGOMBE-BOTE MFG. CO. Makers of **TELEGRAM CYCLES.**

MILWAUKEE, WISCONSIN.

SEND FOR OUR ELEGANT 30 PAGE CATALOGUE.

THE PNEUMATIC

"As the tire sustains the wheel, this publication promotes its interests."

VOL. II.

MILWAUKEE, WIS., NOVEMBER 15, 1892.

NO. 8.

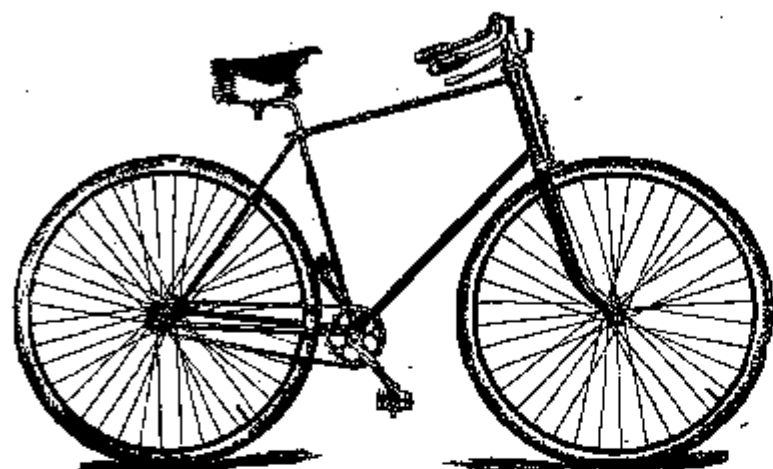


JOHN S. JOHNSON.

THE PNEUMATIC.

WAIT for the '93 Andrae Light Line of Wheels

Better than ever, and that is saying a good deal.



The Andrae Light Roadster, Pneumatic Tires. Price, \$185.

Write for our Second-Hand List * *

PRICES WAY DOWN * * * *

If you are going to have your wheel repaired or remodeled, why not have it done now * * * *

JULIUS ANDRAE, CYCLE WORKS,

AGENTS WANTED.

223 and 225 West Water St., Milwaukee.

NO MORE RIDING FOR YOU THIS SEASON?

Well---Some ride all winter, some don't

At any rate,

LET US GIVE YOU A POINTER.

Size up your wheel. Does not look as pretty as it did when you bought it last spring, does it? Intend to ride it next year? Expect to dispose of it and get the latest? Whatever you do, remember that

ECONOMY IS WEALTH.

Every dollar you spend now in having your machine re-nickled and re-enamelled will be worth five next spring. We are making a specialty of this work and should be pleased to enamel your wheel in any of the different colors.

ROTH-KASTEN CYCLE CO., 519 Grand Avenue, Milwaukee, Wis.

P. S.--OUR '93 LINE WILL BE THE FINEST IN THE CITY.



A MONTHLY JOURNAL DEVOTED TO WHEELING AND ITS INTERESTS.

SUBSCRIPTION FIFTY CENTS PER YEAR.

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M. C. ROTIER, Editor and Publisher.

All copy for advertisements, changes for same, news and correspondence for publication must be sent in before the 15th, to insure insertion the same month. Contributions returned if not published.

ENTERED IN THE P. O. AT MILWAUKEE AS SECOND CLASS MATTER.

ADDRESS M. C. ROTIER, 88 BIDDLE STREET, MILWAUKEE, WIS.

MUSCLE and manhood, brawn and brain, strength and character, all these traits blended make a model man. The bicycle to the rescue.

BELLAMY evidently was not a racing man for he never would have committed himself in "Looking Backward" for fear of being barred off the earth.

LOCAL newspapers are now strongly advocating the use of asphalt for street paving. It is a timely advocacy. The present condition of its streets is simply abominable. Whatever else can be said of the beauties of Milwaukee as a city, it will never elicit any admiration from the observing stranger when he speaks of the paved and unpaved streets. It is perhaps the only city in this country with a population of 240,000, that is without a block of asphalt road.

ANOTHER faithful example to the welfare of the sport of cycling as a health-promoter, but which does not command such prominence as the hunch-backed rider, is the long-distance riding some wheelmen and even wheelwomen attempt with disastrous results. Two or three cases of broken down constitutions from excessive riding will go a great way toward discrediting the wheel for the merit it proclaims. London *Lancet*, the leading medical journal of the world, says the following in reference to the extremes to which long-distance cycling has been carried:

"It is our duty to declare, from a knowledge of the bodily powers and functions, that the risk implied, even when there is escape from immediate accident, is dangerous up to the verge of insanity. We have watched the fate of those who, in the brief period of the history these violent exercises of strength, have excelled and have run through their short day and generation, and we regret to record that no experience is more painful or more instructive for purposes of warning."

LAND can better be enhanced in value by the building and maintaining of good roads than by any other method. The general effect of good roadways are prolific. They give the inhabitants of the country at all seasons of the year the benefit of going to market to sell produce and get their supplies; to have intercourse with the outer world when they are at leisure and when bad roads are at their worst. In good sections of the country, villages are built up, manufactories started, stores, post-offices, schools and other public buildings erected. All this from good roads.

IN a circular letter issued by the Rhode Island State Highway Committee, it says: "A half a million dollars a year will hardly cover the annual loss and waste of bad roads to the people of Rhode Island and this loss constitutes an annual tax of nearly two dollars upon every inhabitant of the State. If saved, in two or three years it would pay for putting all main roads of Rhode Island in first-class condition if systematically and properly engineered." To true! to true! Every other state in this Union is in a like quandary and in the same predicament.

FLYING start in races and trial heats is becoming more recognized. When Mr. W. E. Hicks first suggested this new method in cycle racing it met with little favor, but all who have had any track experience know that the frequent falls and collisions generally happen at the start within thirty feet of the tape, caused either by unskillful push-offs or the nervousness of the riders attending the suspense of the pistol shot. The flying start has introduced some wonderful records in cycloedom and has had much to do with shaping the mind of the general public to the possibilities of the wheel.

EVERY year—it is sad to relate—there is a marked lessening of interest among wheelmen in road events such as club runs, parades, and even touring. Instead of the devotees of the wheel encouraging these pleasurable excursions, that are so dear to the memory of old wheelmen, they seem to be slowly drifting away from them. The attendance on these runs, in spite of the efforts of the road officers, has decreased noticeably the past season in Milwaukee, and we should judge by reports that this is a fair example of the doings in other cities. The introduction of the safety of course has had much to do with these changes in the interest of the sport of cycling. As a consequence of its utility and practicability the bicycle being in use all day and every day, weather permitting, the novelty and exhilaration that riding brings wears off to a certain extent and when pleasant evenings or Sundays come around one feels like doing something different from one's every day avocation. But if cycling is to hold its place in the front rank of American amateur athletics, it is necessary that wheelmen do more, and try to develop the old feeling of life and enthusiasm in club runs and touring.

WHEELMEN should remember that the chief claim of the sport of cycling to the public, is its healthgiving qualities, and that in no way can they create a more unfavorable sentiment towards this recreative sport than by assuming the attitude of the hunch-backed trying-to-be scorchers, while riding through the streets. Perhaps the modern build of the wheel has had something to do with this deplorable position of the rider, because of the long wheel base which almost compels one to incline forward somewhat on the handlebars; but not satisfied with this ordinary posture, they lower the bars to the head and screw up their saddle till they look like the subject of the story of a little boy and green apples.

OLD England, for centuries gone by, has been known as the "workshop of the world." In ages past it has been recognized as the center of manufacturing industries, but gradually America is robbing the Britishers of their pet name. For a score of years or more, England's manufacture of bicycles and tricycles has been a thriving industry and greatly helped to sustain the name it has borne so long. But their markets for bicycles as well as other goods are overstocked and now British manufacturers, many of them at least, are casting around with baited hook to secure desirable locations on American soil in the United States. In England the manufacturing possibilities have reached their climax, while in America the situation is very different. Its scope and chances for manufacture are by no means fully developed as has been shown by the large import of wheels and parts that have been received in this country. America has found a large market for foreign makes of bicycles, but American manufacturers have awakened at last to the realization of this state of affairs and can and do build bicycles equal and possibly superior to any in the world. The field in America for disposing of good productions is unlimited and foreign makers are becoming aware of it. Their location on this side of that which separates the two greatest manufacturing regions in the world only proves that the industries of the age is centering in this country.

SHAM amateurs, shamateurs, proamateurs or more properly termed makers' amateurs are receiving more attention at present in the cycling world than the more important subject of roads improvement. But, while we are in the full heat of this rather momentous discussion of what to do with the class of riders, hired by manufacturers to compete in amateur races to advertise their makes of wheels, we would suggest that these—professional advertisers, as racing men—be entered in one separate class from the pure amateur, but that the League of American Wheelmen effect a clause in their constitution to release all control of a prize after it has been won by the contestant and the valuation of a prize not to exceed one hundred and fifty dollars. This to govern both the pure and makers'

amateur. It has ever been a foolish move on the part of the Board to restrain winners of a prize from selling it for cash, and we believe a change of this kind would be for the better all around, and close out that type of men who do not cherish the prosperity of the sport but are scrambling for "siller" and "saint seducing gold."

WHAT will become of the National sport is a question that has agitated the lovers of out-door amusements a good deal the past season. Base ball as a thorough sport, has passed into oblivion. It has proven that it has a mercenary character and therefore detracts from the honesty of athletic interests. The "throwing" of games at critical points has been meat for the pool rooms, but has been the detriment of the sport and its professional associates. What now? Will bicycle racing, that is just coming to the front to take the position that base ball has held undisputedly for years, will it follow in the footsteps of its predecessor, ere it hardly has gained the foothold of favorable public sentiment? Would the healthy young sport—if the schemes of the professional league agitators remained unchecked—be dealt its death blow? Or, would its inceptors and sustainers follow the fate of others that tried a similar scheme years ago when cycling was in its infancy? It would perhaps be a case of history repeating itself.

There is no sport of a gentlemanly nature that has not been corrupted by professionalism, or by men who seek in the promotion (?) of these sports to fill their coffers with the spoils. The fact is potent that such would be the case if this scheme is not curbed. But we believe the National Racing Board is thoroughly alive to the situation and will endorse, what we advocate, of pure amateurism and the makers' amateur for the welfare of the sport of cycling.

A POINT of paramount importance to be considered by all lovers of the sport of cycling and especially by the National Racing Board, of the League of American Wheelmen, in debating the question of the cash prize system, are the international races which are being planned by the Associated Cycling Clubs, of Chicago to be held during the World's Fair. The committee appointed by the League to arrange for these races are now at work upon an important movement toward bringing together representatives of all countries in next year's events. The chances are even now in evidence of the English team being on the grounds, and that makes sure the representation of other countries. This international race question is an important factor in the amateur rule to be adopted by the League, as cash prizes would effectually kill foreign contestants in American races. Should our amateurs coincide to a party of the professionals, of course, the L. A. W. would expel them and the foreign riders would have a clear field in this country, as such men as Harris, Shofield, Osmond, Fowler, Scheltens, Bedaim, McCreedy, Du Cros, Ede, Leitch, Mole, Vogt and others, who are recognized in both

countries as purely amateur riders, would have an easy time in carrying off all the trophies. The foreign cyclists would certainly decline to compete in a race with riders who are recognized as professionals, but if the L. A. W. should decide to put the makers' amateurs in a separate class under proper restrictions, the foreign riders could not reasonably refuse to compete with them, as the riders across the water, while recognized as amateurs, are really in the same box as the American makers' amateurs, only the foreign organizations have not the nerve to declare them as such.

What'll We do with Him?

Editor of the "Pneumatic."

DEAR SIR—I send yew a fu litle provirbs wick ar knite nue and wick ar speshibly aplikibul to bysackling and wick it wud be wel for bysackelists 2 paist into thair hats as it wer and wick kost nothing.

Onst.—Doant praktis enny funny eveleoshuns untill yew no how 2 ride plane. Meinty a man has spraned his bak wile disreguarding the abuv simpal rool.

Twicet.—Doant leve yewr bysackel out oll nite. The doo iz verry injoorous 2 bysackels and the nite air sun-times wafts them awa alltogather several such cases having ben none 2 of token plase.

Three times.—Colizeons between bysackles and baby karijes can best be avoydid bi wauking and pooshing yewr bysackel moast ov the time.

Fore times.—Wen yew meat a team ov horses gett off ov your masheen and boost it over the fense and stand with yewr hat off untill the team of horses gets bi. This iz onaly giving the driver his leegal rites.

Five times.—If yewr masheen gits badly broke, sware about it, sware a good col so fokes wil here yew and no that yew ar swarning. It is a mark of good breeding and ejukashun.

I kood think ov lots moar valuable sugesteshuns, but these ar enuf at presunt and wil go a good ways toard asisting the avrij amitoor 2 avoid mistaiks wick mite maik him wish he hedne maid sed mistaiks. In konklooshun I wud say that Terry Andrac hed heter apli rool 4, about horses, to smal boys, and wud respektfully say 2 Terry 2 avoid small green boys as he wud small green apples. (Yew kan leve the abuv out if yew ar afrade of hurting Mister Andraes feelings.) Wel, I beleev I will percede 2 subskribe miself yowr trewly and cloze. Hoping that this finds yew enjoying the same blessing I still continu 2 yet remane as ever,
Yours kwite a goodeel,

JANEZ Q. SWILLEGARLIC.

Ignorance Personified.

A young lawyer, having received a notice of suspension from the Racing Board, for competing in unsanctioned races, proved himself a simpleton by pleading ignorance of the League's law.

CASUAL THOUGHTS.



Now and then, here and there, one encounters, while touring, one of those blooming healthful spirits of femininity, that seem to abound only in the rural districts away from the artificial influences of metropolitan life. To one, like myself, who has long since passed the climax of youth's visionary views, and perhaps grown a bit morbid under the constant association with gay and frivolous society, the sight of a girl or woman, blessed with health, strength and a sound mind, reveals a disturbing contrast with the sex, pale and powdered which is reared in the city. In the country, nature environs the human mind and the physical being with

objects and conditions whose qualities and uses are imperative—grass, trees, earth and the breathing of pure, sweet air. These thoughts connect themselves with the need of the young girls that have not the opportunity of being developed in the country, to become the possessors of a bicycle wherewith they can attain health, strength and vitality; wherewith they can independently seek happiness, which, they know way down deep in their little hearts, is not a frequenter of courts and palaces, but is a shy woodland nymph, who will be courted in the shades where flowers bloom and birds sing. But for the want of physical exercise in the fresh, open air of the country, how many of the many indolent and vacant minds that could become more active? How many great minds that could be greater? Certainly the city affords a larger scope to broaden, culture and forward the march of intellect, but these possibilities too often jeopardize the greatest of heavenly blessings and that which is essential to the physical condition of coming generations—health and strength. (*Ex nihilo nihil fit.*)

What It Is.

Send in your news. No matter how brief must be your mention, prepare it as best you can and send it in. "We'll do the rest." Do not stand off and say our club or our town is never mentioned, and never write a line to inform the editor of the happenings in your town. All are invited to send copy or items that will interest wheelmen. Every club should have its press committee to attend to this work.

How He Lost Time.

STUTTERING RIDER—S-s-say F-f-farmer Jackson, h-h-how far is it to P-p-podunk-v-v-ville?

FARMER J.—What aer ye sayin'?

STUTTERING R.—A-a-a-are y-y-you d-d-deaf? H-h-how f-f-far is it to P-p-podunk-v-v-ville?

FARMER J.—'Bout a hundred rods. If ye hadn't stopp'd to ask me you'd a been there half an hour ago.

GENERAL WHEEL PNEUS.

Doings of Past Month in Condensed Form.—Local and State Items.

Rockford, Ill., will not be forgotten in making up next years racing circuit.

Frank Lenz has reached San Francisco in safety and is now sailing for Japan.

Thomas Stevens has been lecturing in England on "A Bicycle Ride Across Asia."

The St. Paul Cycling Club recently admitted fifteen new members, making a total of seventy.

The Elliptic Cycle Club is a prosperous organization of Winona. All riding the Elliptic wheel.

F. G. L. Hunt rode from Grand Forks to St. Paul, a distance of 400 miles in five days, last week.

Match races that will not come to pass this season: Sanger vs. Zimmermann; Johnson vs. Lunsden.

Kearny, Neb., has an amateur athletic association and it has finished the detail of its plans to put in a quarter-mile bicycle track.

Indoor ball teams have been formed by both the Lincoln and Chicago Bicycle Clubs. J. M. Erwin will manage the Lincoln team.

John W. Evans, of the *American Trotter*, wants to wager any man that Johnson can repeat the performance of a mile in 1:56 3-5. He has \$10,000 ready to bet.

The idea of having a special color of wheel or rim to distinguish its make is being carried into caps and suits by the racing men while on the track. A capital idea.

Fred Hatch of the St. Paul C. C. has lowered the local hundred-mile record, going from St. Paul to Northfield, and then to Minneapolis and St. Paul, in 7 hours 52 minutes. This is three minutes better than the mark made by T. L. Bird a short time ago.

The Minneapolis boys will have a fine club house, if reports are true that they have succeeded in selling a thousand shares of building stock at \$10.00 a share. They are now looking for some public spirited citizen to give them a site on which to build.

The campaign just closed, has been a "hot one." All along the line in the principal towns of this country, wheelmen have been sought after, by political aspirants, to uphold and support them for offices. It makes known the fact that wheelmen, as a body, are respectfully recognized.

Minnesota will have a Good Roads convention at St. Paul, January 25 and 26, '93. Two delegates for every senator and representative throughout the state will be present and the convention will formulate a bill to be presented at the next session of the legislature in the interests of good roads. About 400 are expected to be present.

"For better pavements" is the motto that adorns all of the club stationery of the Schenectady B. Club.

Chicago and western members of the League are anxious to have Chief Consul Gerould, of the Illinois Division, run for the presidency of the L. A. W.; but Mr. Gerould and Col. Charles Burdett, the present president, are too good friends to run in opposition to each other.

Besides American manufacturers and importers, several foreign concerns have signified their intention of placing exhibits in the Philadelphia show. Messrs. Thos. Hare, O. S. Bunnell and J. S. Lincoln Edwards comprise the managing committee for the show, which will be held under the auspices of the Associated Cycling Clubs of Philadelphia.

Local Pneus.

The Telegram Cycling Club is a new organization in Milwaukee.

Elmer Grey and Cyrus Williams have returned from their European tour.

It is probable that the Comet Cycling Club will give up its comfortable quarters for the winter.

Whist tournaments will be a feature of indoor amusement among the members of the Milwaukee Wheelmen.

The Mercury Cycling Club will hold an entertainment and ball, at Harmonic hall, December 16th and a Masquerade ball, February 11th.

Phil Kilby has accepted a position with an Electric Light company in Ironwood, Mich. His numerous friends sincerely regret his departure.

Any member selling fifty season tickets for the Tournament of the Milwaukee Wheelmen will be treated to a champagne supper by F. J. Schroeder, chairman of the Racing Board.

A very handsome photograph picture adorn many show windows in the city, of three of the stars of Milwaukee Wheelmen minstrelsy, grouped together on the front page of *THE PNEUMATIC*.

A Racine delegation of Wheelmen have secured a box at the Academy for the minstrel show of the Milwaukee Wheelmen. Oshkosh, Fond du Lac and Madison will also be represented at this entertainment.

Through the courtesy of *Sports and Amusements*, of Minneapolis we present an excellent photograph reproduction on the front page, of John S. Johnson, of Minneapolis, holder of the world's one mile bicycle record.

There is some talk of consolidating the Calumet Club, the Milwaukee Wheelmen and the Milwaukee Athletic Society. Prominent members of these clubs look favorably on the plan. By this move Milwaukee would have one of the greatest social and athletic organizations in the country.

State Items.

Leland C. Smith has been appointed Local Consul at Cedar Grove, Wis.

The second half of the League year, during which the dues are \$1.50, began November 1st.

A party of Ellsworth and River Falls wheelmen recently made a trip to St. Paul a wheel.

The Boscobel Driving Park association will make its half mile track one of the best in the State.

Express companies are working hard to induce railroad companies to compel wheelmen, desiring to travel on the train with their wheels, to pay regular express rates.

L. A. Echert and E. M. Moore, of Fond du Lac have been appointed to count the ballots of the election of Wisconsin Division officers. They may have a hard time of it; we don't think.

Minnesota's Division, *a/a* Wisconsin has but one ticket in the field for the election of its officers. The ticket is: A. B. Choate, Chief Consul; K. F. Lott, Vice Consul; E. S. Gregory, Secretary-treasurer; Joseph Dodge and J. I. Willson, Representatives.

Racine wheelmen are agitating the question of a bicycle track at that place. It is proposed to convert the North Side Park, which has been used as baseball grounds, into a bicycle course. The locality is an excellent one and the project is deserving of attention.

The Beloit, Wis. twelve-mile road race was held Friday last, twenty-five men starting and finishing before a large crowd of people. The road was in good shape, but a strong, cold wind prevailed. B. A. Newton finished first from scratch in 55 minutes, thus securing first place and time. F. N. Pratt was second and George Whitford third.

University of Wisconsin Cyclers.

The U. W. cyclers have begun work for the fall term with renewed energy. At a recent meeting the following officers were elected. President, L. W. Meyers, '93; Vice-president, L. H. Fales, '93; Secretary, W. L. Bull, '95; Treasurer, C. M. Sharpstein, '96; Captain, Fred Warner, '95; Lieutenant, J. E. Surles, '94. A resolution was passed to present a petition to the city council, to use more discretion in the sprinkling of the roads.

Editorial.

A weekly editorial appears in the *Referee*, of Chicago, giving space to a lot of stuff that does nothing but kindle feuds between their boys and the Milwaukee wheelmen. In another column appears a clipping from the *American Wheelmen*; the first space that THE PNEUMATIC has given this controversy; and, but for its golden truths, it were better unpublished. It is the first and last. Printers' ink can be utilized in a better way.

THE INDOOR TOURNAMENT.

Preparations Nearly Completed by the Racing Board for the Exposition Tournament.—Notes.

Eastern people will soon learn that Western push and enterprise is not slow to cope with them, even in the management of tournaments. The extensive and elaborate preparations of the Milwaukee Wheelmen are now nearly finished for their three days indoor tournament to be held in the Exposition building, November 24, 25 and 26. The track on which the boys are now daily practicing is one of the finest in the country and the building has a capacity for seating fifteen thousand people. Eastern and Western riders of note will be here, among whom is John S. Johnson, whose picture is presented on the front page of this issue. His record for a mile in 1:56.3-5 is so well known that it hardly needs comment. The prizes—well—there will be an array of costly prizes that can be compared with most any of the race meets held this season in this country. Pianos, bicycles, diamonds, medals, Parlor suits, men's suits, bicycle suits, *Et caetera*.

Nicollett, the fancy trick rider of Chicago will give an exhibition at all of the performances; Roy Keator the wonderful unicycle rider will also be here to perform. This is the list of racing events:

1. One mile novices.
2. One mile handicap.
3. One mile boys' race, under 15 years.
4. Two mile open.
5. One mile 3:00 class.
6. Five mile 14:00 class.
7. One mile open.
8. Two mile handicap.
9. Five mile team race.
10. One mile 2:45 class.
11. Five mile scratch.
12. One mile boys' race under 15 years.
13. One mile Milwaukee Championship for the Gilowsky Medal now held by W. O. Sanger, open to all Milwaukee riders.
14. Five mile handicap.
15. One-half mile open.
16. One mile 2:30 class.
17. Two mile 6:30 class.
18. Ten mile open.

Order of events for every performance will be arranged when entries close, Saturday, November 19, 10 P. M.

NOTES OF THE COMING MEET.

Sercombe, Bolte Mfg. Co. have donated one of their finest Lightning Messenger racing machines to the Milwaukee Wheelmen as a prize for the coming tournament.

The new Exposition track was formally opened last Friday night by exhibition races. The newspaper men and friends were royally entertained by the Racing Board.

Victor Leroy Woodcock, of Winona, Minn., will be here during the tournament. He is the boy champion of Minnesota.

FOR SALE.—A Union 2:10 Pneumatic tired safety. Willing to sell cheap; owner about to leave town. Address 349 Third street, or 636 Market street.

Subscribe for THE PNEUMATIC.

THE C. C. C. PUSH GETS ROASTED.

Jack Royal Aims His Views on the Conduct of the Chicago Cycling Club's Racers.—It Expresses the Sentiment of Milwaukee Riders to the Core.

In a recent issue of the *American Wheelman*, I noticed an article, contributed by "Victor," of Peoria, criticising the famous "push" of the Chicago Cycling Club, and while it may not be pleasant reading to them it contains golden truths, and they will be foolish indeed if they do not profit by it. Neither the windy city nor the Chicago Cycling Club owns the earth, notwithstanding they have attempted on several occasions to build a fence around certain parts of it, and they will do well to bear this fact in mind. While some very amateurish riders may read the sayings of "Victor" with incredulity, those who have run up against the "push," in a racing way, know they are true. And there are not a few Milwaukee riders who do remember their experience with them, with feelings of regret. It is openly asserted that the Chicago "push" and their friends in official positions have never let an opportunity go by to give Milwaukee the worst of it. Only recently at the races at Park Side, given by the Chicago Cycling Club, a certain Milwaukee rider was disqualified from taking part in all the races simply because he inclined his head to the side in one race. At the same meet, various other feats in the legerdemain line of bicycle racing were performed, much to the delight of the Chicago people, but to the sorrow of outside visitors and racing men not within the fold of the "push." It is needless to say that in this Milwaukee got the short end, and the Chicago "push" was made to win the races by receiving handicaps of such generous proportions that the races were won before the start.

At Columbus, a certain official of the Chicago Cycling Club, approached a Milwaukee rider, as the story goes, and asked him to win the race from the Boston man if possible, as the Chicago "push" could not do him and under no circumstances did they want him to win it. To be more explicit in the matter, the Chicago racers, feeling that they could not win, and having it in for the Boston boy, magnanimously proposed that the Milwaukee man should have the race providing, of course, that he could get it. The race was run and, although the Milwaukee man was the last one to start, by his excellent riding ability he won. Now the comedy begins. While he was receiving the congratulations of his friends for his grand performance, the trainer of one of the Chicago flyers of the "push," and he also a member of the Chicago Cycling Club, and whose man in charge was, no doubt, instructed to use the Milwaukee rider for a pace maker and then run him out, meanders up to the judges' stand and files a protest against the Milwaukeean, claiming that his starter stepped over the line in pushing him off. The protest, coming from the quarter in which it did, fell like a thunder bolt from a clear sky, and the indignation felt at the treatment received from

hands of professed friends could not find words of expression.

The referee of the meet, relying on the integrity of the judge and the authenticity of the protest, and against the express wishes of the members of the Columbus Bicycle Club, gave the race to the second man, which proved to be the Boston boy; disqualified the Milwaukee man, which gave a member of the Chicago "push" second place.

While it is not in the province of the writer to express any opinion regarding the questionable friendship that was supposed to be felt for the Milwaukee rider, it does look amazingly like there was a nigger in the wood pile somewhere.

At the bicycle races at the Exposition building in this city some time ago, two presumable "pot hunters," also members of the "push" of the C. C. C., were on hand and no doubt thought they had everything they wanted by the pants. It is to the credit of Milwaukee riders to say that they rode them off their feet. When they found they were unable to win by fair means they resorted to the despicable methods which have brought down the wrath of "Victor" on their rather hardened heads.

The writer is actuated in making public these few truths by personal feeling, but is prompted in the matter in the hope that honesty and fair play will receive on the race path that just consideration that the noble sport of cycling has a right to demand.

All Right for Bloomers.

English Cycling gives the following as a substitute for the use of garters to support cycling hose: "Pull the stocking up as far as it will go, then pull the top down outside, so that the stocking may be double from about the middle of the calf to just below the knee; then, commencing at the bottom of the turned-down piece, roll the stocking up as far as it will go. This will give a roll of stocking (rolled inwards) just below the knee, and if the band of the knickers be fastened loosely below, the result will be tidy and comfortable."

Candidates Have No Opposition.

The Wisconsin Division's League election has been a very tame affair this season. There has been no "boiling political pot" as in former years. The work of the Division officers having been so efficient and their popularity so wide spread, that at the meeting held, for nominating candidates, at Oshkosh last July, they were unanimously, but informally re-elected as follows: W. L. Simonds, Milwaukee, chief consul; H. M. Baldwin, Kenosha, vice consul; F. J. Morawetz, Milwaukee, secretary and treasurer; representatives—J. E. Jones, Jr., Racine; W. W. Luebke, Kaukauna; H. J. Warner, Madison; H. P. Andrae, Milwaukee; A. W. Erhart, Fond du Lac; E. M. Moore, Fond du Lac.

Office THE PNEUMATIC has removed to 88 Biddle Street.



From Sharp "Steels."

One must practice "off and on" to ride a bicycle.

It is predicted the coming tire will be easily punctured, but easy to repair.

"Where ignorance is bliss 'tis folly to be wise." Never weigh your machine.

When does a bicyclist perform a miracle? When he is scorching and yet remains cool.

Zimmerman still wears the same size of a hat that he did before his racing career began.

As on a bicycle, we must exert every effort to reach the mountainous summit of prosperity.

Some men to touring and some to racing take;
But every rider now rides 'thout a brake.

An eminent historian traces cycling back to the time when Adam wheeled around to talk to Eve.

A complete story: "Rusty nail, home by rail."
Another story: "Lots of rain, home by train."

It is estimated that over \$25,000,000 has been spent in the purchase of wheels during the past two seasons.

A getting-to-be fad amongst the wheelmen in Milwaukee is the acquiring of an "upholstered face." Plain whiskers.

The Racing Board members can never become logicians. There "sentences" are too long to suit the suspended "amachoor."

They say if a professional league were formed it would induce many sprinters, runners and other athletes to take up bicycle racing.

Why is a lawyer, who is conducting a disputed will case like a bicycle rider? Because he flies through the hair with the greatest of ease.

Doctors say that racing is conducive to the enlargement of the heart. This removes the query why they can treasure a love for so many girls.

To locate a puncture in the inner tube of a pneumatic fill the pump with smoke from a cigarette, pipe or cigar, which, you force immediately through the valve into the tire. A squeeze of the tire drives a thin stream of smoke through the puncture and it is discovered. This method is very useful when there is more than one puncture.

"Fare Thee Well, Charlie."



CHARLIE PRICE, whose picture appears with this article, is now sailing in southern channels bound for the West Indies. He is in the company of Achille Philon, the spiral tower man who performed at the Exposition the past season, and will remain with him during his stay in the Indies. Charlie, although but nineteen years of age carries with him samples of the Telegram Cycles and with the

aid of Professor Philon who is an adept in the Spanish language, will establish agencies for these wheels in Cuba and elsewhere.

Charles Price is a member of the Milwaukee Wheelmen and has done a great deal to uphold the club's name on the race path. His grit and pluck, which has characterized him in races, is also truly displayed in his present undertaking.

The only thing that may hasten his return will be to "get square" with his intimate friend, Fenton Fox. Just before Price left, Mr. Fox had some cards printed in large bold type bearing the following inscriptions: "Take Me Home to Ma," "I Wish I was Home," "Take Me Back to Ma," and a lot of others of a like character. These were placed in the bottom of his trunks, in his clothes, in his grips and everywhere where a convenient place could be found. Those who know Charlie can well imagine his consternation when, upon reaching his destination he proceeds to unpack and his eyes encounter these cards at every turn. Poor Charlie! Our sympathies are with him.

Immortalized.

Beneath this slab crooked Wilson lays,
He neither swears nor hollers;
He "threw" his races 'n many ways
Which cost us a thousand dollars.

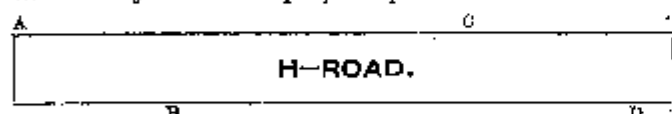
"The Northwestern" More Friendly.

For some time Milwaukee wheelmen have had difficulty in transporting their wheels with them over the Northwestern railroad, but the company has now adopted a plan which is correct in its principle. Any wheelmen desirous of travelling over that road only need get an order, from the city ticket agent, which is good at all times, attach a tag with your name on it to wheel and hand it to the baggageman showing your permit.

A NEEDED LESSON.

Construction and Care of Roads in Germany.—Many Valuable Suggestions for Road Building.

Although our country, undoubtedly, stands at the head of all nations, for progression and improvement, yet in the matter of good roads we are singularly far behind. In no country, probably, says Fred Knuth, Jr. in the *Practical Farmer*, is more attention paid to the construction of roads than in Germany. To give a hint of their construction, hoping it may prove of interest to many, is the aim of this article. After having been surveyed and the grading done, a layer of coarse, broken rock is laid as a kind of foundation to build upon. Upon this some three inches of gravel is spread. Then comes a layer of lime stone, or some similar rock. The lime stone has been pounded very fine, and after being evenly spread, a large iron roller is put to work. The roller is usually drawn by six or eight horses, and weighs several tons. When the stone has become quite solid a layer of gravel is spread upon it. Large quantities of water are next poured over the road; this is done to assist the proper settling of the gravel. Then the roller is again set to work and kept going for weeks at a time, more water being poured and gravel hauled, as the first becomes thoroughly solid. From the first, plenty of drainage is provided for. When at last the road is finished, properly rounded, etc., it is as smooth as a floor and as solid as a bed of granite. On such a road a team will draw all the wagon will possibly hold without breaking down. When the road has been finished great attention is given to keeping it in its present condition. Broad tires are used. For every three or four miles, a man is hired whose duty it is to keep up his part of the road. To do



this they go at it in a very unusual way. Thus, for instance, say H is the road, then at the point A a large rock will be placed; another at B, a third one at C and so on, the next rock always being placed on opposite side of the road.

A team driving along this road in order to avoid these rocks, is forced to go in a sort of zigzag fashion. Anyone driving against one of these rocks and displacing them is promptly fined. The business of the man mentioned further back is to place these rocks along the road every morning and draw them back at night. These rocks are not always placed in the same position, but a few feet either above or below where they were yesterday. Thus the teams going to market to-day will not follow the same track made yesterday. To move these rocks a one or two pronged hook is used. If, after all this precaution, a rut still shows signs of being worn, it is promptly filled with gravel and rock, and no team drives over it until it has thoroughly settled. In this way the road is always kept

as smooth and hard as when first made. All this work may seem small business to the average American, but it is in attention to the small details, in road-making as in everything else, that success is attained. Here the only cost is for the construction of the road. The repairs do not cost much, as little repairing is needed. The salary of the persons hired to direct the teams, does not amount to one-half the cost it would take to repair the road after the ruts are worn. "A stitch in time saves nine." This is the great cause of bad roads in the United States.

Generally, an insufficient amount is raised to construct the road in the best manner. Before the last of the road has been finished the first part is already worn out. In a year or two we will have worse roads than before; the ruts have either not been filled at all or else when it was too late to properly do the work. Again the old question is brought up, some \$10,000 or \$15,000 voted for the construction of a country road, and so it goes. Still the farmer pays taxes for a good road which he has not got. And now, my farmer friends, while the road question is before us, and being discussed as never before, I wish, first, on having the best road obtainable; and second, on having it kept in the best possible condition. It may double your taxes for a year or two, but your property will be worth more when you wish to sell; and as you drive to town over your smooth road in apple-pie-order, you will ever be thankful for the decision you came to.

The Next State Meet.

Chief Consul W. L. Simonds has called a meeting of the Board of Officers of the Wisconsin Division for the election of delegates and to consider location of State Meet for 1893. Representatives are requested to ascertain the sentiment of riders and members in their districts on this point. Fond du Lac, Ripon and Madison are making strenuous efforts to secure the meet the coming year, but the latter town appears to meet with the most favor among Milwaukee boys who form the greatest part in attendance at each event.

The World's Opinion.

Not another thing could be heard at the different bicycle club houses Sunday, but "cash prizes" and it was noticeable that all the older and more conservative members were against the change while the younger ones were heartily in favor of it. *The World* has yet to hear one good argument where the young amateurs would be benefited by racing for money in place of prizes.—*Baltimore World*.

Royalty in Cycling.

The king of Italy has written a letter felicitating the president of the Faligno Cycling Club and sending an article of art in gold and diamonds for its next races. Humbert I, considers cycling a useful sport and at the same time an honest recreation.

THE TRADE PNEUS PAGE.

The employees of the Morgan & Wright tire manufacturing company have organized a bicycle club.

The Sercombe, Bolte Co. recently received an order for 300 pairs of the new Bolte tire, from Meacham-Arms Co., of St. Louis, Mo.

The new road-book compiled by the Ohio Division, contains ninety maps and a full description of the roads and all points of interest in the state.

L. M. Richardson has sold out his interest in the Humber-Rover Cycle Co. and is now one of the managers of the Monarch Cycle Co., of Chicago.

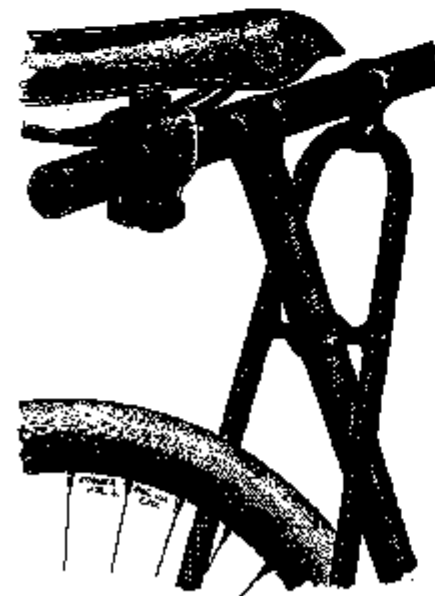
A man in Iowa is experimenting with rubber sheets to be used as a surface on a track. He claims it will give great velocity. He will lay the rubber on a concrete base.

Zivney & Schmitz deserve credit for their fine work in the production of group photographs executed for the Entertainment committee and minstrel boys of the Milwaukee Wheelmen.

Mr. Andrew Cahill, the genial Irish-American, for a year or more with the *Bearings*, has taken charge of the Chicago office of the *Wheel*. A better man than Cahill, Editor Prial could not have found.

THE PNEUMATIC recently received two large photos from the Hill Cycle Mfg. Co., one representing their '93 wheel complete and the other the frame only. The wheel appears to be built on lines that combine both beauty and great strength. The "Fowler," as it is called, deserves attention from the intending purchaser.

The "Sanger" Racer.

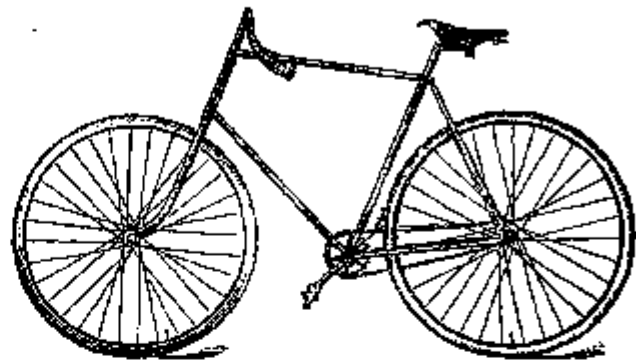


The accompanying cut shows a peculiar and commendable feature that the Sercombe, Bolte Co. has adopted in constructing their Sanger racers. Each wheel is built to order to reach; the saddle setting on the top bar of the frame which projects back almost directly over the rear wheel. Into this tubing, as will be seen by the cut, is a perpendicular

sheet of steel to protect the projecting tube. The entire frame is different from any wheel on the market. Mr. Bolte, of course, is the inventor.

Monarch Cycle Co.'s New Copperplate.

We take pleasure in calling the attention of our readers to the cut of the Monarch Cycle Company's new light wheel which they call their "Copperplate." It certainly is as fine as "copper-plate engraving" and we do not see where it can be improved.



THE MONARCH LIGHT ROADSTER—"COPPERPLATE."

This wheel weighs from 30 to 32 pounds, making it a light weight, and is the result of careful study and a determination on the part of the Company to build the best goods for the money, and to put nothing cheap on the market. This wheel will certainly meet with success.

The Berlin Machine Works.

Thomas O. Decker is the inventor of a new two-speed-gear for wheels and is now superintending the manufacture of bicycles in the Berlin Machine Works, with this patented attachment applied. The wheel will be known as the Decker, samples of which will be in the market in a short time. It is an entirely new and peculiarly constructed machine and appears to have many advantages.

The Raglan Cycles.

The Roth-Kasten Cycle Co., of Milwaukee, are to be complimented on having secured the agency for the State of Wisconsin, for the high grade and well known Raglan cycles. The style and make of the Raglan for '93 promises well to create a big demand for them the coming season. The Roth-Kasten Cycle Co. have placed an order for 100 of these wheels. Harber Bros., of Bloomington, Ill., are the Western agents.

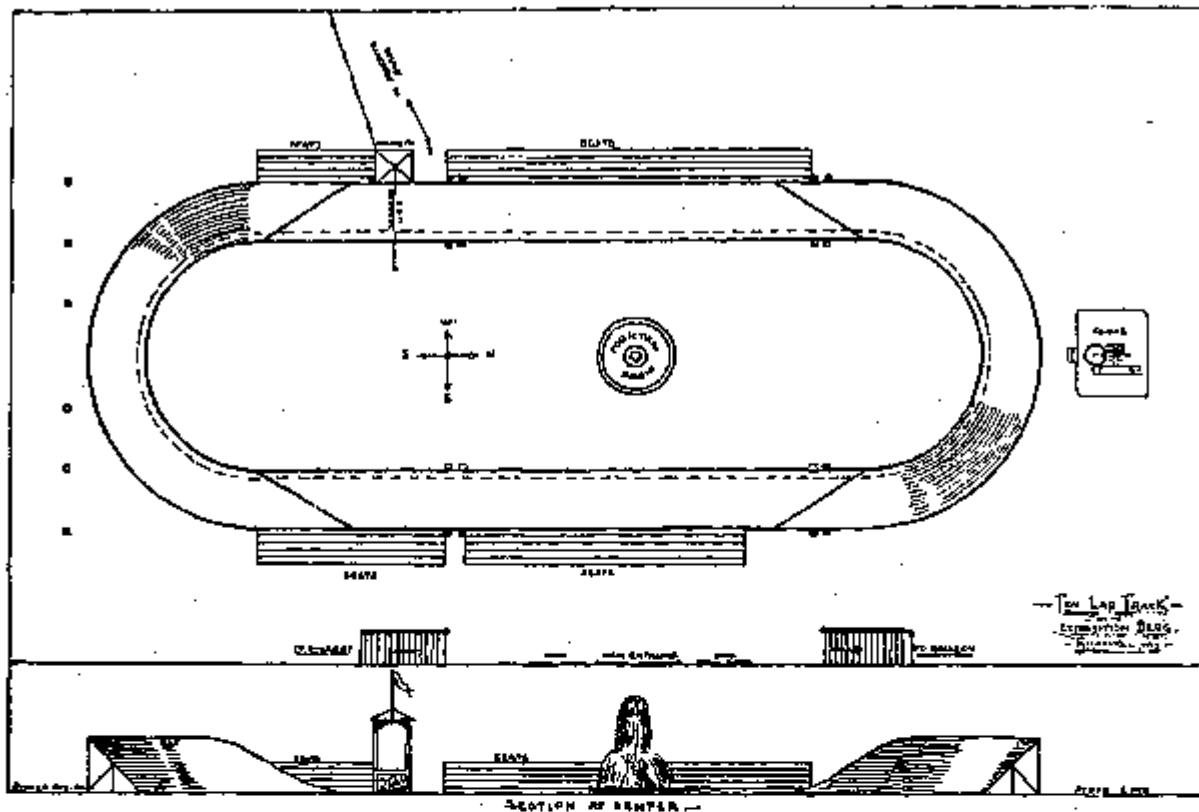
From the *Referee*: The Achille Phillion aggregation, including Mr. and Mrs. Phillion, Lillie Williams and Charles W. Price the Milwaukeean, sailed from New York Saturday for Havana. They are going to show the natives of the Indies and South and Central America what bicycle riding is.

How's This!

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure!
F. J. CHENEY & CO., Props., Toledo, O.—We the undersigned, have known F. J. Cheney for the last 15 years, and we believe him perfectly honest and in all business transactions and financially able to carry out any obligation made by their firm. *Went & Tauxax, Wholesale Druggists, Toledo, O. WALDING, KINNAN & MARY, Wholesale Druggists, Toledo, O.*
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Wicks for any of these Lamps, 10c per Doz. Lights, 10c per M.
 Matches Lamps and Lights cannot be sent by mail.



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We have for some time experimented on a bicycle shoe, and from what expert wheelmen tell us, we have a shoe now that is perfect in every detail.

This shoe also looks neat and is as presentable as a street shoe. We have ordered a sample lot of them that will be in in about two weeks. Samples can be seen now at the club rooms or at our store. We want the wheelmen's trade and will sell them at a profit of

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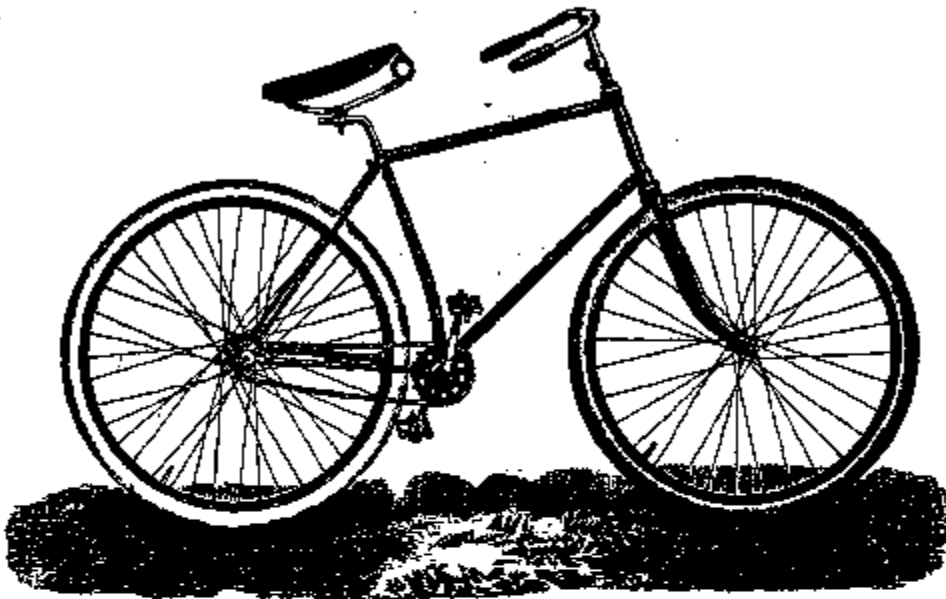
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THEY ALL
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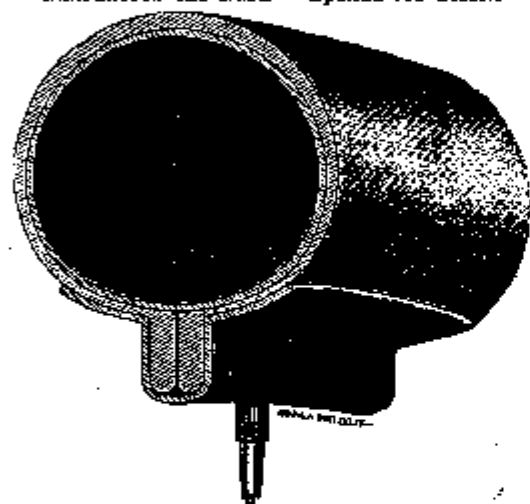
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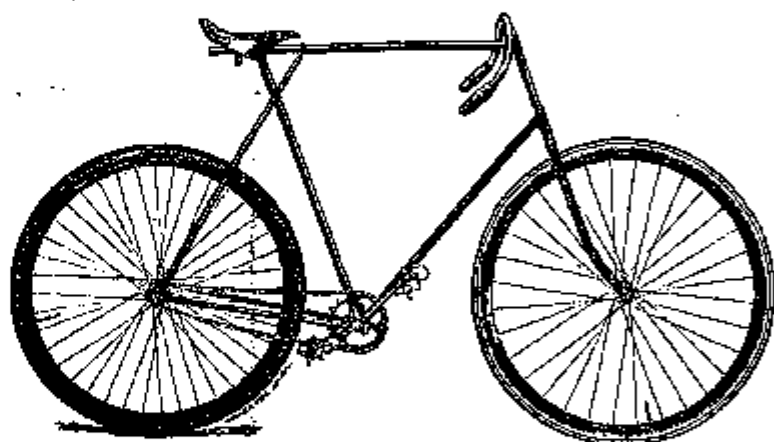
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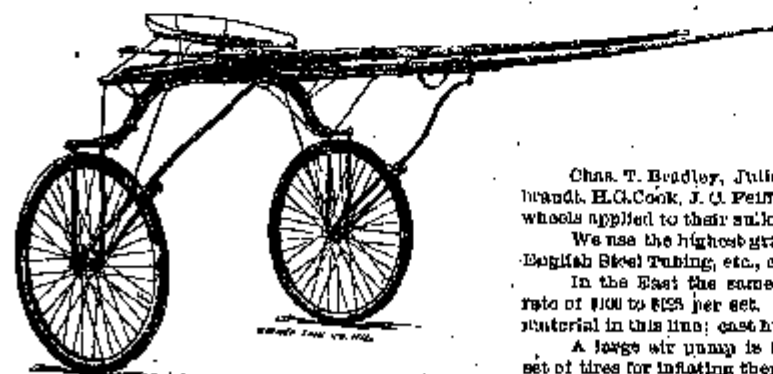
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We are applying Pneumatic Tired Wheels to any make of sulky
at \$75.00 per Set.

Chas. T. Bradley, Julius Coorsen, Frank A. Leppan, Dr. John, Geo. P. Magler, Fred Hildebrandt, H. G. Cook, J. A. Peiffer and L. B. Itys were the first people in the State to have Pneumatic wheels applied to their sledges, and all the work was done by us.

We use the highest grade of materials, such as Steel Hubs, English Steel Tubing, etc., etc.

In the East the same class of work is charged for at the rate of \$100 to \$125 per set. Horse-men should beware of cheap material in this line; cast hubs, poor tires, etc.

A large air pump is furnished without charge with every set of tires for inflating them when necessary.



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VOL. II.

MILWAUKEE, WIS., DECEMBER 15, 1892.

NO. 9.



JOHN C. SCHMIDTBAUER.

THE PNEUMATIC.



Exposition Diamond

Bicycle Tournament



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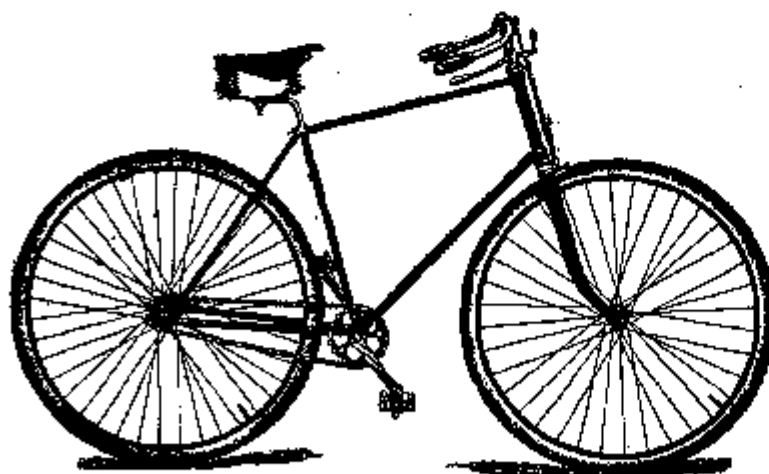
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This Issue we circulate Five Thousand Copies. To those receiving a Sample Copy we hope it will remind them to begin the New Year with a Subscription to this paper. It costs only Fifty Cents for a whole year and all wheelmen or wheelwomen ought to avail themselves of receiving a Neat and Readable Bicycle Paper at so small a cost. Send in your Fifty Cents.

“WHERE money talks otherwise, it only whispers when it goes to an amateur.”—One of Egan's stock jokes.

SOME English women are now riding astride their saddle on the horse. The day is near at hand when custom will allow ladies to wear the proper garb for cycling.

THE *Irish Cyclist* says: “A young American cyclist is going to undertake a tour of several weeks, during which time he intends to support himself entirely by begging. ‘Great nerve!’ the home papers call the idea. Great impudence it would be called on this side of the water.”

DECEMBER, usually so sunny and glorious, so beautiful with nature's calm and cool completion, so full of fresh, crisp and healthy air, has come to us this year like a very Niobe, melting in tears—Rain, rain, rain, not sparkling and beautiful like the showers that sprinkle over buds in May-time, and leave jewels gleaming sweetly in the sunlight that comes after, but a sullen, pitiless, resolute cold rain that corrupts our roads and breeds naught but distemper in the minds of bicycle riders, who enjoy the health-invigorating atmosphere to breathe by winter bicycling.

SINCE the fifteenth day of last month, the thirty days that have passed, we have been encircled in one round whirl of gaiety and amusement. We have gazed, among a

thousand others, upon an array, in crescent shape, of the brightest stars of minstrelsy, and laughed at the humor, satire and wit displayed by these burnt cork minstrels, until our very sides did ache. We have sat before a board, where all “great men” sat, and were banqueted, feasted and toasted in a most entertaining style. And lastly, but not leastly, we have witnessed the battle in cycling combat of our racers famed, and rejoiced and went wild over victories gained by those we prized. Verily, it has been a month of months.

THOSE who are up on the topics of cycling, politically, socially and otherwise, often must have occasion to wonder when reading an article in the daily or weekly press—an exponent of general news—whether all else is so fictitious and unreliable as the part devoted to cycling. Sure, there are a few, but a very few, in this city that are capable and versed on the doings in cyceldom, the majority are space writers and guess at random when they touch on the questions in which the sport is interested. Oftentimes, too, they get their ideas and news from unreliable parties, but it is no excuse for him who is a writer for the press—“the instrument that sways the mighty universe.” In a recent article, under the ostentatious head of “The Sporting World” in the *Saturday Star*, appeared some statements that mark this deplorable lack of knowledge of the writer. It is needless to repeat it, for there was nothing of any truth in it, save the statement that Walter C. Sanger had resigned as a member of the Milwaukee Wheelmen.

WEAK-HEARTED people who have ever bestrode a wheel, oftentimes have questioned themselves and others, whether or not cycling is conducive to strengthening a weak, palpitating heart. The qualifications of the bicycle may be abused, but if used in moderation the afflicted will be benefited as well as the healthy. The result for good or evil lies entirely in their own hands. Here is what an English authority says:

“If a man is capable of exercising perfect self-control, he may, even if unsound, cycle as safely as he may walk, for he can so moderate his speed as to prevent any undue hastening of the circulation, and he can restrict his riding to level ground. If, on the other hand, he is one of the great majority unable to resist the challenge of every stupid lad who passes him bent double, or to ignore the temptation of riding hills, just because other men are riding them, he will do himself fresh and possibly fatal injury. The lamentable reports of deaths from heart weakness while cycling, which crop out from time to time are but proofs of the mad abuse of a noble pastime, not of any abstract danger connected with it. A man with a heart trouble does not run all the way to business, but while afoot, walks steadily; why, then, when he gets on a machine, should he indulge in senseless folly of fast riding? It is as deplorable that our great sport should become a crying danger to health from its abuse, as it is that cyclists as a body should be looked upon with dislike through the misdeeds of the coarse brutes who take every opportunity of disgracing themselves while a wheel.”

What One Sees in France.

BY ELMER GREY.

What does one see in France awheel; how does it differ from American touring, and what part of it forms the attraction for Americans?

When one cycles in Europe his steed travels along in much the same manner that it is wont to do in America. He uses the same feet used in our country; the same hands guide the steering gear, and the wheels revolve with that same steady ceaseless whirl that they do upon our own soil.

What then can one say of European cycling to distinguish it from the possibly more common-place but none the less interesting riding we have at home. What is the difference?

Some one well up in cycling literature, justly progressive and abreast with the spirit of the times will cry "good roads." But we have all heard of the good roads abroad. The story of their being sand-papered is one of the stock jokes of every cycling paper. When the editor of "Good Roads" can find nothing else to fill up his journal with he at once falls back on the polished surface of French thoroughfares. When his Photographic Illustrator has exhausted his supply of American farm vehicles hopelessly stuck in the mud with no apparent means of extrication he at once springs upon us, as if in silent mockery, a stretch of French macadam, with perhaps a superabundance of perfectly enormous hay wagons. In fact, to dwell very long on the good roads of Europe would be using a bow-string that has been well nigh picked to death, and harping on a subject which, good as it is, is one we all know about.

What then can one tell of a three months foreign cycling experience? What is the differential point; the attraction which draws the Elwell tourist and others to the far-off land?

It seems to me 'tis the novelty and interest of the surroundings, for without the quaint old buildings, without

the picturesque little villages, and without the queer people with their still queerer manners and customs, European cycling would be reduced to quite a commonplace affair.

Landing from one of the Royal Netherland's mail steamers at Boulogne, one finds himself in a town, which, although, less primitive than many others on account of the great stream of travel which constantly passes through it from London to Paris, is far from being uninteresting. Although at one time quite a watering place for the English, and on that account borrowing more of their progressive

ways, it still retains, in its older portions, many quaint and interesting old features.

Imagine to yourself, if you will, some sunny morning upon a visit to its market-place, an immense square situated upon an incline with picturesque buildings on three sides and a none the less interesting church on the fourth. Fancy this square used as a market with hundreds of tiny awnings and immense gayly colored umbrellas filling it up. Imagine in the refreshing shade underneath the repose of an abundance of lovely flowers of all descriptions, luscious fruits, and last, but not least, the peasants, or market women themselves, with their picturesque white linen caps just newly washed and ironed; a perpetual jabber of language in an incoherent tongue throwing a busy hum over the whole.

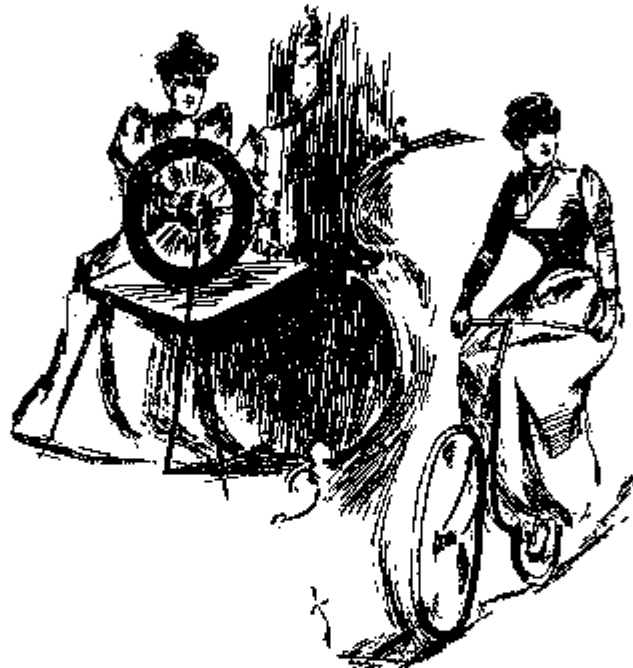
Perhaps you turn away from this and, walking up

the narrow, winding, hilly streets, expect, in their more quiet quarters, to shake off the feeling of foreign strangeness and return once more to an American way of thinking.

Surely the goat man, coming slowly toward you, the queer notes of his three-barrelled flute, and the quiet tread of his faithful herd, each one ever ready at a summons from their master to furnish a supply of morning's milk, is far from helping you in your undertaking.

But one need not confine himself to French city life to find things of interest and attraction, for, leaving the hurry and bustle of the town and pushing one's way into the country, every turn in the road, every change of position,

THE SPINNING WHEEL.



The Spinning Wheel our mothers piled,
And fed with wool and flax,
No more will gentler sex enslave
Or patient fingers tax;
For since it's been "transmogrified,"
It hastes at her behest,
To carry her through rural nooses,
And add to life a zest.—KEMPTON.

brings into view something, which, for the American traveler has charm and fascination.

What glimpse more refreshing than that of a group of blue-bloused peasant folk partaking their mid day meal underneath the cool shadow of an enormous elm; their children, perhaps in wooden sabots and more blue blouses, standing in open-mouth wonderment while one passes swiftly by?

What picture more interesting than that of the approach of a body of French cavalry, their polished sabers shining in the sunlight while their over-officious young captain in front makes himself the center of attraction?

The approach to a town with its quaint, little, stone church and cozy peasant houses, the roofs never covered with anything more formal than red tile or thatch; what more pleasing?

And the village hotel; to be sure our modern improvements there never heard of, but what idea more appropriate than that of an inner court where, if you will, one may take part in a miniature cycle race, while his companions goad him on from the windows above?

The whole is all too much like a dream; its all too interesting, too much of a departure from anything like modern American civilization, to have one even realize its actual existence.

All I can say, is that all may, before many years, know even better than I, "what one sees in France."

One of the "Fiji Islanders."

The illustration on the front page of this issue is a good likeness of Lieutenant John C. Schmidbauer, of the Milwaukee Wheelmen. As his position on the wheel and costume would indicate, he is a racer, and one of the Cream City's fastest men on the track. But outside of his work as a racer, Mr. Schmidbauer has ably shown, during the past two seasons, his hardy and enduring qualities on the road. There is possibly not any in the North-west that can outdo him in this respect.

His career on the wheel dates back to the time when the ordinary was the highest type of machine built, and the safety an unknown luxury; but with the advent of the pneumatic tires on the modern wheels, his aspirations, although always of a racing character, grew apace, and to this day always manages to be in the front push at a finish and many times ahead. His notable work at the Milwaukee Wheelmen's tournaments was worthy of a special medal. He entered all races and always rode to win from the very start. He knows nothing of loafing on the track.

As a social spirit, John C. is a happy, genial and amusing fellow, always in the midst of pranks and new side issues of the club. He is the originator of the "Fiji Islanders," a body of men whose mysterious password is "Fiji;" "Chief Buckner" of the "Buckner's Club," and a member of other bands of a like nature.

Begin the new year with your name on the subscription list of THE PNEUMATIC.

A False Alarm.

The following which appeared in the *Chicago Journal* some time ago, has since been proven to be false:

"The managers of the hotel at Milwaukee, where most of the Chicago wheelmen were quartered during the late tournament, have issued an order preventing the letting of rooms to parties of cyclers. One experience was enough for them, and they do not care to have a recurrence of the scenes of the past week.

"The house was almost turned upside down, the pianos were hammered at all hours, improper songs were shouted out in the ladies' parlor, and the conduct of some of the wheelmen at the table would have been a disgrace to a pack of wolves. Some of the men returned to the hotel at a late hour of night and greatly under the influence of liquor. It is therefore not to be wondered at that most of the Chicago men failed to make a good showing in the races, or that hotel proprietors in Milwaukee will hereafter be careful in assigning them quarters."

The proprietor of the Republican House, in which the boys stopped at that time, recently said: "It is true that the boys were in gay spirits all of the time they were here, but the statement made in some of the papers is entirely without grounds. With the exception of one (Wylie), I shall always be pleased to accommodate them when they happen to this city. Why such a report has ever been circulated I cannot understand."

Wylie and His Face.

Some time ago the world of cycledom, and even the outer portion, was agog about the performance of "Dead-broke Wylie" riding on his wheel from New York to Chicago with but fifteen cents in his clothes, but enough nerve and gall to offset his limited finances.

When he reached Chicago he became the hero of the hour; he was sought after by reporters and press-representatives alike; the picture of his face and person adorned every paper in Chicago, and the events of his ride hashed and rehashed until he became a wondrous curiosity. The latter term can still be applied to him, but his popularity was of short duration. Had he cast off the garb and forsaken his roll of "dead-broke" when he finished his journey, the good will which cyclists usually bestow on brother wheelmen would have placed him in the rank of the admired, but as some one termed it, "he has dug his own grave thus early in the city of his adoption and therein must he lie."

While in Milwaukee, during the past tournament, he continued to practice his unequalled gall. It is related that he, with fifteen cents in his pocket, went into a local barber shop and came out with a shave and shine and nine cents in his pocket. He borrowed a lead pencil, broke off the point; borrowed a knife, sharpened the pencil, put knife in pocket and pencil also and said thank you. A stranger would put a cigar or cigarette in his mouth, and Wylie would either ask for another or take said cigar or cigarette from his mouth, put it in his pocket and walk away. All this had been tolerated, because it was novel, and he knew it.

A DIAMOND TOURNEY.

Enterprising Schroeder Again at Work in Behalf of the Milwaukee Wheelmen, Arranging for Another Meet.—Prizes to Equal Those of the Springfield Meet.

The sport-loving people of the Cream City are just awakening to the excitement there is in witnessing bicycle races, and Chairman Fred. Schroeder, of the Racing Board of the Milwaukee Wheelmen, fully alive to this fact, has planned to hold a diamond tournament at the Exposition building, December 26th and January 2d, both afternoons and evenings.

This indoor Meet will far exceed anything ever witnessed in the west, including Chicago. Two thousand dollars will be spent for the purchase of diamonds for prizes.

The track, built under the supervision of M. Patitz, has no equal in America, and already holds two world's records—a one mile made by W. C. Sanger, and a five mile by H. A. Githens, of Chicago.

It cannot yet be safely stated, but according to a letter received from Tom Eck, he will be here with Johnson, Rhodes, Ballard and Anderson, to take part in this tourney. A large delegation from Chicago will surely be present.

The accommodations in the large auditorium will exceed last month's, the seating capacity being increased to five hundred more, and the building will be heated thoroughly this time.

The programme has been arranged as follows:

1. One mile handicap.
2. One mile boys' race under 16 years.
3. Two mile, open.
4. One mile, 3:00 class.
5. One mile, open.
6. Two mile handicap.
7. One mile, 3:45 class.
8. Five mile scratch.
9. One mile Milwaukee Championship for GILGOWSKY MEDAL open to all Milwaukee riders.
10. Five mile handicap.
11. One-half mile, open.
12. One mile, 2:30 class.

Good Roads in Politics.

Election day has come and gone, and without saying anything touching the general differences of the great political parties, we feel at liberty to express our pleasure in knowing that the "vest pocket" vote of the wheelmen and their co-workers for good roads has had its effect. It may not be generally known to the politicians that this vote wields the balance of power in at least five important States, and that during the last two months a good deal of quiet work has been going on by which a unity of action has been secured in favor of the candidates who are active for the improvement of the roads, and against those who were not. It would be impossible to enumerate here the minor and local offices which have been affected by this movement, but it may be reasonably suspected that the friends of Governors-elect Russell of Massachusetts and Altgeld of Illinois (both pronounced adherents of the cause for better roads) are not unconscious of the quiet work that has been done in their behalf.—*Good Roads.*

Poetry Yet Prose.

There are asses about,
Who declare that there's fun,
When the Summer goes out
And the Winter's begun,
In going plugging around
Where the "feathery snow"
Has encumbered the ground
Where you want to go.

I really can't think why some people persist
In describing delights that they know don't exist,
But then there are folks who will write into rhyme
Any scandalous lies at a guinea a time;
It's a pestilent trade—not for bushels of pelf
Would I do such a thing—(I write poems for myself).

But if you can take in
These ridiculous tales,
Prithce! go for a spin
When the wintry wind wails

In a demon-like dirge through the spokes of your wheel,
Like a blind mad-drunk bagpiper playing a reel;
And the crows that inhabit the trees overhead
Shriek in tones that are gruesome and dismal and dread.
Then ride off from highways and aimlessly stray
'Midst the lanes—where you're certain of losing your way—
Then a thaw will set in, and the "feathery snow,"
Will be watery slush in ten minutes or so.

And your wheel to the hub
Very nearly will sink,
And you'll creep to a pul,
And implore for a drink,
And inside you will stay
(That is if you are wise)
Till the comfortless day
Of its gloominess dies.

Then the mist will rise up and the rain drizzle down
And you'll grope out your way to the lights of the town,
And your lamp will go out and your matches won't burn,
And your wheel will go harder at every turn,
And you'll doom to the Land of the Lastingly Lost
All the poets who write of the "beautiful frost,"
And by snow and by sleet, and by fog and by rain,
You'll swear that you'll NEVER go cycling again.

London Cycling.

Minneapolis Cycling Club.

The Minneapolis Cycle Track Association completed organization recently by the election of the following officers: President, A. B. Choate; vice-president, C. A. Proctor; treasurer, E. F. Smith; secretary, A. B. Holbrook; future directors are F. M. Washburn, Colonel Swett, B. Keyser, L. W. Elliott and M. L. Knowlton. The new organization was formed for more effective work along the lines of interest to wheelmen, and to secure the erection of a handsomely appointed club house and speed track. The articles of incorporation state the purpose of the organization as being: "To promote general interest in cycling; to promote literary and social culture among wheelmen; to secure the improvement of roads and to encourage, promote and regulate the amateur sport of cycling."

THE SWEATER.

Skilful Handiwork of Fisherwomen on the Coast of Holland.

An American wheelmen touring through quiet picturesque Holland, near the coast of Zuyder Zee, one day came upon a Dutch fisherman's wife, sitting outside her hut, busily engaged in knitting. Curious to know what the principal occupation was of the thrifty frouz inhabiting that portion of the country, he approached and soon found himself gazing on nearly an exact pattern of his own sweater, that she was putting the finishing stitches of the needle to. Starting a conversation with her in her mother language, he soon learned that the peasant women of Holland, like those of most other countries, are tireless knitters, but surprised when she told him that making "wolle hamden" was a daily occupation for them, while the men were out at sea, to provide themselves with garments which guard against sudden cold when warm with exercise.

He purchased the one she had just completed and paid her a dollar more than she asked which was \$2.00 less than the price charged in America for an inferior garment. It is made of the best wool and is reinforced by a special stitch at the elbow, wrist and neck.

A Fine For a Header.

The old vet of the good old ordinary will have a chance to display his skill and ability on the old mount next Sunday. The proposed plan originated in Chicago, but Henry and Terry Andrae, J. C. Schmidbauer and several others are the promoters of the idea in Milwaukee. The plan will be to ride the ancient and honorable solid tired boneshaker, in company with the others, to White Fish Bay, but, over the rockiest and ruttiest course to be found. Any rider making a header or dismounting before the Bay is reached will be fined 25 cents for each offense, the money thus obtained will be appropriated for a supper and refreshments at Isenring's resort.

This is the only time since the advent of the safety that ordinaries are held at a premium, but in the future this may be an annual event.

A Final Treat.

The many pleasantries, the entertaining entertainments that the members of the Milwaukee Wheelmen have partaken of, during the administration of our Entertainment Committee, with Hal Coleman as chairman, will soon be over for this year. But before another committee succeeds the present, the members will be treated to another unique and novel plan of amusement. It will be held January 4, '93, in Germania Hall. Invitations for which will be duly sent out.

"Diamond" Frames Not In It.

The Sultan of Morocco claims to be the possessor of the most expensive cycle in the world. The whole of the frame work is nickel plated which cost him \$20,000.

United Wheelmen's Association.

Chicago people have lately organized the National Columbian United Wheelmen's Association for the purpose of constructing a club house near the World's Fair grounds to accomodate wheelmen, who purchase a membership ticket, during their stay while visiting the city. The building will have fifty feet front, be four stories high, and will contain every essential feature necessary to a wheelman's club, such as, parlors, reading and reception rooms, cafe, baths and ample storage for wheels, together with a repair shop.

The upper stories will be devoted to sleeping accommodations, for which reasonable charges will be made.

A membership ticket (costing \$5.25), secures all the privileges of the club, including the very essential one of wheel storage, while visiting the Fair.

The New Illinois Road Book.

THE PNEUMATIC acknowledges the receipt of a copy of the Cyclists' Road Book of Illinois. It is published in convenient pocket form and contains 18 large, distinct and complete maps covering every portion of the State of Illinois and a supplement of Southern Wisconsin, embodying Waukesha county and adjacent summer resorts. The maps are designed in such a way that the touring bicyclist can tell exactly how many miles between different points, the condition of the roads and the location of railroad stations. The compilers of this book, we believe, have accomplished their aim in producing maps that are explicit and trustworthy. The book can be obtained by addressing Burton F. White, Sec'y-Treas., 832 Washington Boulevard, Chicago, and enclosing \$1.00 for the book or 25c for the Wisconsin supplement.

The Hand Book of the Ohio Division, L. A. W. is one of the neatest and most complete books of its kind published.

"Star Dust" is the name of a new book just issued by Wm. D. Kempton, of Cincinnati, Ohio. It is a book of the printers' art, handsomely bound, containing bits of verse, stories and poetry, combining satire humor and pathos, all from the pen of "Star Porkopolis." Exclusively for bicyclists, the little book ought to meet with a ready sale amongst them. The price is one dollar and can be obtained from Wm. D. Kempton, 53 West Ninth Street, Cincinnati.

The Kansas Wheelmen's Library, a 44-page little book, has come to our notice. Its literature is good because it advocates the cause and administers unto the cause, many valuable essays and suggestions for the improvement of our country roads. In the words of its author, the Chief Consul of the Division, we repeat—" * * the wave of road reform agitation now sweeping the country had its official inception in Kansas at the Ottawa meet, when this Hand Book was planned."

Subscribe for THE PNEUMATIC, 50 cents a year.

The Telegram Cycling Club.

He, whose picture accompanies this, Fenton E. Fox, known in the trade as an "inducer," has won for himself high honors in the organization of the Telegram Cycling Club, a new body of young men that contemplate setting a



hot pace the coming season. Through the efforts of Mr. Fox, the club has succeeded in interesting a few leading business men of this city, who propose to back it financially, to enable them to build a track and secure a club house. All members taken in before the first of January, '93, will be classed as charter members. Already sixty constitute the roll.

Since the tournament at the Exposition, in

which the racing men of the club made such a great showing, Mr. Fenton Fox tendered them a banquet at the Plankinton, to which many of the press representatives were invited. It was a gathering of "great" men as Mr. Toastmaster P. H. Sercombe, expressed it, and the event was a merry one.

The Returned Tourists Banqueted.

"As much valour is to be found in feasting as in fighting," says Burton, in his Anatomy of Melancholy. A very apt saying, and one particularly suitable for the seventy-five knights of the wheel that gathered 'round the sumptuously spread board at the Pabst hotel on the evening of the 21st, last month.

The occasion was prompted by the return of Elmer Grey and Cyrus Williams, who had been spending the summer touring a wheel through Europe, and tendered by Parker H. Sercombe. The arrangements and preparations equalled that of any banquet ever given and the responses to the toasts were of a high order, yet merry, for the toastmaster, Harold G. Underwood, emphasized the truthful maxim, "mirth becomes a feast."

A Social Hop.

The Winnebago Wheelmen, of Fond du Lac, Wis., L. A. W. No. 400, have issued invitations to wheelmen all over the State, to attend its first annual reception, a social event of considerable prominence. It will be held in Armory B, on the evening of the 20th, this month. More than a few of the Milwaukee Wheelmen have expressed their intention of attending and the occasion promises well to be a success.

Shall It Be Ripon?

The president of the Ripon Cycling Club writes to a prominent member of the Milwaukee Wheelmen, extolling the advantages of their town for harboring the visiting wheelmen during the coming State Meet. He says: "As you probably know, Ripon is after the State Meet for '93. I can not here account all our many advantages. We have fine hotel facilities; the finest half mile track in the state; a fund of \$1,000 at our back and some of the finest scenery that ever delighted an artist's heart, and then the girls—I need only refer you to the battery and squadron members in regard to them. If we get this meet you can own the town and we will give you a time you will remember all your life. We are only five miles from that little gem, Green Lake, and our people are enthusiastic over cycling."

Racing Men and Their Trainers.

Charles R. Colver, physical director of the Springfield, (Mass.) Bt Club and trainer of Harry C. Tyler who rode a mile in 2:08, was, until about seven years ago, a resident of Wisconsin. During the dedication of the World's Fair at Chicago, he came West and visited Milwaukee. He is a thorough athlete but above all a thorough gentleman, and during his short stay in the Cream City made many acquaintances and as many friends.

Walter C. Sanger's trainer, known among many as "Dick" instead of Richard Fails, has instructed his protegee to give up all training for these winter months. Dick is an unknown quantity in this city. He can rub his man down to the pink of condition, speak in tongue refined at a banquet, dance a jig and hold his own in a scrap. He will handle the racing team of the Telegram Cycle Club.

Githens—Leeming, Leeming—Githens, these names have been on the tongues of many people during the recent tournament. Herb Githens, of Chicago has greatly helped to make the Milwaukee Wheelmen's race meet a success. He was Sanger's only possible competitor and crowds came to see the two kings of the races meet in bicycling combat. Harry Leeming, trainer of the Chicago C. C. and handling Githens, is a characteristic "Henglishman," and as old a bird in that vocation as can be found on this continent.

While on the subject of trainers, there is a Milwaukeean, named Otto Walters, who, although an unknown in wheeling circles, is one who knows a thing or two about handling men and the needs to cultivate the muscles of a bicycle rider. All his life time, since a boy, he has made it a special study to train and cultivate the physical condition of athletes.

Be It So.

"In that day shall the wheelman and the horseman go forth together, and a network of good roads shall cover the earth."—*N. Y. Tribune.*

Subscribe for the PNEUMATIC, 50 cents a year:

A THOUSAND AHEAD.

The Milwaukee Wheelmen's Recent Meet at the Exposition Nets a Thousand Dollars.—Short Shot Pacifings.

The success of indoor bicycleracing has been manifested by the management of the Milwaukee Wheelmen's recent three-day tournament.

At the opening on Thanksgiving's day afternoon, the large Exposition building was filled to the doors, and every one of the four successive performances was equally well patronized. A deal of interest lay in the contests between Sanger and Githens, of Chicago. During the first performance Githens won the mile handicap owing to Sanger falling, and in the evening Sanger won a heat from Githens, who also had a fall at a critical moment, thus depriving the spectators of two possibly exciting finishes. On the second night, however, Githens in the ten mile event trailed Sanger for eight miles, and in the last two laps shot from behind his pacemaker like a streak of lightning, and before the crowd could realize what had happened, Githens was being carried on the shoulders of his friends and lionized. Sanger felt his defeat keenly, but he has learned a lesson that will prove of value when pitted against speedier men than Githens. He lost the race by not riding at his best from the start. During the last two performances of the tournament, Sanger regained his momentarily lost laurels, by defeating the Chicago flyer in all three events in which he entered.

While these events were interesting and exciting, the others were not a bit less. In the handicap events the finishes were remarkably close. Some very notable work was performed by J. C. Schmidthauer, John Reitzner, P. H. Sercombe, Geo. Becker, Chas. Parkes, Willie Wegner, W. F. Sanger, Ph. Nickel and others.

The prizes were valuable and nearly equally distributed among the racing men. The Chicago delegation carrying with them a goodly share of these. While neither Johnson, Rhodes, nor any of the Eastern riders materialized, there were a number of Chicago men present, and the treatment they received, during their visit, has re-established the friendship, which, for a time, had ceased to exist.

The officers of the tournament were as follows: Referee, E. A. Savage; Judges, Nat. Oliphant, R. S. Baird, Peter Gillis, G. Aussem; Timers, Ed. Meisenheimer, Robt. P. Wheeler, Fred. Cook, Terry Andræ, F. Schmitz, F. H. Bolte; Starter, Albert E. Moyer; Clerks of Course, Frank J. Morawetz, Edward Roth; Scorers, A. M. Patitz, Harry Crocker, F. C. Prachthauer, Henry Kasten, Fred. Kasten, Geo. K. Kendall, W. A. Dawes; Official Handicapper and Announcer, H. P. Andræ.

BRIEF MENTIONINGS.

Albert Moyer makes an excellent starter.

"Jake," minus the dog, was a feature at two of the performances.

"Dead-broke" Wylie, famous for his unlimited gall, was a curiosity at the Meet.

High-private Becker, praise to his clubby legs, won the Andræ light roadster as a prize.

Billy Young, of Chicago, helped a great deal to insure the success of the Meet by his arduous labor while in the city.

Nicolet, of Chicago, whose performances were so wildly applauded, carried away with him many prizes and the good will of the boys.

"Birdie" Munger, of Chicago, with his fog-horn voice, acted as announcer at two of the performances of the M. W.'s race meet. His voice echoed and re-echoed among the rafters of the capacious Exposition building.

Parker H. Sercombe has shown, that at the age when most men think of retiring from athletic sports, on the plea that they are growing too old, he is at his best. His riding ability in the races was a feature of the tournament.

Our Next State Meet.

The deplorable lack of interest, in the League election this year, is fully handicapped by the intense interest taken in locating the '93 State Meet. Ripon is making a desperate effort for it, for so small a town. Fond du Lac wants it bad, and Madison is offering the town to secure it. Which will it be?

The Century Road Club.

The Century Road Club, at a meeting held at the Grand Pacific hotel, Chicago, some time ago, adopted a constitution and by-laws drafted by L. J. Berger and Grant Newell. It provides for a Chief Centurion to be elected for life time. Its government will be much like the L. A. W. Each state having ten or more members will elect its own State Centurion and Meets will be held in conjunction with the National Meet of the L. A. W.

From Our Sketch Artist's Scrap Book.



The Coming Wheel.

THE PNEUMATIC.

Laconic Localities.

Harry Warner, of Madison, it is rumored, will soon locate in this city.

Are you in it? Do you subscribe for THE PNEUMATIC? Does your friend?

With the success of our recent tourney the members of the Milwaukee Wheelmen see visions of a new club house now.

Chas Leuteneggle is hunting for his cashioned tire Columbia bicycle which was recently stolen from him, marked K. L.

T. E. Hutchings, an expert amateur photographer, has on sale an excellent photo of the interior of the Exposition building displaying a fine view of the bicycle track.

C. H. Weld, assistant manager for the Royal Cycle Works, of Marshall, Mich., has been in the city looking around to place the agency for the Royal wheel with some good firm.

The annual meeting of the board of officers of the Wisconsin Division, L. A. W., will be held in the parlor of the Republican house, December 16. The full board are expected to be present.

The annual event of the Milwaukee Wheelmen that brings about so much wire-polling is again near at hand. Aspirants for office are numerous this year. The election will be held January 9, '93.

Hal Coleman will likely be the next president of the Milwaukee Wheelmen. His ability to stimulate and enthuse the members to lively action has already been shown and we prophesy a successful year under his administration.

It is to be regretted that our worthy president Nat. E. Oliphant, refuses to be renominated for the second term. But it is reasonable to excuse him, for it is rumored that in the early spring he will go to Washington and bring back with him a bride.

Julius Andrae, Sr. has returned from his European trip. He speaks enthusiastically of the perfect system of road building and maintenance in the old country. In Berlin, in particular, but he says, bicycles are allowed on only certain streets in that city.

Sunday afternoon, December 18, the Mercury Cycling Club, will give an entertainment at Harmonie hall on First avenue. In the evening, dancing will wind up the affair. A special air to a march, composed by Mr. Gerber, a member, will be the opening of the evening's programme.

The minstrel show of the Milwaukee Wheelmen, which held the boards at the Academy on the evening of December 16, has passed into the clubs history as one of the most brilliant and successful events ever given. Too much cannot be said for the Entertainment Committee, especially its chairman, Hal Coleman.

"Cheerful" Madison's Budget.

The M. C. C. is now a League club, with F. E. Pearson as representative.

Gen. Oakley has gone and went and "done" it. "The Cheerful" offers congratulations.

Capt. D. D. Warner looks very smiling, and I hear has ordered a little safety. It's a girl.

It is rumored that Harry Warner will represent a well-known cycle firm, on the road, next year.

Local consul Warner has appointed the Van Etta as the League hotel. It now displays a very pretty sign.

Friends of our local scorcher, C. B. Chapman, will be sorry to hear of the serious illness of his father, Gen. C. P. Chapman.

Fred. Warner wins the special medal offered by the club for the fastest mile on the local track, for the season just closed.

"THE CHEERFUL."

Say! Madison is going to have that state meet if it is a possible thing to get it. The boys are hustling now and I hear storics of pianos, wheels and other valuable prizes, which they will give. Madison will make no promises but what they can fulfill, and they will fulfill all their promises.

State Items.

Medford wants the next State Meet at Ripon.

The Waukesha Wheelmen are drafting a new constitution for their organization.

Eau Claire has let a contract for paving four of its principal streets with vitrified brick.

Louis Maier who has spent the Fall in Milwaukee has returned to his home in Medford.

The Medford Wheelmen.

At a recent meeting, the Medford Bicycling Club was formally organized, and the following officers were elected: President, F. R. Zeit; Vice-President, Arthur Elvis; Secretary, Fred. Benedict; Treasurer, F. D. Shaw; Board of Directors, F. R. Zeit, F. Brodowsky, Mrs. F. H. Ward; Captain, Louis Maier; Lieutenant, P. Danielson; Color Bearer, Wm. Wehmann.

North Side Cycle Club.

Eight riders participated in the guess race Thanksgiving Day, over the White Fish Bay road. The riders were, A. C. Runkel, J. W. Warnken, A. Bunke, L. Pierron, Henry Heller, Wm. M. Breckenridge, James E. Reiter and Geo. Grantz. The time set by Chairman Elmer E. Miller was 42.27. A. C. Runkel got the booby prize being furthest away in 23.30 and L. Pierron getting first prize in 31.30.

The club has decided to arrange a grand masquerade, and has appointed the following committee to see to arrangements, Messrs. Chas. Haisch, Henry Heller, E. A. Roethe, Hugo Meiswinkle and Wm. Kuester. The Vorwärts turn hall has been rented for February 18, and will be a grand affair.

The Sport of the Period.

Cycling and foot-ball have kept the sporting world—amateur sporting world—alive this wintry season. It is a standing question which has drawn the most attention of the two sports. While both of these have been mentioned in the same breath, foot-ball can hardly come in the same category as cycling, for the simple reason that it is one of those sports or pastimes, if you will, which comes, toned down, of course, by our modern American civilization, under the same head as the old gladiatorial contests, and the modern bull-fighting

spectacles common to the Spanish people. Cycling with all its ramifications, track and road, appeals to the modern man and woman as no other recreation does. Take the latest phase of this latter game, football, for it is only a game and nothing more. When the gate receipts of a single afternoon, reach the amount of \$50,000, as did the receipts on Manhattan Field on Thanksgiving Day, and when, following that experience, we find the representative seats of learning throughout the country, squabbling for a retention among the favored few of these emoluments for leather-kicking, it looks as though the

very extent of the success of this sport will prove its surest destruction. Yale, Princeton and Harvard it would appear, are anxious to keep the University of Pennsylvania out of the field, where a sharing in these big returns is concerned, and by this very action, they demonstrate beyond chance for denial, that the mercenary spirit may be expected to dominate even "college football." For that very reason, football "as it is played," and will be played, never can attain to the dignity, because it cannot attain to the sphere of usefulness, that cycling can.

"The very corn have ears" said the chestnutty girl as they were riding by a cornfield "and I know your avowal of love is not intended for any but mine."

Condition of Trade in England.

What position will the foreign manufacturers of bicycles assume, or be placed in the coming season, is a question frequently revolving in the minds of American trades people. Will they again export so many wheels to this country as last year? Will the demand be as great? We think not.

It is very different to-day in the way bicycles are built in this country than what it was a year or two ago. American manufacturers have thoroughly realized, by the

demand for light wheels, that they must center their efforts to equal the foreign build of a light and strong wheel.

Have they succeeded in their efforts? We think yes.

But what will the cycle trade in Great Britain be coming to. It has been stated that it is already noticeably on the wane; prices have become wretchedly low with the exception of a few renowned makes, which by their name are still able to command a decent figure. In Coventry, where perhaps more wheels have been manufactured than in any other one city, the output is on the decrease and has been mainly dependent

upon foreign markets the past season. The supply was greater than the demand and now the cycle makers are eagerly waiting for the American market to once more open up its gates to flood it with wheels that may be cheap and inferior. But it will be of extremely short duration. American manufacturers are now thoroughly alive.

France has too high a tariff to suit the English maker and finds his only remedy in removing his works to that country to compete in prices.

"The glory has departed," and cycledom, on the whole, can no longer be the El Dorado it once was, especially to the small capitalist who speculated with such ardor a few years back.

THE PNEUMATIC CROWNS OUR VISION.



A Modern Belle Seen at Our Late Minstrel Show, Wearing a New Head-gear.



Rudge will open a factory in America the coming season.

Harry Tyler is now traveling for the Union Cycle Manufacturing Company.

Cork handles are nice while they last, but are easily wrenched to pieces.

The fame of the James wheel is growing more widespread in Milwaukee.

A patented pedal is struck out of a single piece of metal, consequently doing away with loose rivets.

Cork, aluminum, *papier mache* and rubber are used in building a bicycle to-day almost as much as steel.

Geo. K. Barrett, original inducer for the Marble Cycle Co. has closed a sale with a Racine house for 300 wheels.

Over one dozen different forms of the elliptic sprocket wheel are being tried by a leading New England bicycle manufacturing firm.

Roth-Kasten Cycle Co. have just closed a deal to handle the King of Scorchers wheel again next season. The track racer will weigh 20 lbs.

Lindsay Bros. of Milwaukee, have placed an order with Rouse-Hazard Co. to build a special wheel for them to be known as the Lindsay.

Compressed leather is a new form used for a handle grip. The material gives a handle of great strength, is soft to the hand and looks neat.

Fred. Pattee, of Rouse-Hazard and Geo. K. Barrett, of the Marble Cycle works, were in the city lately placing agencies for their new wheels.

Richard K. Fox, famous in the sporting world, has become interested in the bicycle and is the backer of a new concern which will build wheels.

The Marble Cycle Works has placed an order for 2,000 patent wheel locks with a Milwaukee young man, named Peter Brust, who is the inventor of this new lock.

Great activity prevails among cycle dealers this month due to the holiday trade. The bulk of wheels sold, of course, are for the juveniles, but as these wheels are a source of great profit they are handled by all dealers.

The Roth-Kasten Cycle Co. will have some surprises in store for the interested cycling public in a short time. The facts have not yet been disclosed but we know they will be pleasant ones to the many friends of the firm.

M. P. Paret, C. E., of Baltimore, Ind. has prepared plans and specifications for quarter and half-mile cycle tracks, for clay, asphalt or board surface. Any club or organization desiring to build will do well to correspond with him.

Bob C. Lennie, representing the Stover Bicycle Co., of Freeport, Ill., was a welcome visitor in the city last week. He is placing agencies throughout the State for the Phoenix machine and is meeting with great success. During his short stay in Milwaukee he has become very popular among the boys.

A Wisconsin inventor has devised a twospeed gear for safeties that consists of two sets of sprocket wheels and two chains. By moving a lever a collar on the crank axle is made to engage either the high or low gear, or can rest between them so that the pedals can be used as foot-rests while coasting. The change from one speed to the other is made without dismounting.

It May be Realized.

A large English bicycle manufactory has lately been in correspondence with the officials of the industrial department of the Chicago, Milwaukee and St. Paul railway, stating that it contemplates locating in the vicinity of Milwaukee, and asking for information as to supplies of material, power, labor and the general situation.

Andrae's New '93 Line.

The Julius Andrae Cycle Works have completed a sample lot of wheels for '93 market, comprising the Andrae Light Roadster, 35 lbs; Andrae Road Racer, 30 lbs., and the Andrae Track Racer will tip the beam at 25 lbs. To say the least, they are right in line.

For Sale.

Full cushioned Victor Safety, nearly new. Will be sold for \$70.00. Wheel can be seen at H. Petersen's Electrical Works, 256 Grove street, Milwaukee.

Stolen.

A spring-fork Victor safety, No. 14622, with 1½-inch rear and 1¼-inch front cushions; make of '91, was stolen from H. W. Tenme, Berlin, Wis. November 28. Any information leading to its recovery will be gratefully received and reward paid to party detecting the thief.

\$100 Reward \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers, that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

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FULL SIZE.
BY MAIL, 40c

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HERE IS A LIST OF USEFUL ARTICLES FOR YOU.

HAND SNAP BUTTONS, 10c A BOX. Any one can replace a missing button in a minute.
MEDALS & BADGES of all kinds made to order.
KEY RINGS and CHAINS.
POCKET WHISTLES.
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POCKET DRINKING CUPS.
EMERY PAPER and POWDER for cleaning bicycles.
BICYCLERS' ADDRESS CARDS, Printed or blank.
\$1.00 CAMERAS and \$1.00 TYPEWRITERS, by mail 15c extra. \$9.00 per dozen.
1, 5 and 10 cent POCKET SAVINGS BANKS, 10c each, or 80c per doz.
RUBBER CEMENT and BLACK ENAMEL.
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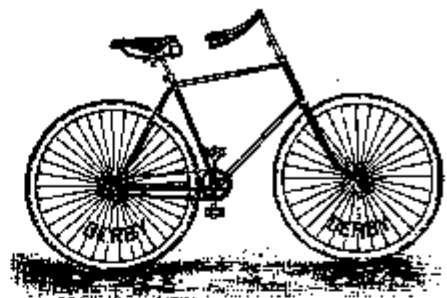
5 Cents extra by Mail.

POCKET LAMPS:

THE GEM AND PENCIL, 25c	\$2 00 per Doz.
WATCH POCKET, 75c	6 50 " "
THE MAGIC, 50c and 75c	\$4.80 and 6 50 " "
MAGAZINE LAMPS, 25c	3 00 " "

Wicks for any of these Lamps, 10c per Doz; Lights, 10c per M.
Matches Lamps and Lights cannot be sent by mail.

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256 Grove Street,

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Re-Nickelling, Re-Enamelling and Repairing.

SOLID TIRE WHEELS CHANGED TO CUSHIONS OR PNEUMATICS.

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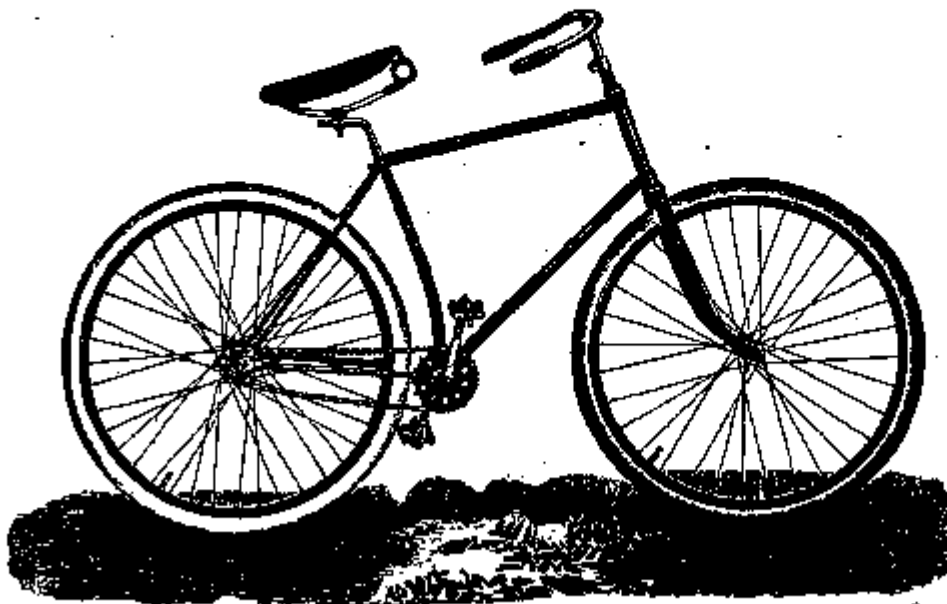
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KOGH'S * *
WHEELMAN
SAFETY
* * SHOES.

We have for some time experimented on a bicycle shoe, and from what expert wheelmen tell us, we have a shoe now that is perfect in every detail.

This shoe also looks neat and is as presentable as a street shoe. We have ordered a sample lot of them that will be in in about two weeks. Samples can be seen now at the club rooms or at our store. We want the wheelmen's trade and will sell them at a profit of

25 CENTS A PAIR.

This will enable cyclists to buy a \$3.50 pair of bicycle shoes for \$2.50. We will be pleased to have wheelmen call and give us their opinion. Every pair warranted.

N. KOCH & CO.,
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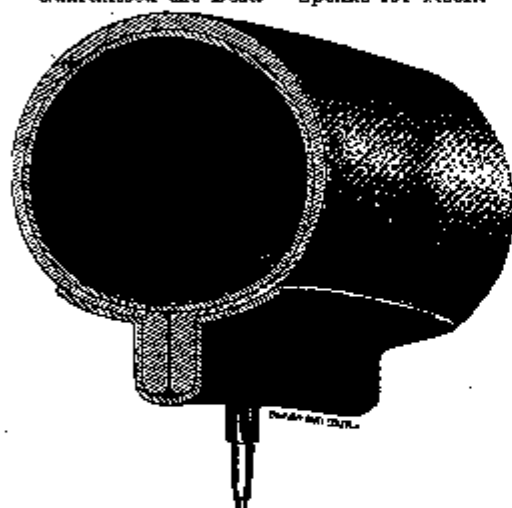
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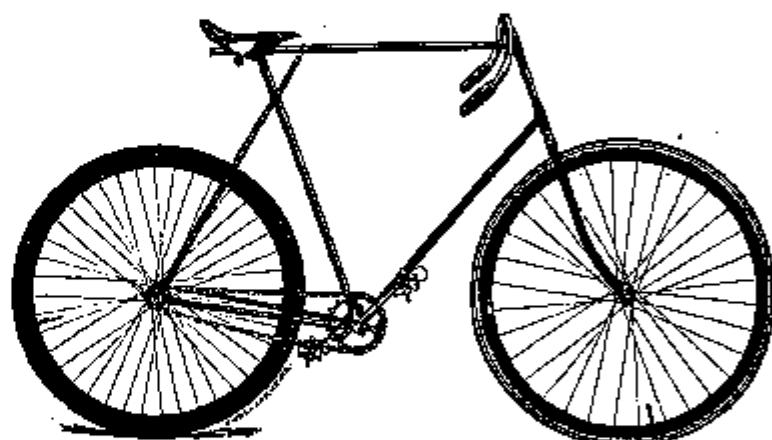
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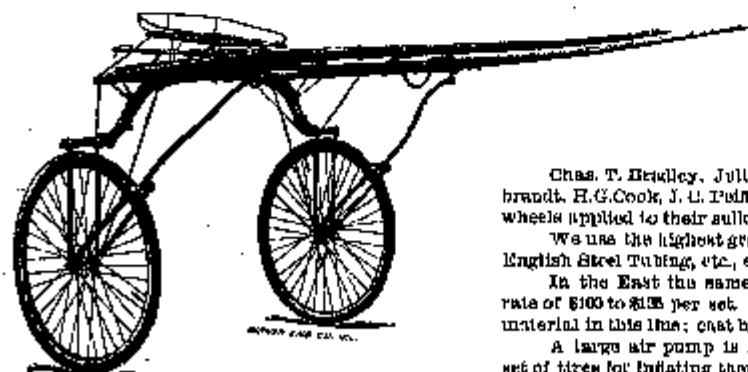


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Price, \$175.



S. B. PNEUMATIC SULKY.

We are applying Pneumatic Tired Wheels to any make of sulky
at \$75.00 per Set.

Chas. T. Bradley, Julius Coorsen, Frank A. Luppen, Dr. John, Geo. P. Ziegler, Fred Hildebrandt, H. G. Cook, J. L. Puffer and E. B. Boys were the first people in the State to have Pneumatic wheels applied to their sulkies, and all the work was done by us.

We use the highest grade of materials, such as Steel Hubs, English Steel Tubing, etc., etc.

In the East the same class of work is charged for at the rate of \$100 to \$125 per set. Horse-men should beware of cheap material in this line; cast hubs, poor tires, etc.

A large air pump is furnished without charge with every set of tires for inflating them when necessary.



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