

L. SOCIETY
1893
OF WISCONSIN

THE PNEUMATIC

"As the tire sustains the wheel, this publication promotes its interests."

VOL. III.

MILWAUKEE, WIS., APRIL 15, 1893.

No. 1.

"Ask and it shall be given you."

Matt. vii: 7.

WHY NOT HAVE THE BEST PNEUMATIC TIRES
WHEN YOU CAN GET THEM FOR THE ASKING?

EVERY MAKER OF HIGH GRADE WHEELS
WILL SUPPLY THE TIRES YOU WANT FOR THE ASKING

THE BUCKEYE CYCLE CO.,

Manufacturers, Jobbers and Retailers of Bicycles,
Tricycles, Bicycles and Supplies.

CINCINNATI, O., March 10, 1893.

Sercombe-Bolte Mfg. Co., Milwaukee, Wis.

GENTLEMEN:

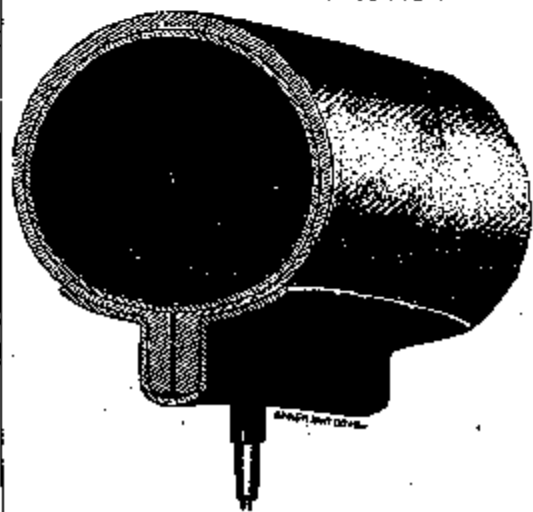
The Light Roadsters with Telegram (quick repair) Pneumatic Tires have taken the town by storm. We are having a thousand inquiries a day for circulars and it looks as though we are not going to sell anything but Telegram wheels this season. Express at once advance circulars and send us catalogues at the earliest possible moment. Very truly yours,

THE BUCKEYE CYCLE CO.

We do not ask for the trade of makers of cheap wheels
because they never

BUY THE BEST

THE ORIGINAL PERFECTION.



THE BEARINGS...

IN TELEGRAM CYCLES

Are the finest used in any safety ever made.

THE BALLS...

Are specially made for us and then
tested and assorted on our famous

BALL TESTING MACHINE

(The only one in existence)

SERCOMBE-BOLTE MFG. CO.,
MILWAUKEE, WIS.

A FUNNY ADVERTISEMENT

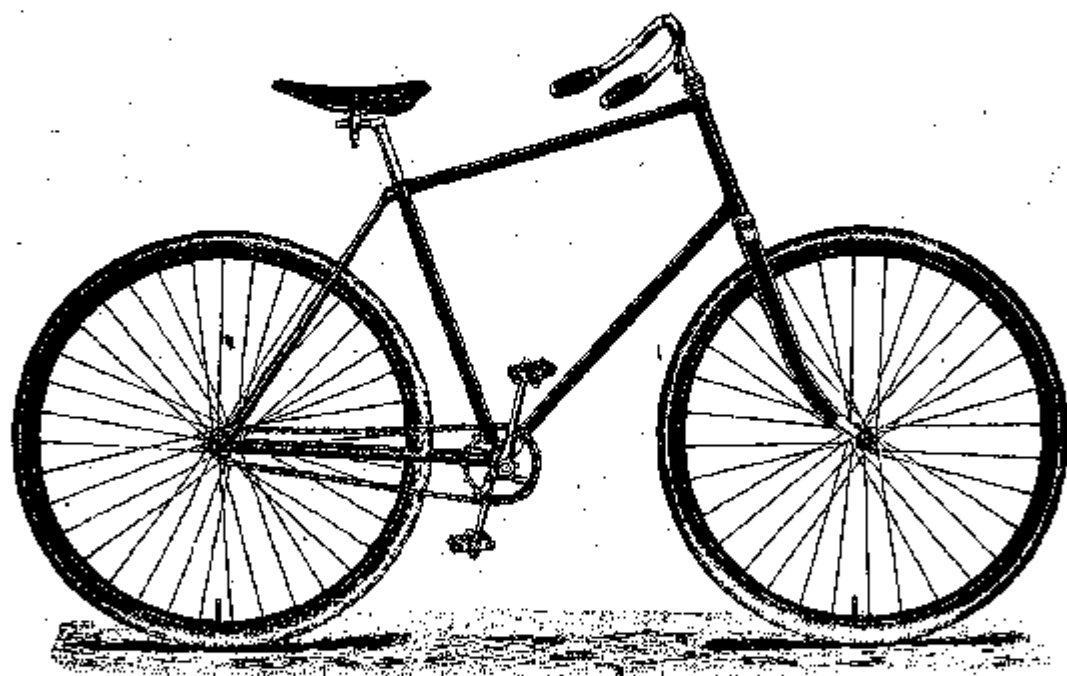
Is all right in its place, but there is nothing very funny about this. It is only to tell you of our

ARROW

BICYCLES...

and they are business, through and through.

For **LIGHTNESS, STRENGTH, FINISH** and **EASY RUNNING** they are absolutely unequalled. This is the celebrated wheel designed and built under the personal supervision of Mr. L. O. (Birdie) Munger, which certainly means that you should see it before purchasing a wheel.



ARROW ROADSTER, WEIGHT ALL ON, 38 LBS.	-	-	-	\$150
ARROW ROADSTER, WEIGHT STRIPPED, 33 LBS.	-	-	-	150
ARROW SCORCHER, WEIGHT WITH ROAD TIRES, 29 LBS.	-	-	-	150
ARROW SCORCHER, WEIGHT WITH RACING TIRES, 26 LBS.	-	-	-	150
ARROW RACER, WEIGHT 22 LBS.	-	-	-	175

When you want the best get an "ARROW." Don't fail to call at our store and look them over, or send to us for catalogue.

T. L. PAINE & CO., STATE AGENTS,

87 WISCONSIN ST., MILWAUKEE, WIS.

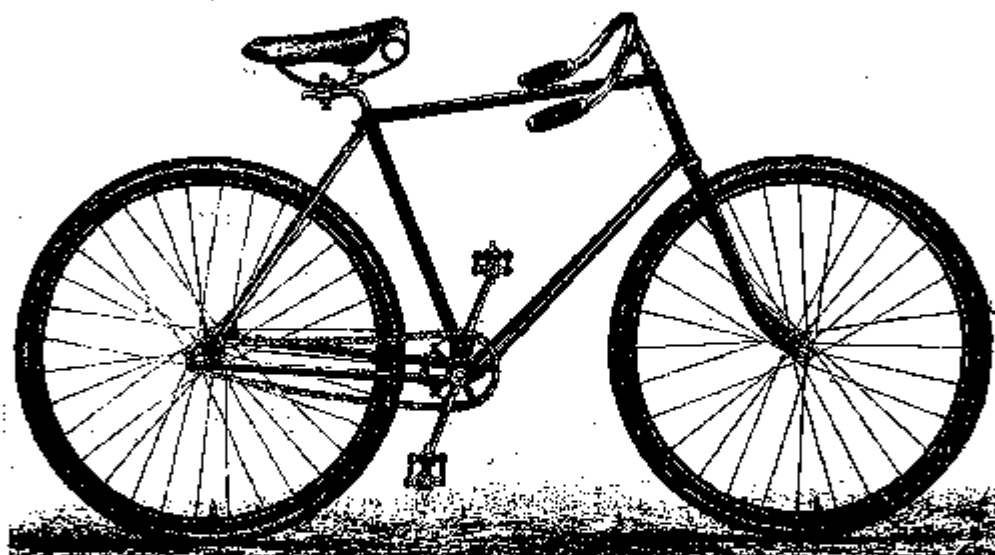
WE HAVE ALSO A FINE LINE OF MEDIUM PRICED WHEELS

THE PNEUMATIC.

QUALITY-SERVICE-DURABILITY

ARE words that have been sounded in our ears so often that they have lost their meaning to a great extent. We do not claim to have the **ONLY SERVICEABLE**, the **ONLY DURABLE** and the **ONLY HIGH GRADE WHEELS** on the market, but what we

KENWOOD RACER
WARWICK
DERBY



KENWOOD.

KENWOOD ROADSTER
RAMBLER
PULLMAN

do claim is, that any of the above-named Wheels are of the highest grade and best workmanship, and will stand the closest scrutiny by the best critic living, and, furthermore, we do what very few others do, namely, we back all our assertions by practically living up to all our agreements. **CALL AND BE CONVINCED.**

The John Meunier Gun Company,

272 WEST WATER STREET,

A FULL LINE OF WESTERN WHEEL WORKS CYCLES.

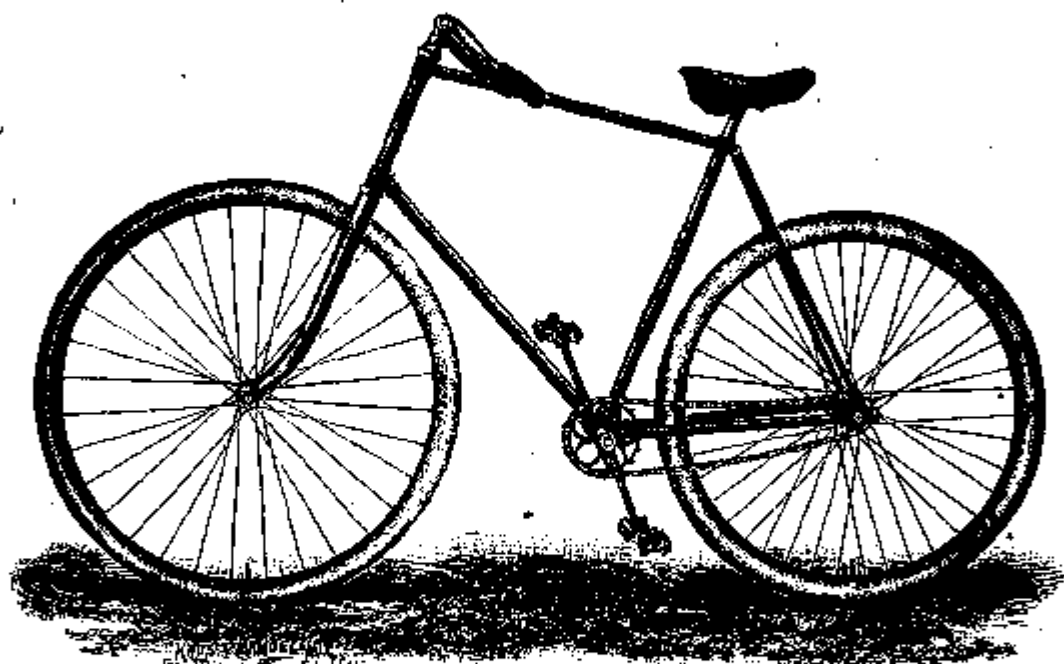
MILWAUKEE, WIS.

THE PNEUMATIC.

BEYOND DOUBT....

THE MOST SATISFACTORY CYCLES
ARE THE

ANDRAE CYCLES



THE ANDRAE ROAD RACER, - WEIGHT 29 LBS. COMPLETE
THE ANDRAE LIGHT ROADSTER, WEIGHT 34 LBS. COMPLETE

(PUT THEM ON THE SCALE)



Jobbers in MEDIUM GRADE WHEELS and SUNDRIES.
State Agents for RALEIGH and MAJESTIC CYCLES.



JULIUS ANDRAE CYCLE WORKS,

...NEW CATALOGUE NOW READY...

225 West Water St., Milwaukee.



A MONTHLY JOURNAL DEVOTED TO WHEELING AND ITS INTERESTS.

SUBSCRIPTION FIFTY CENTS PER YEAR.

CONTRIBUTORS: HED. WOODMAN, ST. PAUL, MINN. WM. M. FOSTER, MILWAUKEE, WIS.
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M. C. ROTIER, Editor and Publisher.

All copy for advertisements, changes for name, news and correspondence for publication must be sent in before the 7th. 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, 505 EAST WATER ST., MILWAUKEE, WIS.

PROFESSIONAL cycle racing, linked to the National Cycling Association, does not appear to be such a degraded and heathenish enterprise as some papers make it out to be. If the promoters keep from it, what has been the ruination of other athletic sports, and what they say they will, they will truly carve a future and establish an innovation in professional athletic sports that will be a credit to cycling. We say, give it a chance to live.

THIS season has been a remarkable exception, but generally the heavy rains which accompany spring fully develop all the latent nastiness of our streets and the pitiable lack of facilities for cleaning them. It usually drags along into the month of June before the roads in our Cream City begin to present a decent appearance. What we want and ought to have are horse-sweepers, gangs of men for each and a systematic and thorough districting of the entire city for their work; then and not until then will we have streets that will not be a standing reproach to every citizen's self-respect.

IN a great many trades and professions, society and custom demands that a man shall dress and appear in a style peculiar to his profession or trade. In field sports and bicycling the custom is likewise prevalent. But the garb of the cyclist has undergone so many transformations in the past five years, consisting of all hues and styles, that it was recognized by few as characteristic of anything save a freak of fancy. Now, the adoption of the "bloomers," which are universally worn, has brought about an innovation in cyclist's apparel. The neat and easy style of the baggy knee-breeches, which are made up to match ordinary, every-day clothes, has made it practical for wheelmen to wear them about in business. In many of the larger and more prominent wheeling towns this change in the costume has made its wheelmen adopt the bicycle uniform for ordinary busi-

ness use, and this season, no doubt, the smaller towns will carry out the same sensible plan. It will make wheelmen a more distinctive body and soon we will become recognized by our dress as easily as the preacher with his long coat all buttoned down before, or the pugilist with the tough expression on his phiz. Unlike the preacher who could preach as well with his shirt sleeves and pants rolled up, we cannot ride as well unless garbed in the garb for cyclists.

PATRIOTISM apparently lies dormant in the breasts of this generation. Particularly so is it noticeable among our wheelmen who, in their eagerness to take advantage of a holiday, never omit to arrange for some race, race meet or other pleasurable or profitable event to be held on Memorial day. Few, if any, stop to consider how little respect they show our nation in this way. The 30th of May, the day which has been set aside in honor of the men who fought and died for our country, ought to receive some recognition by our younger populace and we believe this desecration, if such it can be called, deserves the careful consideration of every true American wheelman.

MANY riders, towards the close of the season, when they have become wearied and physically exhausted by too much riding, have put their wheels in the shed and said they were through with bicycling; that they would sell their wheel and spend the money to better advantage. They sell their wheels and repent at leisure. The weary winter drags along; spring comes; friends and strangers are seen flitting past them on their air-shod steeds; they note the healthy glow on their faces and then begin to experience repentance. They try to shake off this feeling of a desire to ride; take to boating, base ball and other sports, but finally, yielding to their knowing desire and better judgement make up their minds "they've got to ride" and once more become benedictors. It but illustrates that a good winter, causing a relaxation in cycling pleasures, is conducive to greater activity in spring. After the long rest, the bicycle enthusiast resumes riding with renewed vigor and a zest he never thought possible to realize again. There are a few very ardent devotees, sometimes called cranks, who attempt to ride all winter, and when spring comes they miss this feeling of enthusiasm and it sometimes happens that ere the season is far advanced they forsake their hobby, tired of the pastime. Blessed be the winter—but we want no more of it this season.

IT is an erroneous idea that this season will witness an over-production of high grade wheels and that prices will have a downfall. This one curious impression has been upheld by a few cranks ever since the first bicycles were made, and yet almost each year the prices of good wheels have gone up instead of down. Their predictions have been calculated without foundation. They know nothing of the cost of such a production. They compare the manufacture of bicycles with a lot of cast iron sewing machines and other

machinery that get no strain when in use. To make a light wheel means a good wheel, and a good wheel one that will stand the strain and wear of the hardest road rider. Few people realize what this means. Take even a thirty-pound machine; just consider of what strength of fibre the tubing must be made to stand the weight and wrenching of even a hundred and forty pound rider. The bearings, the sprocket wheels, the steel balls and everything on a first-class machine; take them apart, examine them critically, closely, try their felt individually, and we dare say your former idea, that a bicycle does not cost near the price asked, will be dispelled.

The makers of good wheels can dispose of all they produce at the regular price and riders are quick to realize why it is thus. A bicycle is worth just what it costs, no more no less. Wheels that are sold at a discount cannot be made as good as those that command full value, unless the maker would lose. A cheap wheel is dear at any price.

Some Newspaper Talk.

The Wheeler, in speaking of the possibility of a visit from "Sanger, the speedy yankee," says that if he comes to England he will be given as warm a reception as his confrere received last season.

Terry Andrae, of Milwaukee, expects to renew old acquaintances on the path this year. He rode very little last season, but his brother, Henry Andrae, has taken him in hand and is putting him through a course of training tactics, and he will be disappointed if Terry does not bag a few first prizes this season.—*The Wheel*.

We betray no confidence when we say that Windle did not move more than two feet, when he established the mile record.—*The Wheel*.

Cycling, of England, says: "Wide-awake people are the Americans. Smartness is their leading characteristic; they show it in all their undertakings. Take up an American wheel paper; yes *The Bearings* if you will, as a really splendid example." * * * "How smart!"

Among the many events which will engage the attention of wheelmen during the coming season, none is more prominent than the Waukesha-Milwaukee road race. Last year it was an overwhelming success, and it is the intention this year to make even greater preparations and hang up a prize list that will attract the best road-racing talent in the country.—*Referee*.

From the *American Cyclist*: "The well-known racing men, Zimmerman, Sanger, Sercombe and Andrae applied about a month ago to Chairman Raymond for credentials to enable them to go abroad." How amusing it is to note that our "Colonel" Andrae, who has scarcely time to think of racing, much less time to train for it, should be continually "wrong in" with the fast men going to England.

Henry P. Andrae will not go to England this year to race. He finds it impossible to get away.—*Bearings*.

Charles R. Culver.

The subject of this sketch is an excellent likeness of Charles R. Culver, a recent arrival in Milwaukee wheeldom. Culver in his younger days resided in Portage, Wis., but for many years past has spent most of his time in the East,



having been one of the graduates of Professor J. Roberts' school of the renowned body building system, which has been introduced in all of the Y. M. C. A. gymnasiums in the country. Mr. Culver, was under the professor's instruction for six years, the latter two of which he was his assistant. He has made physical culture a life study and acquired a high position in the minds of the

most eminent professors and physicians in the East, for his deft handling of men that have gained prominent positions in the amateur athletic arena.

Two years ago he was appointed physical director of the Springfield Bi Club, and during that time he brought out Harry C. Tyler, who for a time held the world's one-mile record of 2:08 and Fred. Graves, who won the Irvington-Milburn road race and the time prize in the Martin twenty-five mile road race in Buffalo last year, which time was then world's record.

Culver himself was an athlete of no mean ability, having held the amateur championship of wrestling in the state of Massachusetts for a year and the western championship of the state for five years.

He was also, at the age of 18, appointed captain of the Outing Foot Ball team, which at that time conquered every club they contested with.

March 1, Mr. Culver arrived in Milwaukee to take charge of Walter C. Sanger and the Telegram Cycling Club's racing team, and during the six weeks past, he has done wonderful things in developing Sanger in every way. Sanger's expansion of the chest has now been brought up to six inches, an increase of two inches under Culver's care. His body muscles have increased one and one-fourth inches in circumference, and each arm one-fourth of an inch. Culver has not done much in the development of Sanger's lower limbs except in making them more nimble, claiming that those muscles, if anything, were a bit too much developed making them too hard. He holds that a trainer to train properly must be as well acquainted with the physical condition of his man as a doctor with his patient.

THE PNEUMATIC.

Words of Comfort and Praise.

MANITOWOC, Wis., March 16, 1893.

M. C. Rotier, Milwaukee.

DEAR SIR:—Please inform me when my subscription to THE PNEUMATIC expires. I wish to renew in good season. Would not get along without it.

Yours truly,

NORMAN KNUDSON.

The "Colonel" Talks.

It has been a pleasure and a profit to the cycle dealers throughout Wisconsin that a good live cycling journal was started. THE PNEUMATIC should be found in the home of every wheel rider.

H. P. ANDRAE.

From "One of the Boys."

PEDRISKA, MEXICO, March 23, 1893.

Friend Rotier:

Let me congratulate you upon the successful issue of the twelfth number of your most enjoyable paper and its first anniversary. May it continue to grow and improve in the future as it has in the past. Keep the news columns full and the newspaper wars scarce and you will never need to hunt for support in our glorious Badger state.

Enclosed find fifty cents for another year of reliable bicycle news. I hope to reach home in time to be able to enjoy Ripon with the "push." Regards to all the boys.

Fraternally Yours,

JAS. D. WILDER.

A Letter From Ex-President A. C. Morrison.

PUBLISHED BY PERMISSION.

MILWAUKEE, March 19, 1893.

My Dear Rotier:

I want to congratulate you on the anniversary of your venture into journalism. THE PNEUMATIC, which commences its second year with the next number, gives me much pleasure whenever it puts in an appearance. I take all the older bicycle publications, but being a busy man I can seldom take the time to hunt for the interesting news. It is buried you know by the very mass of matter which they publish apparently to fill space. When THE PNEUMATIC comes I go through it thoroughly with the knowledge that nothing of importance has escaped your watchful eye. You have a happy method of condensation, a terse expression of the essential facts and a keen sense of what is news. The full local news is especially interesting. What the New York Sun is to Metropolitan Journalism is THE PNEUMATIC to Bicycle Literature, hence my congratulation.

A. C. MORRISON.

There is some talk among the wheelmen of taking a hand in politics. But the wheel has ever been prominent in the political field; and also the wheel within the wheel. If the wheelmen want anything they will have to get down into the ring individually and work for their aims in the good old way.—*Evening Wisconsin.*

Sayings of Our Great Men.

Fred Schroeder: "Of course, we would if the weather had not been against us."

Ed. Roth: "Don't care much about wine and turkey, but when it comes to beer and weiners, why, then I'm right in it."

Fred Schmitz: "Now I had it all figured out that as the wind was blowing and the gear he was riding I would catch him about 4:32 in front of the Phoenix House."

Terry Andrae: "If I didn't have to work so late nights, I would be in better shape."

Nat Oliphant: "'Twas the last night we were in camp, I was acting commissary, well, someway the company 'sap' run out and —."

John Schmidbauer: "Of course I mean to win a three minute class this year. Seen any entry blanks?"

Fred Prachthauser: "The old folks are holding back a little just now, but we hope they will come around soon. How do you like my new hat?"

Richard Baird: "Isn't that wheel a peach? Have just bought a twenty pound racer; going to begin training soon."

Paul Hettwer: "Keep your hands off that wheel of mine. Darn my pipe?"

Uncle Holmes: "I won that last one, that makes you nineteen out."

Frank Morawetz: "The Board of Directors should be empowered at once to stop all games of chance in the club rooms; its immoral."

Henry Andrae: "Mum's Extra; but I'll tell you fellows, this is the last time I'll go out with you."

Hal Coleman: "Do you think this weather will affect the pool tourney, the fire did our minstrels you know."

Arthur Lindsley: "That's about right, I don't think."

Events and Fixtures.

April 22 — Zimmerman will sail for Europe.

May 30, P. M. — Pullman handicap road race.

May 30 — Winona, (Minn.) bicycle meet.

June 10 — W. C. Sanger's first contest on Horn Hill track, England.

July 4, P. M. — Waukegan-Milwaukee road race.

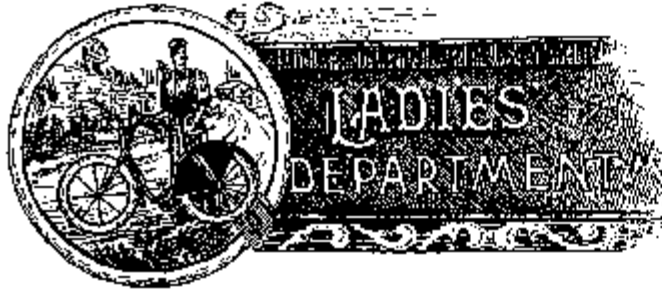
August 5 — The National league meet and International tournament at Chicago.

August 16 — International meet, National Park, Milwaukee.

August 16-17 — Ripon state meet and international tournament.

August 19 — Minneapolis Cycling Club meet.

Your subscription has expired. Renew.



A Morning Ride.

BY NEL.

Nellie Burton the only daughter of Major Burton, of the 26th reg. Kin. Vols., was a beautiful, rosy cheeked girl with snapping black eyes and raven hair that fell in ringlets about her temples.

The Major was tall, slim and precise and being wealthy and passionately fond of sport, as the majority of southern gentlemen are, and having no care except his daughter's pleasure, had purchased a cottage in the country, where they spent the sultry summer days in the cool, fresh air, hunting, fishing and in fact any thing that promised amusement.

One day in early spring, while laying their plans for the coming summer's "romp," as they termed their vacation, Nellie asked the Major if it would not be nice to have two bicycles, that they might have a change from the monotony of previous summers; then they could ride away and come home together and do away with Buchephalus, the Major's favorite horse and Nanna her own thoroughbred mare. The Major stared at her in amusement at this proposition, thinking she must have gone mad; to think that Major Burton would descend from his pedestal of pomp sufficiently to ride a bicycle was erroneous, and he said as much. "I am too old," he said, "to commence any such foolishness."

But after a few after dinner chats and much debating, Nellie conquered and got her wish as she always did, and the wheels were bought and a course of riding lessons taken.

"Just to please Nellie," the Major said; but before long, though he would not admit it, he was eagerly looking forward to the time when he could "try the thing alone," out on the country roads, where none of his equally pompous friends, who had no Nellie to please, would see him.

At last the time came and they were once more in the country, and after a few days rest, concluded to make their trial excursion to the lake for a day's fishing.

"Here," said Nellie, "is where we find the superiority of bicycles over horses, we can strap our tackles and baskets on the wheel while we would have to carry them if we rode Nan and Buchephalus."

"O yes, of course," assented the Major, "its nice for young people like you, but I'm too old altogether for such frivolity."

He would not admit that he enjoyed the pastime, yet Nellie knew he did, and also that it was only because he imagined a horse was the only means of conveyance for a gentleman, aside from the steam car and boat. She knew too that he would never have consented to the purchase of those wheels if he could have refused her anything. Nellie had been left motherless when she was but six weeks old, and the Major's desolate heart had entwined about her and in doing so, found warmth. And now that she held all the love he had bestowed upon his young wife he thought of refusing her nothing.

Kate Field asks: "How many women ride a bicycle?" One at a time, Kate, except in the case of tandems.

Woman, lovely woman, is equal to anything; but we await with considerable trepidation her endeavor to wear a crinoline and ride a bicycle.— *Elmira Gazette.*

Pope Company's "ad" contains much truth in saying: "Fair women everywhere are vying with their brothers on the wheel of health, strength and glorious happiness this season. All men are becoming bicyclists and women will be with them."

The introduction of the light wheels for ladies is a great boon to feminine cycling. Just think what an immense disadvantage the ladies have been laboring under, propelling heavily built machines, many of them weighing even more than the men's wheels, and as their muscular force is much less in proportion to their weight and their weight less than that of the men, it is surprising that so many of the delicate sex have been able to propel those heavy wheels at all. The ladies' wheels placed on the market this season range from 28 to 40 pounds and they will hold up as well as the heaviest ever built. The wheels this year are beauties and whoever becomes the possessor of one of these will never regret the day she took to cycling.

Miss Hattie Bickers in *The Bearings* suggests an idea: "I have often thought that I would describe for the benefit of lady riders a little scheme of mine, which was (like many other schemes), an outcome of necessity. My first disagreeable experience after I began to ride a cycle came from the uncertainty of the behavior of my skirts on a windy day, and after trying several plans and finding them almost useless, I hit upon the following simple arrangement: I took two pieces of cloth, fastened them on the inside of the skirt above the hem in a way that when I stood straight one would fall about in a line with each instep of the foot. Into these pieces I worked button holes; I then made a pair of stirrups of elastic band about three-eighths of an inch wide, using about a quarter of a yard for each. I fastened strong buttons on the stirrups, and when going for a ride slip the stirrups over the balls of the feet, and button them to the pieces fastened inside the skirt. This gives me certain protection against the wind, and makes the whole business of cycle riding more pleasant and secure."

The love existing between these two was beautiful to behold; they enjoyed no other company as they did each others. Yet the Major knew it must end in time, for she would marry and leave him, but she said "No," and so it seemed, for admirers she had legion, but none could win her heart.

She enjoyed hunting and fishing as well as her father did, in fact so closely had she been associated with him that his likes were her's and *vice-versa*.

She could handle a breech-loader or cast a fly as well as most of the opposite sex.

Away they would go in the early morning, carrying their lunch and gun or fishing tackle fastened to their wheels, returning with the setting sun, with their brace of birds or basket of fish thrown over the Major's back.

One morning, they started as usual to the woods six miles distant for a days shooting. The morning promised a hot day, but they were accustomed to that and did not mind it, and little did Nellie care for the tanning effects of the sun; it showed health, she said, and of course, the Major agreed.

They had covered about two miles and were riding side by side, chatting as was their habit, when Nellie exclaimed, "look, father, there's a man lying in the gutter at the road side!" The Major followed the direction she was pointing, and sure enough, there laid a young man weltering in his blood.

They dismounted to ascertain the extent of the stranger's injury. He was bleeding profusely and unconscious.

"The poor fellow must be removed from here," said the Major, "he is badly injured. I cannot tell how serious his case may be. I wonder who he is. Appears to be a gentleman. At any rate he must have medical attendance at once, and the nearest house is a mile and a half, and we can never get him there and I am afraid, if we wait for a team to come along, he will die."

He took out a flask of brandy he always carried, and tried to force some through the clenched teeth of the sufferer, but with no success. It was clearly evident that long delay would be dangerous. Nellie remembered her wheel and said she would ride to the farm house just past, a mile and a half back, and send assistance. Before her father could answer, she was gone. Reaching the farm house out of breath, she told them of the injured man, and solicited their aid, asking them to bring him to her home, a half mile farther back, where she would have a surgeon waiting.

Nellie never did anything by halves and something in the utter helplessness of this strong unconscious man had touched a chord of pity in her heart. After hurriedly giving her direction, she was again flying towards the doctor's house, near their own cottage.

The farmers arrived with their charge in a wagon on a mattress, the Major riding behind. Tenderly they removed him to the spare room and got him into the bed, after

which, the doctor washed and examined the wounds and said doubtfully, he may live; he has received concussion of the brain and must not be moved. So it was that the stranger became for the time at least, a visitor in the Burton cottage.

Three weeks passed and no excursions to lake or woods; three weeks of raging fever; suspense, and then the crisis came. If the invalid awoke rational he would live, if not, well, the reverse. No one knew him, and all the Major could do brought no intelligence of his identity. The only clew to it was the curiously shaped ring upon his little finger with the letters E. V. H. engraved upon the inside. He was tall and handsome, Nellie thought; broad shouldered, with blue eyes and light golden hair. Nellie had attended him throughout his raving delirium and now, with her father and the doctor, who had formed a favorable impression of the young visitor, eagerly waited for the passing of the crisis.

They often consulted together about him, wondering who or what he was and how he had been injured. Somehow, with that helpless man up stairs, they did not care to go upon their usual excursions.

At last the critical moment had passed and the doctor said the prospects were that he would live, and Nellie in the solitude of her own room gave vent to her long pent up feelings in a good cry. Strange as it may seem she had lost her heart to this handsome stranger, but blushed in secret to think she had given her love unasked. However, she consoled herself with the thought that he could not ask for it, or even know her, while raving mad. But now—he would get well and then, well perhaps it was foolish, but she was building fairy air castles.

Two more weeks and he could, with the assistance of Nellie and Ben, the butler, get out into the garden, where he was carefully bolstered up with pillows in a great easy chair; in fact, had he been a king, he could have received no better care or kinder treatment. He had told them who he was and how he had been injured. His name was Everard Hale, lived in New York City, and had come to the South to look after his business interests which required his presence in G—. The morning of the day they found him, he had risen before daybreak and eaten breakfast by lamp-light, that he might have sufficient time for fifteen miles' ride from the city he was stopping, to G—. He had gone but half the way, when his horse became unmanageable and threw and dragged him by the stirrup until he lost consciousness; that was the last he remembered until he awoke in their home. They then in turn told their part of the story. When the Major told of Nellie's ride, she blushed, and the young man said, "I can never sufficiently thank her and bless the bicycle, for were it not for either of them I should not have been here now."

After he had become strong enough to take his departure he did so, promising to call on them the following winter in the city. Nellie and the Major accompanied him

to the depot to see him on his way. He had a few moments alone with Nellie, while waiting for the train and the Major was talking to one of his neighbors; and he improved it by asking permission to write, which was cheerfully given.

After his departure, country life and hunting excursions did not seem as bright and pleasing as they had before this young man's appearance upon the scene. But time passed, as it always does, and letters flew back and forward between these two so strangely met, until at last it was time to return to the city and Nellie anxiously looked forward to a visit from Everard.

At last a letter came stating that he would be with them the following week, and slowly enough the intervening time passed for Major and Nellie, and I dare say Everard was equally as anxious to see them. It was a happy meeting when he arrived, especially for the younger ones.

That evening Everard and Nellie were alone in the library, when he said to her, "Nellie do you know why I have come to see you?"

"No, why?"

"Can't you guess?"

"Oh I suppose, to have a visit with papa," she replied, as coolly as though her heart was not threatening each moment to jump out of her mouth.

"Yes, but not that alone. Have you never guessed the truth, Nellie? I love you, have loved you better than the life you saved, ever since I first awakened and knew you. Will you not share that worthless life? Be my wife, Nellie, and make the now unhappy and restless life one of supreme joy and contentment." He was holding her hand now and his arm stole caressingly around her reclining form as he awaited her answer. But she answered not. Her face was turned from him, her head hung down in confusion. "Does silence give consent darling?" he asked tenderly. She raised her head and their eyes met. "How can you ask. With papa's consent, I can not refuse." And their lips met in one long passionate kiss. Before they had time to change their positions, the Major entered and stopped, his eyes wide in wonder. On seeing her father, Nellie broke away from Everard and hastily left the room in confusion. The two men were alone, but neither could find words to break the silence for fully a minute, then the Major did it somewhat brusquely, for he knew the time had come, when he must part with one he held most dear. He had surmised it for a long while. Nellie had often been absent-minded when he spoke to her, and her answer did not always bear upon the subject.

"Well Mr. Hale, how long has this been going on?"

"Major, I sincerely hope you are not offended. I love your daughter and she loves me, will you give your consent to our marriage?"

"Has she?" he asked.

"Yes."

"Then I have nothing to say. But the world will be dreary indeed when my darling has been taken away from

me. She is all I have, but take her, Everard, and make her as happy as I believe you will, and I shall be content," and tears rolled down the old man's cheeks. "No, Major, don't feel that way, your daughter shall not leave you. You shall always live with us and make us both happy."

* * * *

A year has passed, and the happy family, consisting of Mr. and Mrs. Hale and Major Burton are in New York where Everard Hale is an influential Wall street stock broker. He has bought a tandem and now the three take a morning spin together and all join in saying, "God bless the bicycle for it brought us together."

Winnebago Wheelmen.

A new life is stirred up among the members of the Winnebago Wheelmen of Fond du Lac. April 4 the club elected L. A. Erhart, president; William Langhlin, vice-president; F. G. Steenberg, secretary-treasurer; S. Burtis Amory, captain; H. W. Geisse, lieutenant. Board of directors: V. M. Weeks, F. J. Rueping, W. C. Reimig, C. F. Geisse. A committee of V. M. Weeks, F. J. Rueping and H. C. Guse were appointed to look for suitable club rooms and report at next meeting. Ten applications for membership were received.

An Emphatic Proclamation.

I. F. Strauss, ex-president Ripon Cycling Club, in reply to a rumor which has been circulated in Milwaukee that Ripon has undertaken too great a task in arranging for the international races, says: "As chairman of the state racing board and also of the board of control of the state meet, I wish to assure the racing men, not only of this state, but of the United States, of one thing, viz.: Do not think for an instant that the races of August 16 and 17, 1893, will be run in the interest of local racing men in any way. We want you all to enter, and we absolutely promise you that no matter what city, state or country you may hail from, you will be treated in a just and equitable manner in all things; and no partiality will be shown to local wheelmen or to any other. While run in the name and under the auspices of the Ripon Cycling Club, our meet is run, primarily, to foster and encourage amateur racing in the west, and every action on the part of those governing the affairs of the meet will be found to be strictly consistent with that object."

A Straightaway Mile Track.

Madison, (Ind.), capitalists are intending to introduce a novel plan in cycle racing. They propose building a mile straightaway bicycle track and a grand stand capable of seating 5,000 people. The stand to be modeled after an electric railway car and to run on three tracks. It is to be connected with the starter's stand and to go when the pistol is fired, following up the racers to the finish. The plan seems to be an expensive one and moreover it is very impracticable to suppose that such a car holding 5,000 people and with a standing start could make a mile in two or even three minutes.

The Great Waukesha Road Race.

It is with pleasure and a feeling of pride that we again herald the annual event of the Waukesha-Milwaukee handicap road race given by the Milwaukee Wheelmen. Due to the many race meets, which will be held in August, the date has been changed and hereafter it will be held on the morning of the 4th of July. The racing board of the club are already hard at work in preparation for this yearly test of physical endurance and speed. The course will be as before and the finish also. The entry fee has been placed at \$2.00, but the list of costly prizes will warrant this increase of one dollar in the price of entry fee. The Milwaukee Wheelmen have issued a neat circular appealing to the business men of this city for the donation of prizes. It says: "This race gives the public a free exhibition of speed and endurance on the wheel; it attracts numerous visitors to our city and advertises Milwaukee throughout the world. In order to make this the greatest of all road races, we shall be obliged to offer a liberal list of prizes, which will attract a great list of entries. As there is no income to the club whatever, from this free exhibition, we shall be obliged to call upon our citizens to contribute toward our prize list. We trust that all public spirited citizens will respond liberally toward this great event and thus assist us in advertising Milwaukee successfully."

The North Side Cycling Club.

At the quarterly meeting of the North Side Cycling Club held April 5, the following officers were elected: President, Gerh. Aussem; Vice-President, A. Bunke; Secretary, Louis Pierron; Treasurer, James E. Reiter; Captain, Herm. Janssen; First Lieutenant, Henry Heller; Second Lieutenant, Mattie Stark. The Board of Directors are G. Aussem, Chairman; A. Bunke, L. Pierron, J. E. Reiter, Henry Heller, E. E. Miller, A. C. Runkel and John Stark.

A change in the constitution was effected which provides that the election of officers shall hereafter be but once a year at annual meetings, which will be held the first Tuesday of each year. The regular meetings have also been changed from weekly to monthly, the first Tuesday in each month.

The Comet Cycling Club.

Little has been heard of the Comet Cycling Club the past winter. But the time for riding is again at hand and this worthy little band will be conspicuously "in it" again this season. April 5, the original members of the club banqueted themselves at Luick's cafe, after which a reorganization took place electing the following officers: R. S. Baird, president; W. C. Neilson, secretary-treasurer; D. W. Howie, Jr., captain; James White, first and R. Prattinger, second lieutenant. The club has limited its membership to twenty-five and the dues are 25 cents a month. Its membership is of a very select character.

Rubber tires for bicycles were first introduced in 1868.

The Annual Union Run.

For two years past the local wheelmen have ushered in the riding season with a grand "union run," consisting of a parade through the city, made up of all its wheelmen and wheelwomen and a banquet at White Fish Bay.



Dentistry in Wheels - No. 1.

Heretofore, owing to the inclement weather predominating each spring, this run was usually held the 30th of May, but this season being so far in advance of the others the day has been set for Saturday, May 6. The place of starting has not yet been decided upon, but will undoubtedly be from the court house square again. The start will be made at about 4 o'clock in the afternoon and the procession after taking in the principal thoroughfares of the city will wend its way along the lake shore to White Fish Bay. An excellent spread for a supper will be arranged and many of the prominent wheelmen will be called upon to respond to the toast. If the weather is good the officers in charge say they will have at least four hundred in line. All the clubs will join in. No decorations or paraphernalia will be allowed this time.



Dentistry in Wheels - No. 2.

Our New Official Handicapper.

The resignation of Henry P. Andrac as the official handicapper of this district has been accepted at last, and

Martin Patitz has been appointed in his place. Mr. Patitz is a man of remarkable tact and conception, a practical calculator, and we believe will make an excellent, impartial handicapper.



Dentistry in Wheels - No. 3.

The Columbia Bicycle Livery is the name of a Chicago Company conducted by Wm. A. Fletcher & Co., which will rent bicycles by the hour day or week to World's Fair visitors. Branches will be established in each division of the town.

THE PNEUMATIC.

"Our New Home."

Long have the members of the Milwaukee Wheelmen cherished the thought of securing a new home of their own. Long and earnestly have they striven for the interests of their club which has fostered cycling in this city from a mere babe to its present prosperous state. Accompanying this we reproduce the photographs taken of the club house, which has been purchased by the Milwaukee Wheelmen Company, a stock organization incorporated under the laws of Wisconsin with E. A. Savage, president; F. J. Schroeder, vice-president and T. E. Hutchings, secretary-treasurer, as the incorporators.

The capital stock is \$12,000, half of which has already been disposed of, principally among the members of the Milwaukee Wheelmen.

The building is pleasantly situated on one of the finest driveways and in the most fashionable locality in the city. The interior is especially suited for club use. Large, handsome parlors and reception rooms, a pool and billiard hall, a smoking room and one floor will be reserved for an assembly room and dance hall. A good building for bicycles stands in the rear.

The new home is undergoing many improvements in the interior and it will be completed for occupancy by May 15.

guarantee to stockholders. Among those that have liberally subscribed to stock are; Roth-Kasten Cycle Co., \$500; F. J. Morawetz, \$500; P. H. Sercombe, \$100; Julius An-



FRONT VIEW.

drae, \$300; F. H. Bolte, \$100; O. E. Binner, \$100; W. L. Simonds, \$100; Nath. Pereles & Sons, \$500; F. J. Pingree, \$100; E. A. Savage, \$100; A. C. Morrison, \$100; F. J. Schroeder, \$200.



INTERIOR VIEW.

Stock is still being sold and the company have issued a handsome little book entitled "Our New Home" which contains the practical financial plan adopted and what they

Milwaukee Wheelmen Notes.

The proposed Exposition tournament for this spring has been declared off. Parties have rented the building for a summer garden this season.

The pool tournament is still occupying the attention of the members every evening. It is expected to finish up about May 1st.

A joint committee, made up of the entertainment and house committees, is preparing for a house warming to be held in the new home in which they expect to get settled next month.

About twenty members of the club will form a theater party at the Davidson, April 17, when the Francis Wilson Opera Company will be there. Mr. Francis Wilson, wife and two children are all ardent devotees of the wheel.

He will be married in June. Edward Meisenheimer, a prominent young business man of the South Side, will be united in marriage to a charming young lady of Chicago, sometime in the month of June. He will reside at Tippecanoe, a suburb of Milwaukee.

OFFICERS OF THE COMPANY.

Portraits and Sketches of E. A. Savage, P. J. Schroeder and T. E. Hutchings, the incorporators of The Milwaukee Wheelmen Company.

President E. A. Savage not only holds the highest position in the company but also in the club. Last January, at the annual election of officers of the Milwaukee Wheelmen, the members elected Mr. Savage unanimously to the office of president and he is industriously serving in that capacity. He is a new arrival in this city, comparatively speaking, having up to a few years ago resided in Minneapolis where he acquired considerable fame as a racer and was once captain of the Minneapolis Cycling Club. He is still the possessor of the 25-mile ordinary championship of America and will perhaps never have it wrested from him, as the L. A. W. no longer recognize the ordinary championships.

Mr. Savage has displayed a deal of tact and energy in swinging this club house scheme and is well worthy of the honorable but gratuitous position he holds.

Vice-President F. J. Schroeder (beg pardon, Chairman Schroeder), whose half-tone likeness also appears on this page, needs no introduction to our readers. He is widely and almost universally known as the chairman of the racing board of the Milwaukee Wheelmen. With what success he has promoted the interests of the club as chairman of the racing board in the handling of the great annual Waukesha-Milwaukee road race and local tournaments all are familiar.



F. J. SCHROEDER.

Years ago, before the existence of the Milwaukee Wheelmen, he was an active member of the Flat Foot Bicycle Club that used to meet on the corners and squares of the city. It was there that he acquired the ambition of securing club rooms, which admirable trait has brought the club to this successful issue. He has been president, vice-president, captain and treasurer of the club at different times and we believe knows a thing or two about how to conduct them.

"Treasurer Hutchings" has grown to be a familiar term

among the boys. Mr. T. E. Hutchings, who is serving his second year as treasurer of the club, now has a double duty to perform in his new roll as secretary-treasurer of the company, but there is a huge satisfaction in knowing that he can do it and very successfully too. While the boys *sometimes* dread to look the treasurer in the face, they all harbor nothing but good thoughts about the man that is so strict and punctual in his collections from them. His accuracy and precision in all his laborious work has no equal and if ever the club loses T. E. as an officer or member it loses a most excellent man.



E. A. SAVAGE.

The Annual Pullman.

The Pullman handicap road race this year will be greater than ever. The old course, of which so many chapters have been written in derision, will, to a great extent be known no more. Improvements on the course have been made. Stony Island avenue has been paved. The celebrated potato patch and sand hill will be macadamized. This latter improvement takes away the greatest element of interest and excitement for

the boys. The finishing point will be moved three blocks further east, nearer the shore of Lake Calumet. The Pullman Athletic Club is making provisions for the care of the riders when they finish and the World's Fair hotel will be in readiness to feed the hungry crowd. Two numbers must be worn by the contestants, one on each shoulder. Entries will close with P. Ed. Spooner, secretary the Associated Cycling Clubs, May 13. Seats will be arranged at the finishing point for the spectators, and the Illinois Central Railroad will give more efficient train service. \$400 will be expended for three time prizes, the first to cost \$200, the second \$125 and the third \$75.



T. E. HUTCHINGS.

The Chicago Racing Wheelmen is a new and strictly road club. Its motto is: "No pool, no billiards, no cards, no parlors, no dancing."

OUR PNEUSY BUDGET.

A Brief Summary of the Events in the Cycling World—The Delegs in Wisconsin—Short Items of Local Interest.

General Pneus.

The total membership of the League is 35,564.

The roads in France challenge the admiration of the world.

It costs \$1,400 per month to issue *Good Roads* magazine.

F. E. Spooner is cycling editor of the new *Daily Sporting Gazette* started in Chicago.

The Associated Cycling Clubs of Chicago have thirteen clubs enrolled in its membership.

Willard, the actor, was given a hearty reception at Columbus, O., by the local cycling club.

The "push" in Chicago is now a dead issue. Its members are scattered all over this broad land.

Frank Lenz's trip across this continent, on his tour around the world, amounted to 5,412 miles.

Zimmerman and Wheeler are in Savannah, training, preparatory to their European trip next month.

Sam Miles, editor of the *Referee* has again been chosen the handicapper for the great Pullman road race.

John S. Johnson and T. W. Beck have left Hot Springs and are now in Savannah, where Johnson will train.

Tom Roe will make a trans-continental tour against time, leaving New York and finishing in San Francisco.

*The Martin, twenty-five mile handicap road race of Buffalo will again be held on Decoration day. Entree fee also \$2.00.

St. Louis wheelmen elected twelve out of the nineteen municipal candidates whom they endorsed. They practically cast the deciding votes.

"The old trophy system in Australia is almost dead. Cash prizes are all the go now and as a consequence" says the informant, "we have better and purer racing."



Three o'clock the following morning. First degree in the Ancient Order Mystic Snakes.

State Pneus.

Fenton S. Fox is sick at his home in Green Bay.

Eighty-two high grade bicycles are in use in Appleton.

The La Crosse Bicycle Club is now a League organization.

Do not forget to renew your subscription. It still only costs 50 cents a year.

"How much of a handicap will I get, I wonder?" is again agitating the minds of our scorchers.

It is rumored Appleton, Wis., will have a bicycle factory. The interested parties are not yet made known.

The Wisconsin Division Racing Board consists of L. P. Strauss, W. E. Sonle and V. E. Huntzicker, all of Ripon.

James D. Wilder, formerly of Oshkosh and an ex-member of the Milwaukee Wheelmen, is now in Pedrisena, Mex.

A. A. Cadwallader, the absconding banker of West Superior, who was captured in Brazil, was once a local consul of the L. A. W. in Philadelphia.

The Lowell Hardware Company of Janesville has been incorporated with a capital stock of \$25,000. They will increase their bicycle business considerable this season.

In Secretary Bassett's annual report of the League membership, the Wisconsin Division's total membership was omitted, making the summing up of the total 603 short.

The bicycle races to be held at Janesville, September 14 and 15, under the auspices of the Janesville wheelmen, promises to attract a number of Milwaukee riders. There will be ten gold medals valued at \$20 each.

W. A. Bremer, formerly of Milwaukee, but now with the Berlin Machine Works, Beloit, Wis., writes and says, "the double-speeded Decker's bicycles appear to be a great success. We are hustling on them pretty lively."

A burnt clay track one-third of a mile in circumference will be built in Waukesha this year. It will be constructed within the half-mile horse track at the fair grounds. Races will be held on it every two weeks in the summer.

The Marinette correspondent has our apologies. He answers the squib which appeared in the last number about the deplorable condition of their roads: "Suppose, for instance, that 108 consecutive days of good sleighing discouraged both bicycles and wagons. Such was the case. Though delightful, it makes one long for even an old style bone shaker bicycle ride."

Louis Reed, Ripon's cycling wonder, says Ripon is red hot over the coming events. Nothing else is talked of in the town. There seems to be a general opinion that the town has shouldered more than it can carry, but the Ripon wheelmen do not accept this view of the matter and are working to make the meet as successful as that held at Green Bay, and greater if possible. However, they will be gratified if the success of the Green Bay meet can be equaled.—*Sporting Life*.

THE PNEUMATIC.

Local Pneus.

John J. Baumgartner is in the neighborhood of Tennessee seeking health.

The North Side Cycling Clubs' racing team will shortly be organized by the racing board.

Sangerville, is a pet name of Eastern contemporaries, when speaking of Milwaukee.

A sausage weighing 50 pounds will be given as a prize to the last man in the Waukesha-Milwaukee road race.

The regular club runs of the North Side Cycling Club, begin April 16. The Milwaukee Wheelmen's will begin in May.

Sanger, Sercombe and Culver will leave in a few days for Springfield for more training on the famous Springfield track.

Buglers, lieutenants, color bearers and all the other tin soldiery accessories of cycling will soon be classed in the days of yore.

The Mercury Cycling Club members and their ladies entertained themselves at Harmonic hall, April 5, with an informal social.

W. M. Foster, formerly of this city, now of Port Washington, Wis., was a visitor in town the past week. He is slowly recovering from a long illness.

Oscar E. Binner has offered as a booby prize in the Waukesha-Milwaukee road race, a fine live little donkey. The interest to win this prize is waxing warm.

Hugo Meiswinkel, a speedy little rider of the North Side Cycling Club, is now located in Ocala, Fla., where he will be actively engaged in the business connected with his father's lime kiln.

Ex-President N. E. Oliphant, of the Milwaukee Wheelmen, was given a handsome rocker as a wedding present by the Armory boys upon his arrival home with his bride, from Washington.

Volume 1, Number 1, of the *Minnesota Sportsman*, published in Winona has come to our desk. Its initial number appears to cater considerably to the horseman, but contains a good grist of bicycling news.

M. Patitz, under whose critical eye the Exposition indoor track was built, is now in consultation with the Minneapolis track association people, who are about to construct a quarter or third mile board track.

Frank J. Morawetz, secretary-treasurer, of the Wisconsin Division, who for more than a dozen years has been a traveling salesman, is now actively connected with the Wisconsin Electrical Construction Co., of which he has been president for some time.

The fact that the Milwaukee Wheelmen's great meet, to be held next August, will be held the day previous to the Ripon tournament, appears to trouble the local wheelmen not a little. The boys all want to go to Ripon but

many fear that they cannot be detained from business for three or four days in succession and, of course, the local meet will receive the preference. This is the opinion of many men who have been bronched on the subject but still a good delegation will surely leave Milwaukee the morning of the 16th for Ripon.

Arthur Stackpole, who was to have fought Dick Fails, of this city with gloves, under the name of John Lynch, has become the trainer of the Lincoln Cycling Club, Chicago. Stackpole had Spooner under his care during his great twenty-four hour record last year.

Kanegoro Nagaye is the name of the Jap who rides a wheel in this city. He is quite a novelty in Milwaukee and the boys make much of him. He is this year going into active training for the Waukesha road race and knowing ones say he will make a great showing. He is also a fancy trick rider.

Even Milwaukeeans are looking forward to the success of the cyclists lunch room to be established in Chicago. It appears to be an excellent plan to have a place in the center of cyceldom, devoted to the gastronomic peculiarities of bicyclists and a lounging room where trade and cycling generalities can be discussed freely.

The Ripon boys would like to have the members of the Milwaukee Wheelmen, who will attend their meet next August, to remain over and go camping with them on Green Lake, for a week or so. All those desirous of spending their vacation in good hunting and fishing should place their name on file with the Secretary of the Board of Control, C. M. Jelleff, Ripon, Wis.

Guy P. Wilson, advance agent for the Francis Wilson Opera Company, was a guest at the rooms of the Milwaukee Wheelmen last week. Mr. Wilson is well known in cycling journalism, being perhaps as pointed and forcible a writer as any of the many. He is well versed in League politics and its intricate workings and entertained the boys at the rooms with many amusing stories concerning them. His home is in Baltimore, M. D.

Ripon Cycling Club.

Last Wednesday evening the Ripon Cycling Club held their semi-annual election of officers and the following were elected: President, Charles S. Sharp; Vice-President, Charles Welcome; Secretary, C. M. Jelleff; Treasurer, F. W. Lyle; Club Representative, Harry Powers; Captain, Louis Reed; Lieutenant, J. E. Brayton. The interest in this election was very warm, because upon the election of good officers depended so much of the success of their meet, but over all, the best of good fellowship prevailed. To provide entertainment for the visitors, is always uppermost in their minds, and at this meeting many new schemes were suggested that will be made known later.

The Roth-Kasten Cycle Company.

THE PNEUMATIC prints in this issue an excellent likeness of Ed. W. Roth and Henry L. Kasten, of the Roth-Kasten Cycle Company. Their faces are familiar to the majority



ED. W. ROTH.

A. Roth, W. B. Hedger and Ed. W. Roth, formed a partnership under the name of Roth-Hedger Cycle Company. On May 1, 1892, Mr. Hedger retired and Henry L. Kasten, then quite well known by the wheelmen of this city, purchased his interest and the firm name was changed to the Roth-Kasten Cycle Company. The number of Moffat machines ridden in this city at present is ample proof of the push and energy back of this young, yet well established firm. In order to meet the remarkable increase in their business they have recently incorporated for a capital stock of \$10,000 with the following officers:



HENRY L. KASTEN.

Phil. A. Roth, president; Wm. F. Kasten, vice-president; Henry L. Kasten, secretary and treasurer; Ed. W. Roth, superintendent. They are now arranging their new store and factory at 517 Grand avenue, one door east of their present location and in about two weeks will be located in the neatest bicycle salesroom in this city. Their repair department, under the personal supervision of

Mr. Roth, has grown to such an extent that they are now equipped to turn out all parts of a bicycle. Mr. Kasten in charge of the office and salesroom and Mr. Roth in charge of the mechanical department make an excellent business team.

Local Trade Shots.

P. H. Sercombe will ride a nineteen and one-half pound Sanger racer in the English championships.

The catalogue received from the Sercombe-Bolte Company, makers of the Telegram cycles is very neat.

Louie and Roy Reed, of Ripon, are riding Sanger racers. They will ride under the colors of the Telegram Cycling Club.

The Roth-Kasten Cycle Company will donate a high grade wheel for each local racing event as a prize. This enterprising firm make the pace.

Local dealers are already vying with each other to have the greatest number of their favorite wheels appear in the procession of the grand union run.

It is a positive thing that "Cressy" Morrison will ride a twenty-nine pound Telegram light roadster, gold plated all around. Its cost will exceed \$250.

W. R. Burkhardt, of St. Paul, has opened a Minneapolis branch with W. M. Breckenridge in charge. The Stearns, Raleigh and other good wheels will be handled.

Harry Warner, traveling salesman for the Andrae bicycles has been turning in a grist of orders for those wheels which has taxed the capacity of the factory to its utmost. They are running a night shift now.

Reitzner-Prichard Cycle Company has now a complete line of the James and other wheels on hand. The Smalley track racer, which has the handle bars coming up from the front forks is a novel and handsome machine.

It is rumored a new corporation will be started in this city, which will probably be called the Milwaukee Cycle Fitting Company. They will only and exclusively make bicycle parts to supply the general manufacturing trade.

Henry J. Schmitz, in the capacity of salesman, and Fred Kasten, who for the past six months has been with the Hill Cycle Manufacturing Company, of Chicago, have joined the force of the Roth-Kasten Cycle Company. Mr. Kasten will be employed in the mechanical department.

The Julius Andrae Cycle Works are not simply busy, but rushed to its utmost capacity. H. P. Andrae states that at this rate of increase in business the firm will have to largely increase their room and force for next year's trade.

Some weeks ago the *Sentinel* gave space to an article dwelling on the healthfulness of cycling and the large increase this season in the devotees of the sport. In closing it said: "The question of the day now is what make of a wheel do you ride, an Andrae or Columbia!"

Trade in Milwaukee.

A Complete List of the Different Makes of Wheels Represented in the City.

T. L. Paine & Co., 87 Wisconsin street, handle the "Arrow" bicycles and a fine line of medium grade wheels.

The Friese Boat and Cycle Company are agents for the Eagle and cheaper grade wheels. The Eagle is a high grade machine.

The Kenwoods, Warwicks, Pullmans, Derbys, Ramblers and Western Wheel Works goods are handled by the Mennier Gun Company.

Stokes Manufacturing Company's branch, of whom J. E. Reiter is manager, handles the Union F. D. Q., Sterling and cheaper wheels.

The Stearns, Imperials, King of Scorchers, Ridges, Phoenix and cheaper grade wheels are sold by the Roth-Kasten Cycle Company.

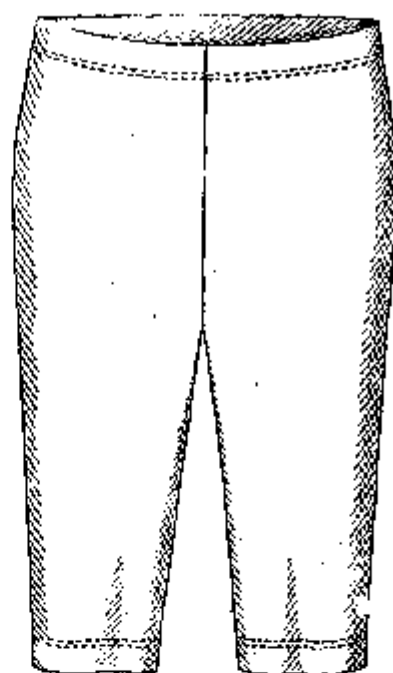
Parker H. Serecombe controls the agency for the Telegrams, Sanger Racers, Remingtons, Lovell Diamond and Western Wheel Works line.

Kaestner & Waruken, a new firm on Third street, handle the Coventry Cross, the Black Hawk, Road King and Queen and Western Wheel Works goods.

The Columbia Carriage Company do a large jobbing business in cycles, handling the Excelsiors and Swifts. Their retail store contains a good assortment of high grade wheels.

The Celebrated Harry James, The Buck, Dauntless, Buckingham, Smalleys, South Roads, Reitzner Roadsters, Mercury Fliers and a complete line of boys' and girls' wheels can be found in the store of the Reitzner-Prichard Cycle Company.

The Raleighs, Columbias, Victors, Ormondes, Humbers, Ben-Hurs, Credendas, Majestics and Western Wheel Works and St. Nicholas lines are the leading wheels for sale by the Julius Andrae Cycle Works. Of course, the Andrae wheels, their own make, excepted.



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FULL TIGHTS
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KNEE PANTS
BELTS
STOCKINGS
ETC., ETC.

FULL LINE AT THE

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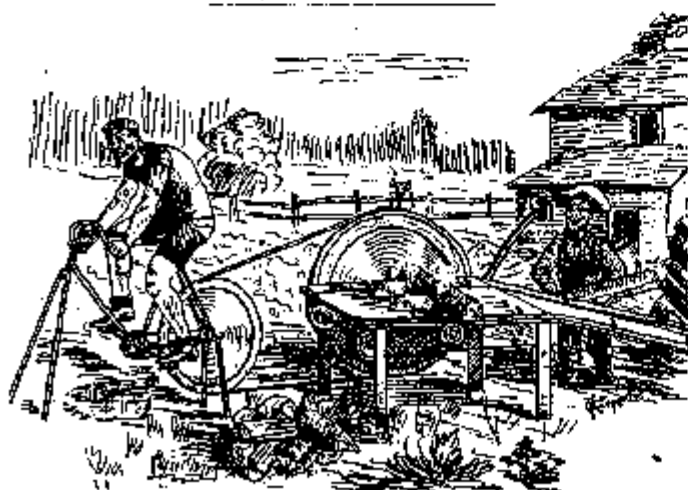
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Are the STARS in the Wheeling Firmament.

ROADSTER

Weights 30 Lbs.

LIGHT ROADSTER

Weights 27 Lbs.

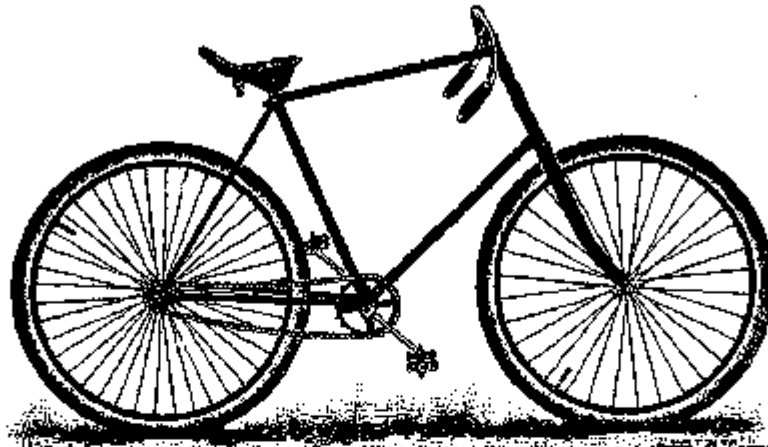
ROAD RACER

Weights 24 Lbs.

TRACK RACER

Weights 21 Lbs.

Morgan & Wright Tires.



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The "EXCELSIOR" is a Marvel of Beauty and Excellence. To use it is an agreeable surprise; to own it is a constant pleasure. "EXCELSIORS" are balanced to the equipoise of successful victory. Every part is wrought by expert workmen. Nothing good is omitted; Nothing poor is used. They are "built on honor;" built to wear. They are bicycles which cannot help giving satisfaction.

X
L
C
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EXCELSIOR

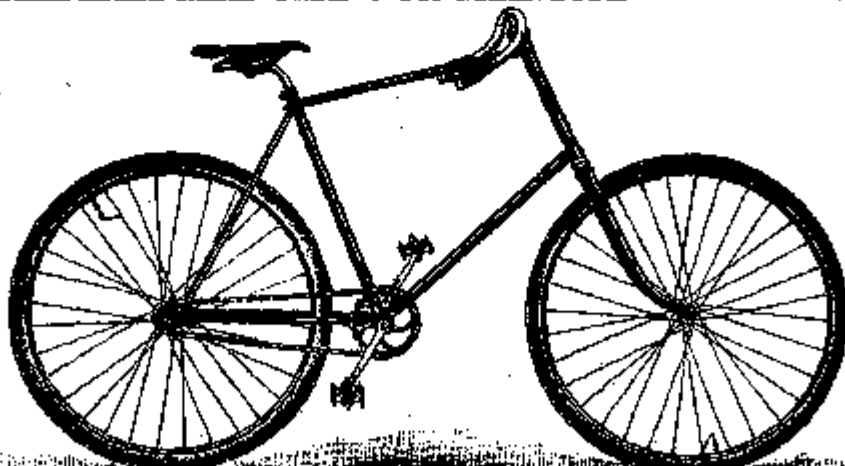
ROAD RACER,
26 Lbs.

EXCELSIOR

SCORCHER,
31 Lbs.

EXCELSIOR

LIGHT
ROADSTER,
35 Lbs.



ONE

LADIES'

"EUREKA"

WHEELS,

Weight 34 Lbs.

LEADS

THEM ALL.

Examine our "SWIFT" Wheels — Light, Strong, Speedy and very Handsome; strictly high grade and very popular throughout the entire world. See our big line of high and medium grade American Wheels. Latest improved Bicycles for Ladies, Gents and Children. Best value for the money. Bicycles fully guaranteed.

COLUMBIA GARRIAGE CO.,

329, 331, 333 BROADWAY, MILWAUKEE.

A New Cycle Firm.

T. L. Paine & Co. is the name which adorns the show window of the new cycle firm at 87 Wisconsin street. They handle the "Arrow" as a high grade machine exclusively. Mr. T. L. Paine is comparatively unknown in local wheeling circles, but Harry Paine, who represents the Co. and a brother of T. L., is well and most favorably known among the boys everywhere; having been prominently connected with the Milwaukee Wheelmen for years and is still serving on committees of the club. They embarked in this new enterprise the 1st of April and are already acquiring considerable attention from prospective purchasers.

We must quote *Bearings* in saying they are "a firm of gentlemen" and it will be but a question of a short time when they will get a good share of the patronage they so well deserve.

They control the agency in Wisconsin for the celebrated "Arrow" wheels. They are made by the Century Cycle Mfg. Co. at their Indianapolis factory, the wheel having been designed and constructed by "Birdie" Munger, who is a member of the company. The "Arrow" bicycles will be found to meet all the requirements of the most critical. In material, workmanship and finish, the manufacturers claim, they are excelled by none.

Items of General Interest.

Twenty thousand dollars have already been subscribed for the World's Fair tournament.

J. M. Erwin, who has made himself famous in cycling circles as "William Twinkle," in the *Bearings*, now holds the unenviable position of the Western representative of the National racing board.

The front driving wheel, a geared ordinary, is fast gaining popularity in England. One firm has entirely given up building the chain safety and devotes its whole attention to the production of front drivers.

Willie W. Windle, he of world wide racing fame, has launched himself into the sphere of a cycle manufacturer, in partnership with one H. B. Arnold and under the firm name of the Windle Cycle Company. They will build a Windle machine, weight twenty-six pounds.

Tom Eck will assist in the management of conducting the international bicycle tournament to be held in Minneapolis. It will closely follow the Milwaukee and Ripon meets. \$7,000 has been subscribed by the Trades Union. A third of a mile board track with trimmings will be completed for the occasion.

The question of compelling every road vehicle, except, of course, slow moving heavy road wagons, to carry a light at night is receiving considerable attention in Chicago. It would be but a matter of justice. As much as is the danger to pedestrians crossing the street from being run down by the noiseless bicycle at night, still more so are the bicycle riders imperiled by possible collisions with teams passing swiftly on a soft road.

Recent Patents Granted.

A list of recent patents, reported especially for THE PNEUMATIC, by W. E. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at twenty-five cents each.

402,887—Bicycle Whistle. Fred J. Hall, Wallingford, Conn. Filed July 16, 1902.

402,888—Ball-Beating. William B. Douglas, Phoenix, R. I. Filed April 20, 1902.

402,889—Velocipede. William E. Fanner, Chicago, assignor of one-half to Henry W. Norton, Wellington, Ill. Filed July 16, 1902.

402,890—Velocipede. Charles F. Pease, Chicago, Ill., assignor to the Ames & Frost Company, same place. Filed October 22, 1902.

402,891—Pedal. Charles F. Pease, Chicago, Ill., assignor to the Ames & Frost Company, same place. Filed October 22, 1902.

402,892—Velocipede-Pedal. Charles F. Pease, Chicago, Ill., assignor to the Ames & Frost Company, same place. Filed October 22, 1902.

402,893—Bell. Albert A. Page and William B. Sparks, New Haven, Conn., assignors to the Sargent & Company, same place. Filed June 20, 1902.

402,894—Rubber Tire. William Golding, Manchester, England, assignor to Charles Macintosh & Company, Limited, same place. Filed October 4, 1901. Patented in England December 8, 1900.

402,895—Cycle. John G. Kinder, Reading, Pa., assignor of one-half to James C. Reber, same place. Filed September 14, 1902.

402,896—Velocipede Saddle. Edward Petrali, Upsala, Sweden. Filed October 26, 1902.

402,897—Pneumatic Tire. Charles E. Daryon, Springfield, Mass. Filed September 5, 1902.

402,898—Pneumatic Tire. Charles M. Luggren, Bayonne, N. J. Filed June 2, 1902.

402,899—Bicycle Tire. Edgar F. Ryder, Providence, R. I., assignor, by direct and mesne assignments, to the Atlantic Manufacturing Company, same place. Filed September 10, 1901.

402,900—Pneumatic Tire. Edward Barnitt, New York, N. Y., assignor to himself and George R. Bidwell, same place. Filed January 25, 1902.

402,901—Attachment for Cycle Pedals. William L. Ferguson, Philadelphia, Pa. Filed August 8, 1902.

402,902—Pneumatic Tire. Foster R. Irons, Toledo, Ohio. Filed May 28, 1902.

402,903—Cycle Hub. Albert Perkins, Chicopee, Mass., assignor to A. G. Spradling & Brothers, New York, N. Y., and the Lamb Knitting Machine Manufacturing Company, Chicopee Falls, Mass. Filed September 5, 1902.

402,904—Valve for Pneumatic Tires. Asahel M. Shurtlett, Boston, Mass., assignor to Codman & Shurtlett, same place. Filed February 13, 1903.

402,905—Valve for Pneumatic Tires. Asahel M. Shurtlett, Boston, Mass., assignor to Codman & Shurtlett, same place. Filed September 16, 1902.

402,906—Trade Mark. Bicycles. The Kopyon Bicycle Manufacturing Company, Des Moines, Iowa. Filed January 2, 1903. Essential feature the word "Pneumatic."

402,907—Bicycles. Joseph E. Grogan, Baltimore, Md. Filed February 21, 1903. Essential feature the words "New South."

402,908—Saddle for Bicycles or other Vehicles. George H. Hill, Reading, Mass. Filed July 16, 1902.

402,909—Tire Tightener. William D. Ellis, Salem, Ill. Filed November 17, 1902.

402,910—Bicycle Saddle. Frank D. Cible, Toledo, Ohio, assignor to the Vest Manufacturing Company, same place. Filed August 9, 1902.

402,911—Tire Tightener. James W. Cuthbertson, Bethwell, assignor, by direct and mesne assignments, to Alton J. Green, Essex, Canada. Filed June 27, 1902.

402,912—Trade Mark. Bicycles and other Velocipedes and parts thereof. E. C. Stearns & Co., Syracuse, N. Y. Filed February 13, 1903. Essential feature the word "Stearns."

402,913—Velocipedes and Bicycles. Monarch Cycle Company, Chicago, Ill. Filed February 18, 1903. Essential feature the representation of a lion's head.

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 10 years, and we believe him perfectly honorable in all business transactions and financially able to carry out any obligation made by him for us. WYATT & THURMAN, Wholesale Druggists, Toledo, O. WATSON, KENNAN & MARVIN, Wholesale Druggists, Toledo, O.
Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Price 75c per bottle. Sold by all Druggists. Testimonials free.

THE PNEUMATIC.

OUR WHEELS
SPEAK FOR
THEMSELVES

WE KEEP THE FINEST AND LIGHTEST
WHEELS IN THE WORLD.

The Celebrated JAMES
HARRIATT
DAUNTLESS
BUCKINGHAM
SOUTH ROAD....



REPAIRING, JAPANNING AND
NICKEL PLATING A SPECIALTY.

The MERCURY FLYER is Hard to Beat

THE "BUCK" IS A BEAUTY

REITZNER-PRICHARD CYCLE CO.,

444 National Avenue, MILWAUKEE.

=You=will=buy=CLOTHING=this=Spring=

SEE WHAT THE **CHAUNCEY SIMONDS CO.** HAVE TO OFFER

The earlier you buy the bigger the stock to look at.

382 EAST WATER ST.

MILWAUKEE.

Stokes Manufacturing Co.

MAKES AND SELLS
THE

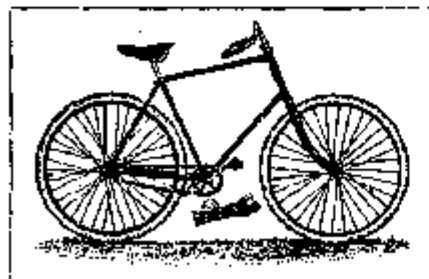
STERLING

27 Lbs.



The Finest Bicycle on the Market to-day.

SEE THE WHEEL AND YOU WILL SAY THE SAME.



THE
UNION

IS UP TO THE
TIMES.

*Strongest Wheel
on the Market.*

Weight 32 Lbs.

SECOND-HAND BICYCLES CHEAP.

REPAIRING DONE PROMPTLY.

339 THIRD ST., MILWAUKEE.

J. E. REITER, Manager.

.....BICYCLE Repairing
Re-Enameling
Re-Nickeling
Re-Tiring



PETERSEN'S ELECTRICAL WORKS,

256 GROVE STREET,
(CORNER PARK)

MILWAUKEE, WIS.

We make a specialty of changing Solid and Cushion
Tires to Pneumatics.

A FEW GOOD BARGAINS IN SECOND-HAND WHEELS.

Gold and Silver Plating.

THIS PNEUMATIC.

BICYCLE SHOES....

are one of our strong features. Their constant sales prove most conclusively that

"Koch's Wheelman's Safety"

is the most popular of the numerous makes on the market. They're of specially-tanned kangaroo. Two styles: Medium-high cut, \$3.00. Oxford cut, \$2.50.

An admirable aggregation of GENTLEMEN'S SHOES for Street or Full Dress wear. We've a friend in every man who is shod by us.

N. KOCH & CO.

200 Grand Avenue,
Loan and Trust Building.

CYCLE PRINTING....

OUR . CLOSE . RELATIONSHIP . WITH . THE
TRADE . AND . SPORT . ENABLES . US . TO
DO . YOUR . PRINTING

INTELLIGENTLY

OUR . FACILITIES . NOW . ARE . COMPLETE
TO . SATISFY . THE . MOST . CRITICAL

ESTIMATES ON

CATALOGUES . SOUVENIRS . AND . OTHER

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FURNISHED . TO . THE . CYCLE . TRADE . .

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MEYER-ROTTER PRINTING
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.... MILWAUKEE

C. F. ALLCOTT & CO. Stationers and Printers

PHILATELISTS AND NUMISMATISTS

DEALERS IN

Printing Materials, Rubber Stamps
Seals, Stencils and Jewelry
Novelties.

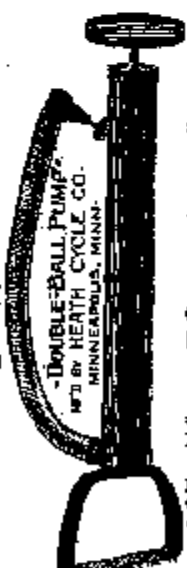
90 WISCONSIN STREET,
Wm J. M. ALLCOTT & SON, Druggists.
MILWAUKEE.

Send for our list of premiums given with card
orders. Biggest offer ever made.

25 per cent. off from retail prices of Premiums will be given.

Now is the time to make money on printing cards
as there will be millions of cards wanted dur-
ing the World's Fair. Bicyclists' cards and
novelties. Jewelry given away with
card orders.

DOUBLE BALL VALVE PUMP AND UNIVERSAL COUPLING.



FOR PNEUMATIC
BICYCLE TIRES

SIZE OF BARREL, 12 INCHES HIGH.
DIAMETER, 1 1/2 INCHES.
WEIGHT, 1 1/2 LBS.

BEAUTIFULLY NICKELPLATED.

PRICE

Complete with Hose Coupling. - \$2.00
By Mail, Postpaid, - - - 2.25

Lightest, Strongest, Hand-
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Pump on the Market.

Our Coupling (patent ap-
plied for) permits an Easy,
Quiet and Perfect connection
with valve.

Liberal Discounts to Dealers in Quantities.

S. F. HEATH CYCLE CO.
703 NICOLLET AVENUE,
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THE BEST OILER

In the world is the

"PERFECT" POCKET OILER.

Why? Because it does not leak, and is the hand-
somest and handiest oiler made. With this oiler
it is an easy matter to oil your bicycle properly
without covering yourself and the machine with
grease.



One half
Size.

PRICE 25 CENTS EACH.

HOLDERS

To carry above oiler on a wheel. Thoro-
ughly adjustable and easily attached
to any wheel; no rattling; handsomely
nickel plated. Price 25 cents each.
Larger size holder to carry pneumatic
pump at same price.



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marks, designs, labels and copyrights. Send de-
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I will let you know whether you can obtain a
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W. E. AUCHINBAUGH,

McGILL BUILDING, 908-24 "Q" STREET,
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All Foreign and American Cycling Papers for Sale.

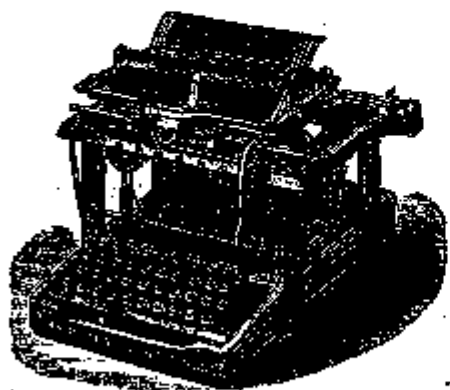
Periodicals, Hand Books and Road Books.

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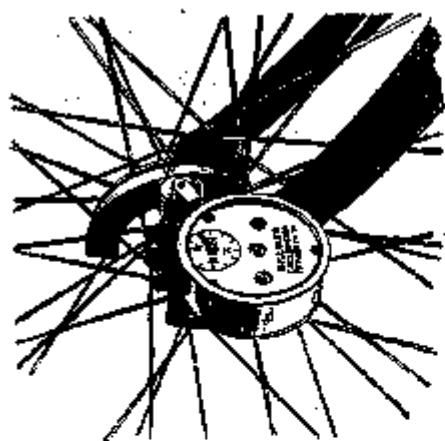


CONSTANTLY IMPROVED.

In Quality of Work and Ease, as well as Convenience of Operation, is UNEQUALED.

WYCKOFF, SEAMANS & BENEDICT

85 Wisconsin Street, MILWAUKEE.



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OUNCES

PRICE

\$8.50

THE HILLIARD CYCLOMETER

Is the **LIGHTEST, NEATEST, CHEAPEST** and only accurate Cyclometer in the market.
Insist on having the HILLIARD.

AGENTS WANTED. SEND FOR CIRCULAR.

Hilliard Cyclometer Co.

1220 Filbert St., PHILADELPHIA.



C. & N. W. RY.

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FAST TRAINS

Between **MILWAUKEE** and **CHICAGO** and

LUXURIOUS PARLOR CARS - PALATIAL DINING CARS

PALACE SLEEPING CARS between Milwaukee and
ST. PAUL, MINNEAPOLIS and DULUTH.

City Ticket Office: **102 Wisconsin St.** Passenger Station: Lake Front foot of Wisconsin St.

W. H. NEWBMAN, Third Vice-Pres. J. M. WHITMAN, Gen'l Manager. W. A. THRAILL, Gen'l Pass. and Ticket Agt.

OFFICIAL.



IT IS our earnest desire to impress upon the minds of the public the superiority of the service offered by the Wisconsin Central Lines from Chicago and Milwaukee to all points West and Northwest. Two fast trains leave Chicago and Milwaukee daily for St. Paul, Minneapolis and Duluth, equipped with Pullman's Vestibuled Drawing-Room Sleepers, Dining Cars and Coaches of latest design. Its Dining Car service is unsurpassed, which accounts, to a great degree, for the popularity to this line. The Wisconsin Central Line, in connection with the Northern Pacific Railroad, is the only line from Chicago and Milwaukee over which both Pullman Vestibuled, First-Class and Pullman Tourist Cars are operated via St. Paul, without change to the Pacific Coast.

Pamphlets giving information can be obtained free upon application to

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City Pass. and Ticket Agent.

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100 Wisconsin St., MILWAUKEE, WIS.

CHICAGO, ILL.



Electric Lighted and Steam Heated Vestibuled Trains, with Westinghouse Air Signals, between Milwaukee, St. Paul and Minneapolis daily.

Through Parlor Cars on day Trains between Milwaukee, St. Paul and Minneapolis.

Electric Lighted and Steam Heated Vestibuled Trains between Chicago and Omaha and Sioux City, daily.

Through Vestibuled Sleeping Cars daily, between Milwaukee, St. Paul, Butte, Tacoma, and Portland, Oregon.

Through Vestibuled Sleeping Cars daily, between Chicago and Denver, Col., via Omaha and Lincoln.

Solid Trains between Milwaukee and principal points in Northern Wisconsin and the Peninsula of Michigan.

Finest Dining Cars in the World.

The best Sleeping Cars. Electric Reading Lamps in Berths.

0,100 miles of road in Illinois, Wisconsin, Northern Michigan, Iowa, Minnesota, Missouri, South Dakota and North Dakota.

Everything First-Class.

First-Class People patronize First-Class Lines.

W. J. BOYLE,

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NO. 275 WABASH AVENUE.

Chas. H. Sieg Mfg. Co.

275 Wabash Avenue.

Headquarters for everything pertaining to Cycling.

WHOLESALE BICYCLES RETAIL

Chicago Jan. 5 1893

Ames & Frost Company
Gentlemen:- (Chicago)

We enclose our order #748 for 1000
-one thousand- "Imperial" wheels for 1893
delivery, as per date and specifications
furnished herewith. Our record of 1892
retail sales includes more than 600
-Six hundred- "Imperials". We can surely
use twice as many this year.

Every "Imperial" we sold gave perfect
satisfaction and our friends are many.

In this order we make good our
prediction of last March. Your
Mr. Waepole will remember the remark.

We thank you for your many
kindnesses in the past which we
trust were merited - and have no
doubt our business relations will be
for the future as in the past - decidedly
Pleasant Yours truly Chas. H. Sieg Mfg. Co.

"Imperial" WHEELS ARE MOST ASSUREDLY POPULAR.

AMES & FROST COMPANY,

ROTH-KASTEN CYCLE CO., Agents, Milwaukee.

302-304 Wabash Avenue, CHICAGO, ILL.



STEARNS--MODEL A.



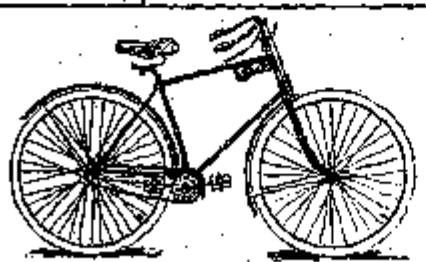
STEARNS--MODEL B.

NO "AD" THIS TRIP.
Too Busy Selling Bicycles.

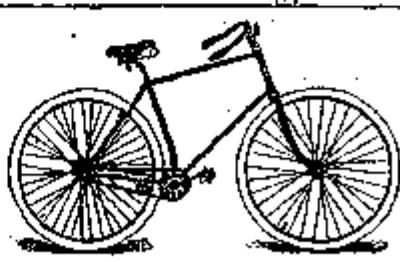
ROTH-KASTEN
CYCLE CO.

519--GRAND AVENUE--519

DON'T FAIL TO CALL
Before You Buy.



IMPERIAL--MODEL E.



IMPERIAL--MODEL F.

THE PNEUMATIC

"As the tire sustains the wheel, this publication promotes its interests."

VOL. III.

MILWAUKEE, WIS., MAY 15, 1893.

No. 2.

••A LITERARY GENTLEMAN

An expert cyclist, making a test of the riding qualities of a certain prominent make of **ROAD RACER** (weight, 28 lbs.) in comparison with a 31 lb. **TELEGRAM LIGHT ROADSTER**, said: "The **TELEGRAM** has rigidity and yet elasticity. The **TELEGRAM** has life. My criticism is: the one is like riding a *dead* machine, the other is like a *live* one." This is verbatim. Anyone can notice this difference.

THE REASONS
ARE THESE...

Our Patent Tubular Crank Hanger
Our Tubular Frame Connections

INSTEAD OF FORGINGS

A DULL THUD!

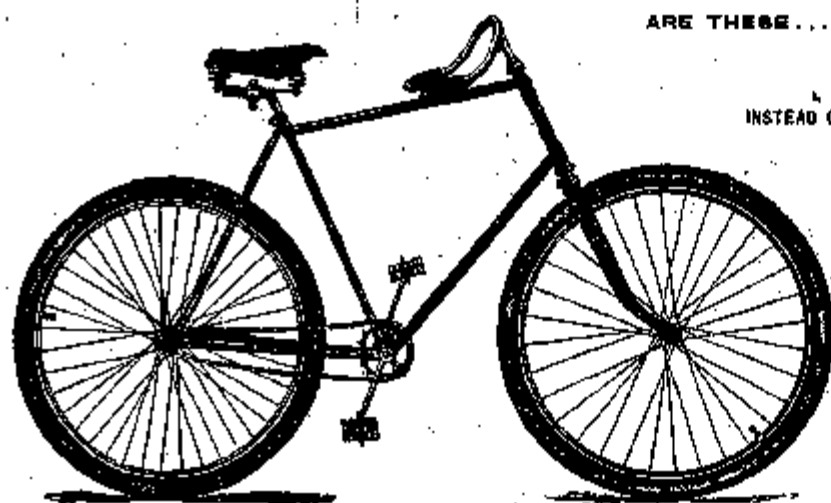
TUBING HAS LIFE -- FORGINGS ARE DEAD

TELEGRAM

QUICK REPAIR

TIRES

Why not have the BEST when you can have them for the asking? We back 'em up.



NOTE — Mr. F. H. Sergombe, though weighing 196 pounds, rides a specially built Senger Racer, 30-inch front wheel and 28-inch rear 44-inch wheel base, exact weight, 19 lbs. It is of course built with hollow crank shaft and axles, but suffice to say that no cycle maker has ever before produced a machine of equal weight with the required strength to carry so heavy a rider, often fifty miles per day; in fact, it is impossible to construct such a machine without our tubular connections and crank hanger.

Distributing Agents for TELEGRAM (Quick Repair) PNEUMATIC TIRES:

GRAS. E. VAN VLECK, 310 Broadway, NEW YORK CITY.

THORSEN & CASSADY CO., 60-62 Wabash Ave., CHICAGO, ILL.

SERGOMBE-BOLTE MFG. CO.

MILWAUKEE, WIS.

HOLLOW RIMS will be supplied with Telegram (Quick Repair) Tires when requested without extra charge.

A-GREAT-RACE

SHOULD SURELY BE RUN ON AN

ARROW

For **LIGHTNESS, STRENGTH, FINISH** and **EASY RUNNING** it is absolutely unequalled. This is the Celebrated Wheel designed and built under the personal supervision of Mr. L. D. Paine, Engineer, which means that it stands at the top.

The "ARROW" has caught on, and strictly on its merits is already the popular Wheel, and leads them all. Everybody knows about it and so do you, for you are reading this advertisement.



ARROW ROADSTER, Weight All On, 38 Lbs.	\$150
ARROW ROADSTER, Weight Stripped, 35 Lbs.	150
ARROW SCORCHER, Weight with Road Tires, 28 Lbs.	150
ARROW SCORCHER, Weight with Racing Tires, 26 Lbs.	150
ARROW RACER, Weight 23 Lbs.	175

Have you placed your order for an "ARROW?" If not, you should do so at once or at least let us know and let us show it to you. The Wheel will do the rest.

Drop us and see us or send for Catalogue.

L. D. PAINE & CO., State Agents, 87 Wisconsin St., Milwaukee, Wis.

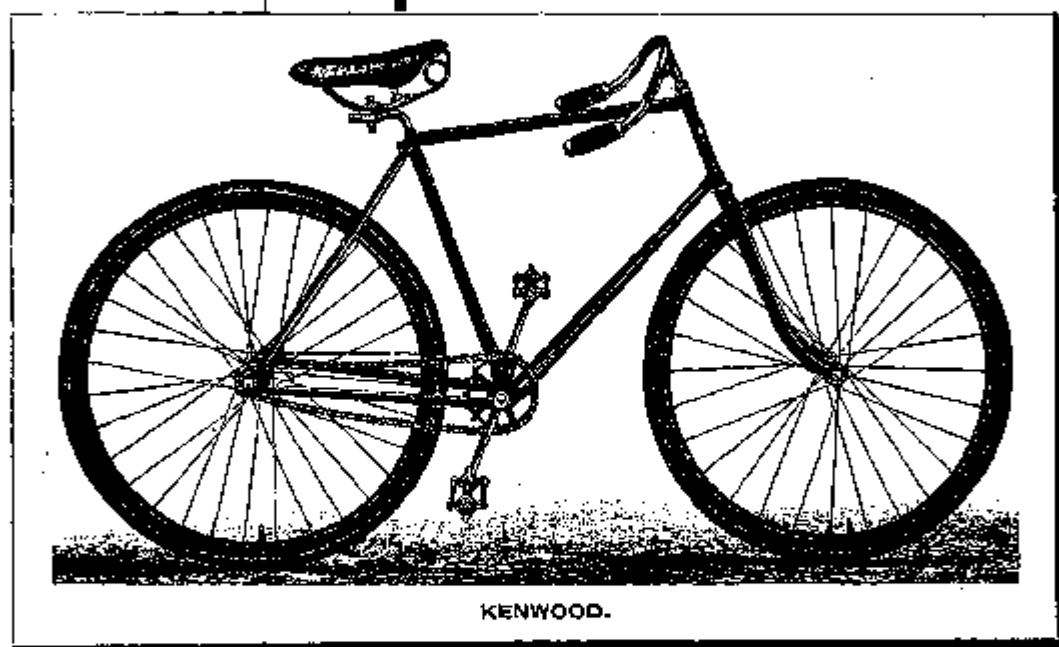
Manufacturers of Medium Priced Wheels. When you want a Bicycle of any kind, call and see us.

THE PNEUMATIC.

QUALITY-SERVICE-DURABILITY

ARE words that have been sounded in our ears so often that they have lost their meaning to a great extent. We do not claim to have the **ONLY SERVICEABLE**, the **ONLY DURABLE** and the **ONLY HIGH GRADE WHEELS** on the market, but what we

**KENWOOD RACER
WARWICK
DERBY**



KENWOOD.

**KENWOOD ROADSTER
RAMBLER
PULLMAN**

do claim is, that any of the above-named Wheels are of the highest grade and best workmanship, and will stand the closest scrutiny by the best critic living, and, furthermore, we do what very few others do, namely, we back all our assertions by practically living up to all our agreements. **CALL AND BE CONVINCED.**

The John Meunier Gun Company,

272 WEST WATER STREET,

A FULL LINE OF WESTERN WHEEL WORKS CYCLES.

MILWAUKEE, WIS.

THE PNEUMATIC.

RELIABLE

ARE THE MAKERS OF THE CELEBRATED

ANDRAE CYCLES

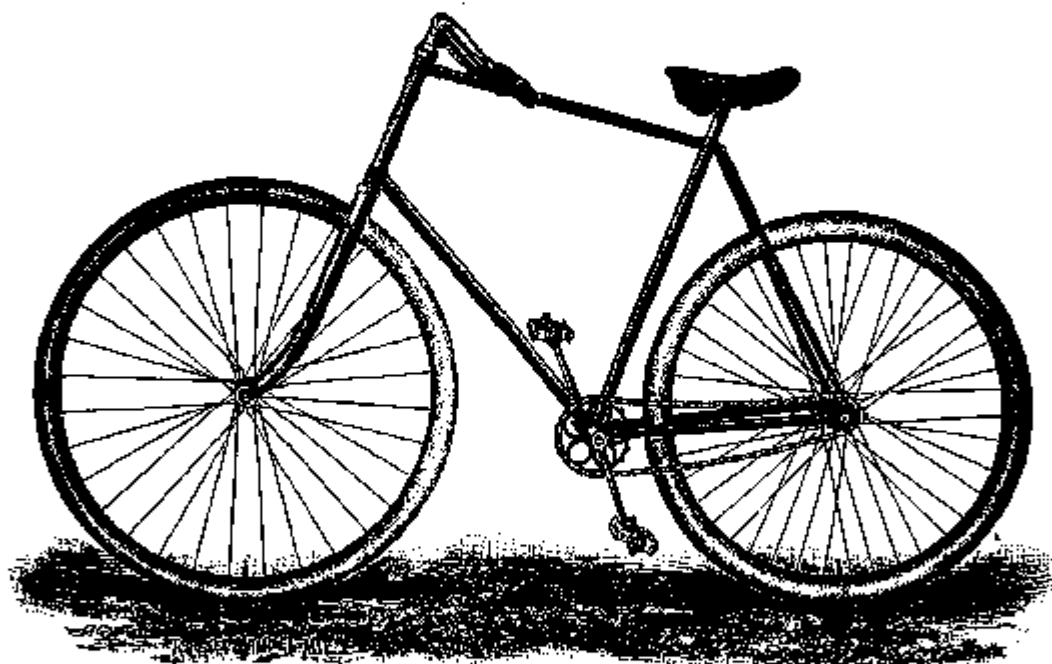
The Cycles of Time...

CANNOT CATCH THE
WORLD-RENOWNED
WORLD-BEATERS

RALEIGHS
COLUMBIAS
VICTORS

SET THE PACE THE
WORLD OVER

...We Sell Them



ANDRAE RACER.

ROAD RACER, COMPLETE, 29 LBS.

ROADSTER, COMPLETE, 34 LBS.

The March of
Progress.....

MAJOR CYCLING PRODUCERS
GOOD WHEELS CHEAP

MAJESTICS
CREDENDAS
BEN-HURS

They are the Leaders in Medium
Priced Wheels

We Sell Them

Julius Andrae Cycle Works

225 WEST WATER ST.,

MILWAUKEE, WIS.

.....OUR CATALOGUES...Will tell you all about the Bicycles we handle.
...SEND FOR ONE...



A MONTHLY JOURNAL DEVOTED TO WHEELING AND ITS INTERESTS.

SUBSCRIPTION FIFTY CENTS PER YEAR.

CONTRIBUTORS: DR. WOODMAN, ST. PAUL, MINN. WM. H. FOSTER, NEWARK, N.J.
D. T. CARPENTER, MILWAUKEE, WIS.

M. C. ROTIER, Editor and Publisher.

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. Contributions returned if not published.

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

ADDRESS M. C. ROTIER, 505 EAST WATER ST., MILWAUKEE, WIS.

This the Immediate Future.

In penning our closing lines of the first year, in the March number, we ventured to make some vague remarks about what the immediate future might have in store for our readers. The following issue in April was, we believe, a pleasant surprise to all; we know it was to many. Many letters of congratulation have been flowing in and everyone wanted to know whether the present appearance and improved style would grace the succeeding issues. To those and for the benefit of all, we say, yes, yes, yes, and perhaps later we'll do more. We prefixed no lines on the editorial page of the last issue about its improved style. We let it speak for itself. It did.

THE cycling trade's dirt and dust clogged wheels are lubricated by well placed and continuous advertising.

THE man who can not use advertising in his business, has no business to be in business and generally isn't any great length of time.

ADVERTISEMENTS clumsily put together are an eyesore to the reader. The pages of THE PNEUMATIC are specimens of the art of high grade typography.

THE most reliable harbinger of spring is the bicycle rider. Long before even the veritable swallow or vernal poet bolts up in spring, the bicycle enthusiast can be seen plowing through mud and slush.

WHETHER a person has little or much exercise in his daily employment, a short ride early in the morning before breakfast will not only improve his appetite, but strengthen the powers of digestion. If a person has to commence work at seven in the morning, instead of rising at half-past six, bolting his breakfast and hurrying to busi-

ness, it would be much healthier for him to sacrifice an hour's sleep if necessary and take a little spin in the pure morning air, then breakfast after a little rest, and leisurely to work.

SENATOR APPLE deserves all honor. The road law recently passed in the Wisconsin legislature (copy of which we publish in this issue) was introduced by him, and it was a far reaching step for the improvement of our country roads. The main substance of this new law is in placing roads within a town under the management of the town board, and requiring town road taxes to be paid in money instead of allowing each individual to work out his share in trying to improve the roads. The bill also provides for the appointment of road superintendents and altogether, it looks as though we will soon have a correct system of road building.

THE benefits of cycling have been extolled in every conceivable form. Its pleasure, healthfulness, rapidity of locomotion and its boon for strengthening the muscular tissues, all have been well set forth in years gone by. But the practical utility of the bicycle has never been so clearly demonstrated as in the past few years. To the business man, youth, girl and yes, young woman, who is dependent on the street cars or other modes of conveyance to reach his or her place of business, the bicycle can proclaim its superiority over everything. As a useful vehicle, swift, independent and easy, it is winning its way into popular favor very rapidly.

THE fact that the Western Passenger Association has decided to charge for the carriage of bicycles on trains has created no end of unfavorable comment upon the decision of the railroad companies. But, perhaps, those who have traveled a little on railroads with wheels, will not lend their assistance to the uninitiated to protest against this seeming injustice. Perhaps they still have the unsavory taste lingering with them from last season, when the baggagemen handled their wheels with as much care as they would have done were they handling some piece of scrap iron. Now this evil will be remedied to a great extent. Baggage men will feel that the company is being paid for the transportation of these wheels and know that they are responsible. Besides it will do away with the "tip" nuisance which was so necessary for the safety of their wheels.

DOES the cyclist ever consider what an important move in civilization the national body of wheelmen has undertaken in the improvement of American highways, and that for this reason, if for nothing more, this body is deserving of all the attention and support he possibly can render? How persistently and systematically the League of American Wheelmen keeps on digging at this mountain of traffic obstruction will sometime be revealed to the world with a suddenness that cannot help but agreeably surprise even the hardest workers in the cause. The day has come when

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the farmer, on whom so much depends, is awakening from his long slumber of contentment, to the many benefits to be derived from good roads and when once they have been fully aroused, we can confidently look forward to the time when our roads will be a fair comparison with those in Europe. It was the League of American Wheelmen that first started this great movement, and the cry for good roads which only a few years ago was hardly more than the voice of one crying in the wilderness, has spread over this entire land. There can be no doubt but that every bicycle rider would willingly contribute money if he could but have better roads to ride on, and those who are not members of the L. A. W. already, cannot better place their little mite than with this organization, to gain their point.

THERE is an element of poetry in cycling that charms the innermost soul of the rider. In this pleasurable and recreative sport each ardent lover finds something more than the mere satisfaction of swift and independent locomotion. Nature has ordained in her works a page for even the most insignificant mortal, and the prosaic, the learned and the unlearned, each find a spot in her gallery to suit their most particular taste. Cyclists at the present day are made up of all classes of humanity, but there is a fascination in the sport that touches the soul of every rider. Nature is speaking to him in her grandest language as he skims along the country roads; the air is filled with harmonious warbling from a thousand throats; the fields and pastures through which he moves are teeming with the simple flowers so fragrant and fair. Miles of undulating landscape are stretched out before him, a veritable panorama of loveliness. Fertile valleys, ranges of hills, forest glades beautiful, healthful atmospheric surroundings, all speak poetry to the cyclist. We who have traveled and experienced this pleasure know to the full the value of cycling and we cannot wonder at the great army of followers the sport now has.

IN this advanced, intelligent and Christian age we have reason to protest against the proposed horse race from Nebraska to the World's Fair. Its promoters cannot be humane people to drive their horses clear over the state of Iowa and Illinois at their utmost speed, simply to test the poor, dumb animals' physical endurance and for their own amusement. It is a barbarous treatment of the faithful horse. There is not one redeeming point of argument for this test and trial. The usefulness of a horse as a message carrier in case of need is still upheld by many, but the two-wheeled vehicle propelled by man and known as a bicycle, has come to the rescue and has well supplanted the horse in the matter of speed. To test the physical endurance of man in pedestrianism, cycling, or any other exercise, is perhaps of some practical value and sometimes a matter of great satisfaction. At any rate, they are human beings and their minds are the drivers and the controlling power over themselves. If they suffer they have none but themselves to

blame and they get no sympathy. If these Nebraskans, who are so desirous of making a sensational descent upon the World's Fair people would confine their test of endurance to themselves on a bicycle and leave their horses to graze on the fields, they might accomplish something of which they could be proud and save the animals from violent suffering and perhaps untimely deaths.

MANUFACTURERS of bicycles at the present day apparently regard it as an unnecessary addition to their light wheels to have mud guards and brakes placed on them. They seem to think that the light wheel is not sought after by anybody else but the so-called scorcher, or else they must labor under the idea that in view of the fact that these sort of riders always ride their wheels stripped, all others want to do the same. Many riders who are averse to scorching and ride a "gentleman's pace" are as much taken up with the light machines as racers, but refrain from buying them because they are built without brake attachments or mud guards, and they must be content with the forty or fifty-pound wheel when in reality the light wheel would stand better under them than the scorcher. A brake is an essential thing while touring and even for city use it many times prevents possible accidents, and to demonstrate the practicability of the mud guard you have only to look on a rider's back when he happens to be riding on our sprinkled streets or is caught in a rain on the road. Of the multitude of riders, who constitute the greatest proportion? The scorcher or the general rider? A decision can easily be made thrusting the scorchers sky high in the balance. Now to whom ought the manufacturers most to cater to?

CONTINUALLY some legal case or another, relative to the rights of a bicycle is staring us in the face. Many times they are aggravating enough to almost allow us to make any concession to the demanding public rather than combat and thereby engender a possible malicious feeling with those whom are the opposing parties, even though the case be decided in favor of the bicycle. Of course, in the matter of a bicycle's right of way on the road, we would be willing to sacrifice the last drops of printer's ink in defending and sustaining this cause, but so many little privileges that the bicycle pleads for, sometimes border on unfounded exactions. We must remember we have the same privileges on the road that other vehicles have, no more, no less, and that the law makes no further provisions for the bicycle. But the time may come when the many courtesies which have been extended to the bicycle will become a violation of the laws of the state, simply through an abuse of a privilege. As in the case of the Northwestern Mutual Life Insurance Company, of Milwaukee, which does not permit bicycles to be placed within the entrance of the building and which recently took a wheel from its corridors and placed it into another room on the grounds that the rules of the building did not allow bicycles within its walls, was one that prompted Mr. E. A. Savage, the owner of the wheel, to

bring suit against the company on account of the appropriation of his property. While Mr. Savage was justified in a sense, to commence suit on that ground, it was not a very severe offense, and the indignation which it has aroused amongst the officials of the company is not complimentary to the bicycle.

HARDLY has the National Cycling Association been organized when its promoters become desirous of introducing Sunday cycle racing. In the previous issue we expressed our humble opinion that the press was unduly hasty in condemning the professional association; we suggested that it be given a chance to live, and see whether the true sport would be marred any by its workings; but the fact that its secretary is planning for Sunday race meets, lays open their unchristian attitude and disregard of the doctrine, the world over, regarding Sabbath day pastimes. There is not a move that the association can make which will demoralize the sport of cycling more with the myriads of good citizens than the Sunday race meet. Religious scruples do not sway every one into the same train of thought, but there is one mental image universally adopted by all self-respecting people, one supreme impulse that governs this great universe, and that is to observe the Sabbath day as a day set aside out of every seven for rest; a day during which all care of business and the great scramble for wealth has no calling, and a day to indulge in proper relaxation of the mind. There is no right minded person of liberal ideas who can see any objection to a man or woman taking a ride on Sunday in the city or country, where the trees and flowers bid them welcome and all nature whispers a sermon by its purity, but preserve the day of rest, called the Sabbath, from cycle racing.

Retrospections.

The bright rays of the springtime sun on a Sunday morning. What vivid memories it brings back across the flood of years. The week's business is over, the turmoil and strife of busy city life for a day is laid aside. In the early morning, ere the dew has hardly fallen we are spinning away leaving the sleeping city far behind. Silently and with majestic importance we are rolling along over the highways enwrapped with the pleasures of the ride. How keenly we enjoyed each turn of the crank, sending the large glittering spoked wheel below us, fairly dancing over the road.

Our trips in the early days of cycling seldom exceeded fifteen miles. Vividly we recall the impression our first appearance made upon the natives of some of the little country towns. It was an innovation to the simple inhabitants whose only diversion was to swap stories and gaze with amazing awe upon any stranger who entered their burg. How they stood around and questioned us; everywhere our wheels and our costume were looked upon with an interest bordering on suspicion.

After the novelty of this mode of self-locomotion had worn away among the farmers, we became aware of worse things to contend with—the farmer's horse. What runaway accidents we were the cause of and what trouble we were the source of will never be forgotten. It was then a bicycle began to be termed a "dang thing" and then when we severed our friendship with the farmer. But in spite of all, the good times of old cannot be compared with the present.

The daring excitement, the lofty feeling and the fresh enthusiasm of our rides on the good old ordinary during those days in early cycling are days that will ever remain sacred and unforgotten. Many a sigh is heard from the "old guard" for a repetition of the good times of long ago.

Hail to fair spring which in triumph advances! What a feeling of exhilaration it infuses! How many that are not carried away with the spirit of springtime! How gentle and pure seems all nature nourishing her tender plants and trees soon to blossom out in all their fragrant splendor. What more refreshing and enlivening. How the blossoming trees and green verdure is welcomed by the cyclists. The long winter which surrendered itself so abruptly and the accustomed siege of a tearful spring has dealt more charitably with us this season than last and we hail with undisguised delight the pleasure which it brings.

Gerhard Aussem.

The North Side Cycling Club, now a prominent organization in Milwaukee cycloedom, was formally organized on the 6th of April, 1892.



The club owes its birth and prosperity greatly to Mr. Gerhard Aussem who was elected president at the time of its formation and is still serving in that capacity. Mr. Aussem is an industrious worker and has given a great deal of time and attention to cycling matters in this city, and is always in sympathy with any movement to further the interests of the sport. He was born in Washington, D. C., but only spent

the first five years of his life in the capital city when his folks settled in Milwaukee. He is now twenty-six years of age and a prominent boot and shoe merchant on Third street.

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Local Racing Notes.

Charles Parkes, the Bay View flier, is in constant training in Crown Point, Ind.

A Milwaukee Wheelmen racing team will soon be organized by Captain Ed. Roth.

Dark horses threaten to capture everything this season, judging from the way their friends talk.

M. A. Patitz has prepared the plans for the new indoor bicycle track to be built in Minneapolis.

Gussie Steele, the little whirlwind, will ride under the Milwaukee Wheelmen's colors this season.

"Who is the best rider in Milwaukee now?" Little Johnnie replies: "There ain't no best now, Sanger is away."

The little donkey donated by O. E. Binner as a special prize in the Waukesha-Milwaukee road race is creating more interest than any other prize offered.

Chas. Maas, as a sprinter known as Saam, will compete in the National Cycling Association's professional races. S. Steinel will be another recruit for the new organization.

The "13" Club's Road Race.

The members of the "13" Club profess to have a "pull" with the weather bureau this time to hold their proposed handicap road race. On the morning of May 21, at 9 o'clock the thirteen members will leave the toll gate on the White Fish Bay road and follow the course to the Bay and back. Thirteen prizes have been donated, thirteen judges and referees have been selected and it is desired that only thirteen people be spectators. The following is the list of entrées with handicaps.

Geo. Bartels, ...	Scratch.	L. Rhine, ...	2 Minutes.
Wm. L. White, ...	"	D. H. Anthony, ...	2 1/2 "
Ed. Roth, ...	"	A. Anderson, ...	3 "
Jack White, Jr., ...	1 1/2 Minutes	H. Easton, ...	3 "
W. Durbin, ...	1 1/2 "	Ed. Douglas, ...	3 "
Lea, White, ...	2 "	Chas. Dean, ...	3 "
E. Neustadt, ...	2 "		

The "13" Club is a newly formed body of members of the Milwaukee Wheelmen, and its object in existing is to promote racing, club runs and social features. Its meetings are held on the 13th of every month at 8:13 p. m. The secretary-treasurer has been voted a salary of thirteen cents a year.

These are the officers: President, J. S. White; Vice-President, Chas. Dean; Secretary-Treasurer, Walter N. Durbin; Captain, Geo. C. Bartels; First Lieutenant, W. L. White; Second Lieutenant, E. J. Douglas; Janitor, Louis Rhine. Directors A. B. Anderson, D. H. Anthony, with the other officers of the club.

Some Newspaper Talk.

Terry Andrae, the Milwaukee flyer, will go through the western circuit this season. His brother, who is an excellent trainer, will have him in the best possible shape when the racing season opens.—*Am. Wheelman.*

Cycle Items is evidently mistaken in this: "Terry Andrae, of Milwaukee, is building himself a racing machine on which he will race for first places this season and not for last places as of yore." It is Henry Andrae, his brother, that has a longing to win last place in every race.

Short Racing Notes.

A life size statue of Johnson adorns the rooms of the Normanna Skating Club in Minneapolis.

The London County Club of England has extended their hospitality to Zimmerman and Sanger.

The Pullman Bicycle Club contemplates the erection of a grand stand at the finish of the Pullman road race, to seat 12,000 people, the charge to be fifty cents each.

The Martin road race, which is held in Buffalo May 30, promises to be a strong rival of the Pullman this season. Many valuable prizes are hung up to attract contestants.

Fred. J. Osmond, the noted English champion, arrived in New York April 22. He will be quartered in Chicago during the World's Fair, in the interests of an English wheel firm, but will soon begin active training to compete in the international championships to be held in August.

The Pullman course has been lengthened two and one-eighth miles, and the electric railway company is the cause. They are laying new tracks along Stony Island avenue, the rails being placed on large ties, which prevent wheelmen from riding to Pullman over this course. Instead of turning off South Chicago avenue, onto Stony Island, it is necessary to make a triangular tour through South Chicago, reaching Pullman by way of ninety-second street. The prize committee is doing nobly, and expects to get about twenty bicycles, with about thirty other prizes.



We expect to have a gymnasium and a boxing professor in Our New Home.

Sanger's Chances on the Path.

"What do you think about Sanger?"

"Will Sanger stand any show in England?"

"Is Sanger a better man than Zimmerman?"

These are a few of the questions that are continually being asked of the supposed knowing ones and "Sanger's chances" is an important topic in cycling circles all over the country and in England too. Discussion is rife. All look forward to his first race on the 10th of June in England with great interest, and at home they live in confident hopes. Whatever have been his probable little faults at one time or another, their hearts are with the Milwaukee boy now that he is so far away from home. Everyone wants to see him win.

The above quoted questions are the voices of the people.

How can we answer them? It is true, the possibilities and chances of Sanger have been discussed in perhaps all its forms by the cycling lights, but who can say, of the hundreds of opinions expressed, which is right. What Sanger did do last season with little or no practical training is one good standing argument in his favor. He has met and defeated from scratch all the racing stars of the continent except Windle and Zim. His bull-dog determination when on the track adds greatly to his suc-

cess, of course, and with the thorough training he has had this season it must result in better work without a doubt; but how fast Jimmy or the English cracks are going to ride is a question that counterbalances the other argument.

Osmond, the English crack, has been dissecting the theory that all athletes must be fully and thoroughly developed, no matter in what physical capacity they work, in order to draw on the reserved power of the other functions in case of a great strain. Osmond holds that the speedy man should be well muscled above, but not heavy. He argues that the more weight above the middle the more power is needed below. From the loins down he must have long and elastic muscles in the thighs to acquire speed. A bulky, solid man, no matter how strong, stands no show. If this theory would hold good Zimmerman is a model specimen and Sanger would not be well fit. Sanger has without a doubt as perfect a physique as it is possible

to have and is now in the pink of condition. But let us wait; the time is near and then we can judge whether Osmond's reasoning is right.

England Welcomes Sanger.

Walter C. Sanger, the Milwaukee boy, has just been launched on the other side of the briny deep in company with his trainer Charles R. Culver. Prior to their departure on the steamer Teutonic, Sanger was banqueted in New York, by a large party of Eastern cycling men and in response to a call very modestly arose and made a decided hit. He said: "I thank you gentlemen for the way you have honored me and for your good wishes. I'll try and do my best, and if I can't bring home the first prizes of the

English championships, I'll bring home seconds by hanging on to Jimmy's rear wheel."

For two weeks before his departure he done some training on the Springfield track and before he left made a quarter mile with a moving start in 29 seconds and a half in 1:05. A number of the Springfield B. C. Club's boys were present and Mr. Miller the president of the club said that this, unquestionably, is a Sanger year. Sanger left at 8 o'clock on Wednesday morning May 3 and ap-

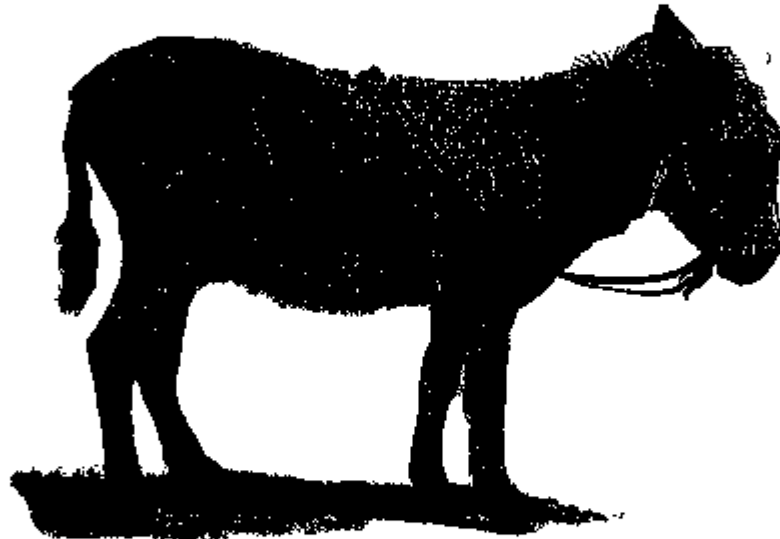
peared to be in fine spirits in spite of the rain and gloomy weather.

Later, it has been learned that Sanger will also compete in the French championships and perhaps follow Jimmy to Germany to have another contest with him in case he gets beat at Hern Hill, England.

The Great Road Race.

The coming Waukesha-Milwaukee road race, which will be run on the morning of July 4th, leaving Waukesha at 9 o'clock is the chief topic of conversation among local wheelmen and instances have been cited where young athletic men have taken to the wheel this season simply to go into the "Waukesha" and make a stab for first place. The racing board of the Milwaukee Wheelmen will not let up soliciting prizes until they have secured seven high grade bicycles. They have already secured five and other prizes are coming in fast. Four hundred entries are expected.

Oscar E. Binner's Live Donkey.



Special Secret Time Prize in the Waukesha-Milwaukee Road Race.
(DONATED BY OSCAR E. BINNER.)

SENATOR APPLE'S ROAD LAW.

Wisconsin Farmers no Longer Permitted to Work Out Their Road Tax—The Bill as it was Passed in the Legislature.

April 19, 1893, the Road Law, introduced by Senator Apple, was enacted by the senate and assembly as follows:

Section 1. The town board of each town in this state shall have the full supervision, management and control of the making and repairing of all roads in said town, except such as are, or may hereafter be, put under the jurisdiction of the county by any law of this state; and may make and repair the same by hire of contract, and for that purpose may annually appoint a competent person or persons to superintend the making and repairing of all such roads, who shall hold its position for a term of three years, unless sooner removed, for a cause, by a vote of the town board, and he shall have the same powers, and perform the same duties over the highways of the town, as the overseers now do over the districts, except such as may be in conflict with the provisions of this act.

Section 2. The town board of each town may procure machinery, implements, stone, gravel and other material, and hire laborers and teams necessary and proper for making and repairing all roads aforesaid, and to make and repair the same, and shall have power to purchase gravel pits and stone quarries and take title to the same, in the name of the town. In case the town board cannot obtain title, by agreement with the owner of such gravel pit or stone quarry, then said board shall, by resolution, declare its purpose to take the same, and therein describe, by meets and bounds, the land proposed to be so taken, and the amount thereof owned by each owner, mentioning the names of the owners or occupants, so far as known, and therein fix a day, hour and place, when and where, they will apply to the county judge, or to a justice of the peace, resident in such town, for a jury to condemn and appraise such gravel pit or stone quarry. Notice shall be given and served as provided in section 896 of the Revised Statutes for 1878. Sections 897 to 902, inclusive, of the Revised Statutes for 1878, shall apply, so far as applicable, to such condemnation proceeding by the town board, except that, wherever the word "village" is used in said actions, the word "town" shall be substituted therefore, and wherever the words "village board" are used, the words "town board" shall be substituted therefore, and wherever the words "village clerk" are used, the words "town clerk" shall be substituted therefore.

Section 3. It shall be lawful for said town board, at any time after the road tax in any year shall be ordered to be assessed, and before the same is collected, to pledge the credit of the town for a loan or loans of any sum of money, not exceeding in all four-fifths of so much of such tax as shall be assessed to be expended in paying the expense of such making and repairing of the roads of said town for the current year; and the road tax for that year, when collected, shall be first applied to repay such loans, and so much thereof as shall not be needed for such payment, shall be used by said town board in paying the expense of making and repairing the roads as aforesaid.

Section 4. Hereafter all taxes, assessed for making and repairing roads in any town in this state, shall be paid in money and collected by the town treasurer at the same time, and in the same manner as other taxes are collected in said town for other town and county purposes; and the taxes so collected shall be disbursed by said treasurer on warrants drawn by the town board. The amount of

highway taxes that may be assessed in any town for any one year and the manner of making such assessment, shall remain the same as now provided for by section 1240, of the Revised Statutes and the amendments thereto. In case there be filed with the town clerk, thirty days prior to the time of holding the annual town meeting, a petition in writing, signed by not less than twenty-five electors and freeholders of the town, requesting that the electors of the town shall, at such town meeting, vote on the question whether the highway taxes in such town shall be paid in labor instead of money, it shall be the duty of the town clerk, to post in three public places of the town, at least ten days prior to the time of holding such annual meeting, notice that such question will be submitted at such meeting to a vote of the electors. In case the electors, at such meeting, vote that the highway taxes shall be paid in labor, instead of money, for that year, such labor shall be performed under the supervision of a road superintendent or superintendents appointed by the town board under this act, and at such time as the town board, or road superintendent may determine. All the provisions of the Revised Statutes of 1878, and the acts amendatory thereof, for the collection of highway taxes, when paid in labor, shall so far as applicable, apply, except that such road superintendent or superintendents shall have all the powers and perform all the duties of the road overseers mentioned in said statutes.

Section 5. It shall be the duty of the town board of each town to estimate the amount of money they deem advisable, to expend for making and repairing all public roads, for their respective towns for the ensuing year, and to report the same to the annual town meeting of said town.

Section 6. All acts, or parts of acts, in conflict with this act, are hereby repealed.

Section 7. This act shall take effect and be in force from and after its passage and publication.

Cycling Life in Merrill, Wis.

MERRILL, May 11.—This is the first season that cycling has been at all conspicuous in this city, and, from the present outlook, it is evident the wheelmen are going to have a very enthusiastic and enjoyable one.

A few of the more active wheelmen held a meeting last evening for the purpose of organizing a club which was named the Merrill Cycling Club. Following is a list of officers elected and members:

R. T. Hanover, Pres.	Chas. Spiegelburg,	Jas. Goolsch.
Dr. L. M. Willard, V. Pres.	Chas. Stange,	Bert. Crown,
Harry Allen, Sec'y.	Ed. Hellman,	Aug. Stange, Jr.
Lew. Hellman, Treas.	Rosa Groskopf,	Otto Gehrich.
W. D. Vandeeck,	Ed. Wolff,	Dr. F. H. McNeil,
John Hoffman,		

There are numerous others which we hope will become members before long. The club anticipates, not a few, very pleasant runs in the near future; among which is an eighteen mile trip to the northward, where the wary trout abound in great numbers and "landlord Dudley" always ready to do everything possible for our comfort and pleasure. This is probably the best stretch of road we have hereabouts.

Another short and pleasant run is to Lake View, a distance of two miles. Just a good appetiser. The result of this trip would perhaps be a few ducks or partridge, which we happen to run down.

One more of the many runs is our Wausau trip. This city is about twenty miles distant and makes a very agreeable ride. The road is fairly good, and a day is passed in a very pleasant manner going to and coming from this bright little city.

As to our city roads, I must say, their condition is deplorable. The wheeling outside the city limits is in nearly every instance much better. The reason of this is lack of attention on the part of the city fathers, which is wholly inexcusable so far as the club can ascertain. The main streets of our city are subjected to lines of electric street railway, the company of which does not endeavor to fulfill its agreement with the city in regard to keeping the grade of the street up to a level with the tracks. This you will readily see makes it very annoying to the cyclist while crossing the principal streets. Another thing that isn't pleasant is the rank judgement used in selecting material for the improvement of our highways. Instead of using a good substantial article, such as a little clay mixed in with fine gravel, a load of sand or dirt with a sprinkle of gravel is dumped on the road bed, the peak of which is knocked off with a shovel, and in goes a bill to the city for fixing the roads.

We will hope and pray that some good angel enlightens these individuals on the road question, and that they will come to the conclusion that good roads are very essential in beautifying a city, as well as avoiding litigation on account of accidents.

CYCLER.

Notes of General Interest.

Not one out of a dozen riders, put their feet on the coasters when going down a hill nowadays.

Tom Roe started on his journey across the continent May 14. He is scheduled to make the trip in sixty-five days.

After spending almost a lifetime as a railroad brakeman, a Wheeling, W. Va. man met death recently by being run down by a horse car, while riding a bicycle.

The Boston to Chicago relay race, ended on the morning of May 6. The distance of 1,264 miles was made in 112 hours, being twenty-two hours late according to scheduled time.

English wheelmen claim the right of purchasing liquors at wayside inns on Sunday, under a peculiar law, which gives inn-keepers the privilege of selling to *bonafide* travelers at all times.

Bear in mind to keep your tires well inflated. There is nothing so injurious to the tire and machine and which will cause it to puncture more quickly than a poorly inflated one. Keep the tires well distended, when in use.

The state of Connecticut, has lately passed a law prohibiting any racing within its borders, for a prize, no matter what the prizes may be. Under these conditions the sport of cycling will never flourish to a great extent in that state, that's certain.

Can this be true? *Bi World* says: Chicago is to have another six-day female bicycle race. It will begin May 27, with the same old string, including Lily Williams of Chicago, Louise Arnando, Helen Baldwin, Georgie La Porte, Aggie Harvey and Frankie Nelson, with Tom Eck as general manager.

George K. Barrett, who, in partnership with N. H. Van Sicklen, started the *Bearings* three years ago, but for nearly two years has represented different bicycle concerns, has renewed his association with the paper, and June first will take the place of L. J. Berger, as editor. Mr. Berger will take an editorial position on *Cycling Life*.

The Massachusetts Bicycle Club, held a Paul Revere Ride on the morning of April 19, starting at 5:30. The route from Boston to Lexington was selected, and over the same which was traversed by Paul Revere, in that memorable ride, warning the patriots of the enemies upon them. The party of cyclists that attended were full of enthusiasm and the club will make a specialty of historical runs.

President Richard S. Baird.

Among the young cycling clubs of the city which have been ushered into existence during the past year, is the Comet Cycle Club with which R. S. Baird, whose picture we present



herewith, has been prominently connected since its birth. Mr. Baird is perhaps as enthusiastic a wheelman as can be found in Milwaukee, and is eminent in social and business circles. In the spring of 1892, when the three C's was organized, he was elected president by a unanimous vote, and by urgent request again accepted the office at the last election. The club has a limited membership of twenty-five but its

activity during the summer months will rival the older and larger clubs in this city. Last season the club developed some remarkable riders and this year again they will undoubtedly be heard from.

Mr. Baird is the possessor of two English wheels, one of which has been built to his order at a cost of \$225. He is a great tourist and this summer proposes to make some extensive trips in company with Mrs. Baird, who is, without doubt, as enthusiastic over the sport as Richard.

Many riders have been quick to note the excellent qualities of Imperial wheels and a great many are being sold.

A GRIST OF STATE NEWS.

Doings in Badger Cyclodrom—Great Activity in all the Small Towns—New Clubs Formed and Organized.

Sheboygan will soon have a League club.

Monroe has six physicians who ride bicycles.

The Neenah Cycle Club will tour to the World's Fair in a body.

West Superior is to have an athletic association. Its membership will be limited to 100.

Manitowoc is becoming a live League town, very much due to the untiring efforts of Norman Knudson.

An Exchange says, a bicycle factory will soon be built at Green Bay for the manufacture of high grade wheels.

A \$5.00 League pin is offered by the Division to any member securing twenty-five new names for membership.

A traveling salesman, named L. D. Mills from Dayton, O., while in Appleton, was run down by a wheelman and seriously injured.

There is some talk of a relay ride from Fond du Lac to Green Bay, a distance of sixty-six miles. It is proposed to have it transpire sometime in June.

A bicycle club was organized at Chippewa Falls last week and the event was celebrated by a banquet in the evening, which was attended by the mayor and prominent citizens.

Kaukauna is becoming a live wheel town. Over fifteen wheels have already been sold this season and they will shortly organize a club. J. N. B. Tront is an active worker in that town.

A correspondent from the interior of the state desires to know whether there will be reduced rates on the railroads to attend the Ripon meet. As in former years, we believe the one and a third rate fare will go.

The Oshkosh Bicycle Club has revived with the returning summer. At a recent meeting Edward S. Bailey, was elected president and Jay A. Hinman secretary-treasurer. The members are arranging a schedule of club runs.

The Miles B. C., of Eau Claire, Wis., has elected the following officers for 1898: President, G. W. Dunham; Vice-President, W. W. Jackson; Secretary, H. Schlegelmilch; Treasurer, M. Cousins; Captain, William Luebkehan.

The Oshkosh Bicycle Club will hold a race meet on July 4. The members are working hard and the races will be open to all amateur wheelmen. The bicycle track in the base ball grounds will again be brought into use and extensive repairs and improvements will be made on it.

The most complete, compact and descriptive road book ever published is the one gotten out by the Illinois Division. It contains sixteen sectional maps of the State of Illinois and southern Wisconsin. League members can buy these books at \$1.00 each, and the Wisconsin supplement at 25 cents.

A recent issue of a Berlin paper has estimated that about fifty wheels are in use in that town, while Appleton has only eighty-two. It states with much elation that in proportion to the inhabitants, their little city has more bicycle riders than Appleton.

The Beloit college faculty has shut down on its students playing base ball, claiming that their attention is so absorbed in the sport that they cannot maintain a standing of even 75 per cent in their studies. That cycling will now become an important factor in the way of athletic amusements among the students is very likely.

Editor Sprague, of *The Register*, published in Broadhead, writes that all of the thirty-six wheels, which are now in their little town have been purchased in the course of a short year. The Broadhead Athletic Association members are taking kindly to the wheel for sport and many of them this season will become benedicts. The organization of a separate wheel club is being talked of.

The Neenah wheelmen have organized under the name of the Neenah Cycle Club. Officers have been elected as follows: President, A. Paul; Vice-President, D. Baird; Secretary and Treasurer, C. Jensen; Captain, W. Nelson; Lieutenant, A. Anderson; Bugler, C. Barnett; Board of Directors, James Kimberly, D. Eldridge and W. Nelson. The May schedule is made out, and the first run will be to Oshkosh.

Our Augusta correspondent writes: There is little road riding done in this section, the roads are almost impassable. The Augusta Breeding Association have a mile regulation track about a half mile from the city, which is pronounced the fastest in the northwest. This is a great place for wheelmen and many are continually scorching on the track. It is intended to hold a bicycle race meet in connection with the trotting races this summer.

At a meeting of the Appleton Cycling Club recently, the following officers were elected for the ensuing year: P. M. Conkey, president; H. H. Pope, vice-president; H. E. Pomeroy, secretary and treasurer; Dudley Ryan, captain; Elmer Crider, first lieutenant; Henry Gerry, second lieutenant. The secretary of the club was instructed to negotiate with the clubs at Green Bay, Kaukauna, Oshkosh and Fond du Lac, to arrange a relay race between Appleton and Green Bay.

The Berlin Bicycle Club have issued a schedule of runs for this season. They will take in Auroraville, Eureka, Poysippi, Pine River, Tustin, Winneconne, Omro, Oshkosh, Waukau, Ripon, Spring Lake, Brandon, Waupun, Green Lake, Princeton, Markesan, Fond du Lac, Neenah, Appleton, Green Bay and Sheboygan. A fourteen hour century run is also being planned by this club. The route will be from Berlin to Ripon, Fond du Lac, Oshkosh, Neenah, Winneconne and return by way of Eureka.

A cushion-tired-bicycle-merry-go-round is the latest introduced for seaside pleasures this summer.

A Relay to Wisconsin's Capital.

The chief executive of Wisconsin, Governor George Peck, will be the recipient of a message from Governor Altgeld, of Illinois, some time the latter part of this month, if reports be true, concerning the proposed relay ride from Springfield, Ill., to Madison, Wis. Vice-consul Billingsley of the Illinois Division, has the matter in charge and intends starting the men off on the morning of May 26th. The route to Madison, Wis., has been divided into districts, passing through Mason City, Peoria and Sterling to the Wisconsin line, where the message will be taken by Racine, Milwaukee and Madison riders. Captain D. D. Warner, of the Madison Cycling Club has the matter in charge in this state.

They Will Retire.

The Wisconsin Division League of American Wheelmen will in all probability lose its two most efficient officers when their term expires. Chief Consul W. L. Simonds and Secretary-Treasurer F. J. Morawetz have declared their intention of retiring from active official life in the Division and will accept no renomination for candidacy.

This is a matter to be exceedingly regretted by the Division members, for two more hard-working and conscientious officers the League will never find. The duties of these two offices are numerous and of great responsibility and there are none who can more ably perform them than Messrs. Simonds and Morawetz, who, during their three year's service, have brought up the membership from a single hundred to 603 at the close of the year. Both the gentlemen claim that the work encroaches too much upon their business duties.

In Medford Cycledom.

MEDFORD, May 4.—The weather is causing quite a drawback in cycledom this spring, but in spite of the bad weather quite a number of ladies and gentlemen of this place have purchased new wheels. Last Saturday, Dr. F. R. Zeit received a "Ladies Andrae" for his wife. The wheel is enameled white and was made to order by the Andrae Cycle Works, of Milwaukee. This company stands in high esteem among the boys here. Their wheels appear to be made well and are favorites with the boys.

We are ready to announce the wedding of our local consul and treasurer of the Medford Bicycle Club, Mr. F. D. Shaw to Miss Ida A. Krauth, of River Falls, Wis. The wedding will probably take place the latter part of June. These young people are very popular in local society.

"Little Willie, you are next!"

Quite a number of the members of the Medford Bicycle Club have signified their intention of attending the race meet at Ripon.

Dr. Zeit will do no racing this year and consequently has sold his racer.

It would be better if our aldermen would look to the matter of street improving instead of using the offices to

which they were elected by our citizens for their personal benefits only. Mud on Main street is nearly a foot deep, but the aldermen don't care a snap if it is a mile deep. They get the spoils just the same.

A Wisconsin-Michigan Club.

MARNETTE, May 5.—A cycling club was formed here, or rather at Menominee, last evening. There were about twenty-five wheelmen present and they elected a temporary officers: G. E. Parsons, of Menominee, chairman and Howard Moulton, secretary. Two committees were appointed, one to frame constitution and by-laws and another to secure suitable club rooms. No name was decided upon, but they will probably be called the Menominee River Wheelmen. Wheelmen are taking a great deal of interest in this new club and we expect to swell up the membership to at least fifty in a very short time.

The streets are in splendid shape now; we have about five miles of fine cedar block pavements around the principal streets of the two cities and a large number of wheelmen take in the run every night.

Sketch of A. W. Friese.

On this page is illustrated the likeness of A. W. Friese, who for more than a dozen years back has been interested in wheeling and at one time held a few championships.



Mr. Friese is an ardent devotee of all out-door athletic pastimes and is very prominently associated with the Milwaukee Rifle Club, the Caw Caw Club, the South Side Gun Club and several boat clubs. He is president of the Friese Boat and Cycle Company, which has lately been incorporated with a capital stock of \$10,000. The officers are as follows: A. W. Friese, president; Lee Peck, vice-president; Horace Hobbs, secretary. The firm handle the Eagle bicycles.

THE PNEUMATIC.

Doings in the City.

Prof. F. Kuentzel will soon leave to attend Beloit College for a year.

The Kask Guard Cycle Corps is the name of a new organization in this city. It has thirty members.

The park commissioners intend spending \$10,000 in improving the roads in lake park. They propose to show how nice roads can be built and what a benefit they are.

The Mercury Cycling Club will give an entertainment and dance, Sunday, May 21st at Harmonic hall.

Wheelmen visiting the New Insurance building are warned against placing their machines anywhere near its entrance.

The new home of the Milwaukee Wheelmen is now occupied but will not be in complete shape until the latter part of this month.

The annual federation of wheelmen and union run was postponed on account of the poor condition of the roads. It will probably be held on Decoration day again as in former years.

The Athletic Society will soon move into their new quarters in the Armory building. It is being handsomely equipped for gymnasium purposes and will be a great winter retreat for wheelmen.

Head book-keeper, Wm. Schnelt, employed in the establishment of Julius Andrie, has just returned from his extended southern trip in company with his newly wedded wife. On the afternoon of April 12th he was married to Miss Emily Andrie.

A few more games must be played to wind up the pool tournament of the Milwaukee Wheelmen. The final games will be played as soon as the club gets thoroughly settled in its new home. Arthur Winding and L. S. Steiner are tie for first place, each having lost only one game but have not played with each other yet.

Chas. Kilpatrick, the one-legged bicycle rider, well known in Milwaukee cycling circles, recently accomplished a feat that no two-limbed rider has yet done. He rode down the west steps of the capitol building at Washington, a distance of fifty feet. It was the most daring trick ever attempted.

At the meeting of the board of directors of the North Side Cycling Club the following dates were fixed: Second annual century run over the Watertown course, June 11; second annual club road race, Saturday, August 5, open to club members only. A Sterling Special has been donated by the Stokes Manufacturing Company for first prize. The club runs for the remainder of this month will be: Sunday, 21st, Waukesha. Start 1:30 p. m. Sunday, 28th, Port Washington, via Cedarburg. Start 9:30 a. m.

Local Cycling Celebrities.

Fenton Fox acknowledges his volubility of speech as an "inducer."

Harry J. Paine did not accept the treasurership of the Telegram Cycling Club.

By the secretary, Wm. Lachenmaier: "Bicycles and clothing don't go very well together."

Charlie Price was at the banquet and reception tendered Osmond upon his arrival in New York.

W. G. Nicholson says he will study the Pullman course this year thoroughly so he won't get lost in the race.

Frank Morawetz is now in the midst of business responsibilities as president of the Wisconsin Electrical Construction Company.

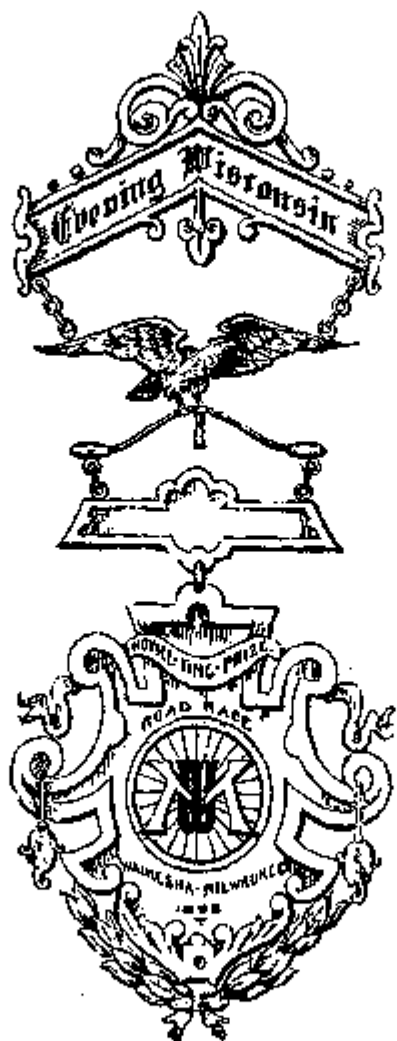
Another engagement, which has followed close upon that of Mr. Schroeder's, is A. M. Patitz to Miss Rose Schroeder, sister of Fred.

Don A. Dodge an occasional contributor to the columns of THE PNEUMATIC, has secured the lucrative position of cashier in the Hotel Pfister.

Our congratulations, Fred. Chairman of the Milwaukee Wheelmen racing board, Fred J. Schroeder, has become engaged to Miss Lulu Schwartzburg a charming West Side young lady.

The "Wisconsin" Medal.

Besides the regular prizes which have been donated to the Waukesha-Milwaukee Road Race, a special time prize gold medal valued at \$100.00, out of which appears on this page, has been offered by the *Evening Wisconsin*, to be awarded to a novice (one who has never entered a race before), a resident of the state of Wisconsin, who will make best novice time in the race.



The Novice Time Prize.

Manager James E. Reiter.

Herewith we take pleasure in introducing James E. Reiter, he who during the past three years of his career in this city, has been so busy selling bicycles that he has never taken the time of introducing himself properly into Milwaukee wheeldom.



Mr. Reiter has now been in the employ of the Stokes Manufacturing Company for seven years, four of which he spent for the firm hustling on the road, and the other three have been devoted in building up the business, which is now in a healthy condition. It was in the early spring of 1890, when by urgent request of Mr. Stokes, he came to Milwaukee and established a branch house for his firm.

Since then he has worked unceasingly in its interests and how well he has accomplished the desired result need not be dwelt on. The company undoubtedly appreciate the thrift and integrity of Mr. Reiter, for next year they propose to have him located in a handsome store and will give him the exclusive agency in the state of Wisconsin, for their wheels. The first year he done \$18,000 worth of business for the house, the second \$39,000, and this year he claims he will swell it up to \$50,000, at least. "Jim" as he is known among his associates, is very actively connected now with the North Side Cycling Club, in fact has been ever since its origin, and is very popular among his acquaintances.

Activity in the Mercury Club.

The Mercury Cycling Club, has purchased a rowing machine, striking bag, boxing gloves, fencing foils and masks, Indian clubs, dumb bells and chest expansion machines, in fact a complete gymnasium, and the new rooms of the club will be entirely refurnished. A gas heater will be purchased and the boys will have warm and cold water for use in the bath rooms. The Racing Board has been reorganized, with Alex Emery, chairman; Louis Neusse, Edward Meisenheimer, Theodore Fast and another man to be appointed by President Gus. Simmerling. Oscar Gerber, has been appointed chairman of the entertainment committee, vice Alex Emery, resigned, and William Benzler, will be the additional member to this committee. The Mercury Club will send seven of its speediest riders to the Pullman race, part of their training expenses being paid by the club.

....FOURTH....

ENTERTAINMENT AND BALL

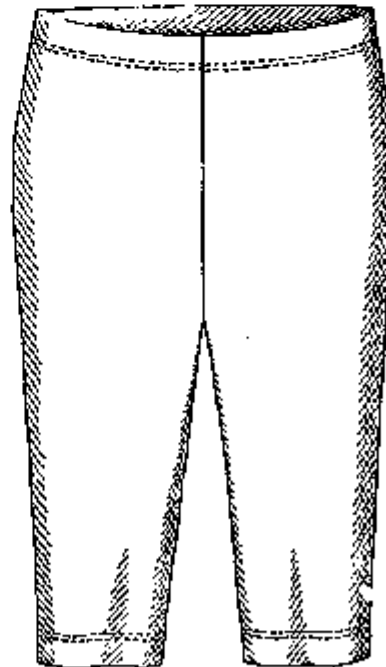
Mercury Cycling Club

HARMONIE HALL

.....AT.....
 Sunday, May 21, '93

THE PROGRAMME WILL BE REPLETE WITH NEW MUSICAL SELECTIONS AND SPECIALTIES.

A Special Invitation is Extended to the Wheelmen of the City



Bicycle Suits

FULL TIGHTS
 SWEATERS
 KNEE PANTS
 BELTS
 STOCKINGS
 ETC., ETC.

FULL LINE AT THE

Petley Shirt Co.



Knee Tights

86 Wisconsin St.

T. L. Paine of the Arrow.

One of the most enterprising and energetic business men of the city is T. L. Paine, of the firm of T. L. Paine & Com-



pany, handling the Arrow bicycles. This firm is the latest arrival in the cycling industry of Milwaukee, and has already worked up a good trade on these wheels. The Arrow wheel has in the past month become the centre of inquiry from wheelmen all over the state, and consequently Mr. Paine has sold more than a few wheels during that time. The new firm has made a splendid start and they well deserve

the confidence of the public and will surely receive a share of their patronage. The firm does not handle any other high grade wheel believing that the Arrow alone meets the wants of the most critical purchaser.

The Athletic Park Track.

Milwaukee, which is included in the proposed circuit of the National Cycling Association, has in course of construction at Athletic Park a third mile track to cost \$3,500. It will be arranged so as not to interfere with the base ball diamond. Mr. Harry Quin who is a heavy owner in the grounds has this venture in charge and proposes to sell season tickets to those who would like to make use of the track for training purposes. There will be two professional races held this season on the new track and \$1,000 in prizes will be offered at each meet.

Bicycles Will Be Taxed.

It has just been found out by Tax Commissioner Budden, of this city, that bicycles are not on the list of articles exempt from taxation and in consequence a tax will be levied on them. Wheels are as numerous as horses in this city now and it is becoming necessary to tax them. If this comes to pass, it will be a good thing. It will be a point gained for the bicycle to attain recognition and secure more rights.

An Ambitious Hotel Keeper.

The accompanying specimen of chirography in the shape of a letter, was recently received from an innkeeper in the interior of this state by one of our league officials:

"DEAR SIR:—I saw one of your Wheelmen and was Talken about Hotel i See in Wnakesha at National Hotel His a Sigen ant Head Quarters for National Wheelman they Tel me you are the had man of the Wheelmen i Would like to

MaK Some arangmant for thear Patronage My Regular Rates are 2.00 Per day i Will Make Rates at 1.50 Per day and give First Class comedation i Hav a New House Newley Furnished also Good Grave (grove, we believe, he means—En.) in the Rear of My Hotel also one of the Finest Fishen Countreys in the States

"Please let me Hear from you."

A Legal Test Case.

President E. A. Savage, of the Milwaukee Wheelmen, under the wing of the L. A. W., brought suit against the Northwestern Mutual Life Insurance Company recently, for the replevin of his wheel, which the janitor of the building took from the corridor and placed in a room, while Mr. Savage was attending to some business with the Company. The case was a very peculiar one. The testimony showed that while the rules of the Company did not permit of any bicycle to be placed in the building, halls or corridors, the janitor contrary to them took the wheel and carried it into a room, but Justice Walther, before whom the case was brought, decided that since the wheel had not been demanded by the owner no suit for replevin was necessary and the suit was lost. Mr. Dwyer was the defendant's attorney and Mr. W. D. Hopkins was employed by the L. A. W. Mr. Savage was much wrought up about the injustice done him and wanted to appeal the case to a higher court, but his friends interposed claiming that it would only result in defeat, and the case has been dropped.

The July Race Fleet.

The Milwaukee Wheelmen's first out door race meet this year has been booked for Saturday July 8, at National Park. No very great pretensions will be made towards making it appear to be an unusually large event, but a goodly number of Chicago and Eastern riders will be here to participate in the races, and some exciting contests are promised. The entry blanks have just been issued and below we give a list of the events with prizes for each:

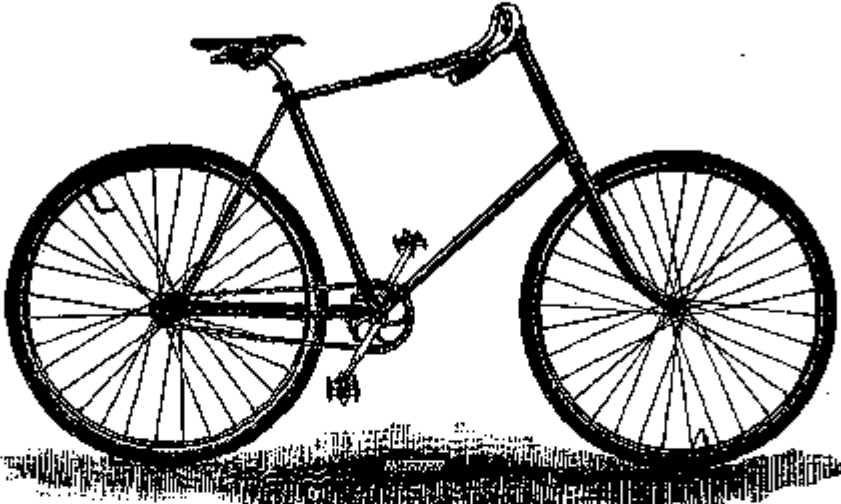
One-mile novices, first prize, gold medal, \$10; second, silver medal, \$5.
Half-mile open, flying start, first prize, diamond stud, \$35; second, diamond ring, \$10.
One mile, three-minute class, first prize, silver trophy, \$15; second, opera glass, \$7.
Two-mile handicap, first prize, diamond, \$35; second, silver trophy, \$10; third, silk umbrella, \$5.
One-mile open, first prize, diamond ring, \$25; second, clock, \$15.
One-mile ordinary, open, first prize, silver trophy, \$15; second, silver watch, \$8.
Five-mile handicap, first prize, diamond stud, \$35; second, gold watch, \$20; third, silver watch, \$10.
One mile, 2:30 class, first prize, diamond stud, \$20; second, diamond stud, \$10.

Entries must be in the hands of the racing board, by June 29. First race of the afternoon will begin at 3 o'clock.

Western Athletics is the name of a handsome monthly periodical of which Volume 1, Number 1 appeared in April. It is published in Denver, Colo., and edited by W. R. Rathvon.

THE PNEUMATIC.

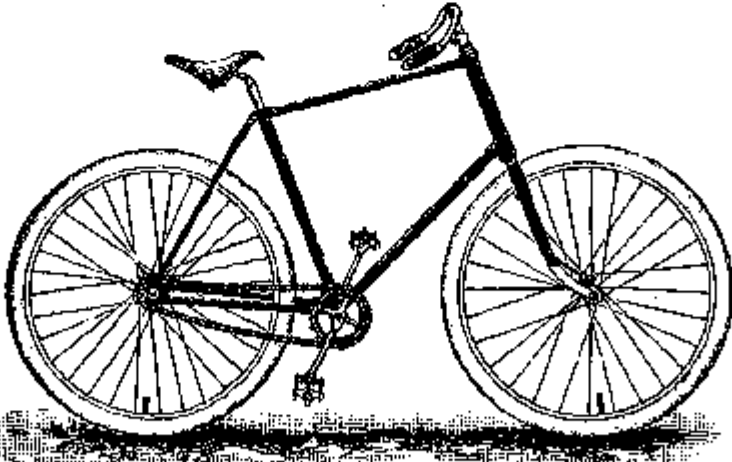
H O L B E I N	EXCELSIOR	COLUMBIA CARRIAGE COMPANY	© CYCLES ©	H O L B E I N
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EXCELSIOR ROAD RACER, 26 Lbs.		Our LADIES' "EUREKA" WHEELS, Weight 34 Lbs., LEADS THEM ALL.
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See our **HOLBEIN SWIFTS** and **SWIFT RACERS**. Also our big line of High and Medium Grade American Wheels for Ladies, Gents and Children. Best value for the money. Bicycles fully guaranteed. Bicycle Repairing Promptly and Satisfactorily Executed.

COLUMBIA CARRIAGE CO., 329, 331, 333 Broadway, Milwaukee.

*** **Stokes Manufacturing Company** ***

The Question Is Settled The STERLING Is The Best		You Can See Them On the Streets With Silver Rims
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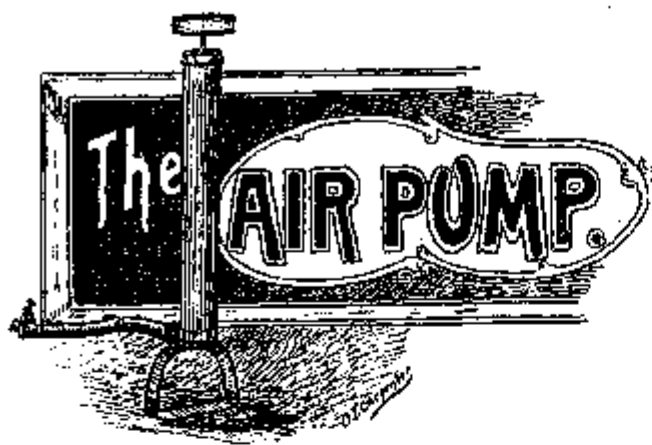
STERLING SPECIAL, 27 LBS.

THE STERLING has gained a big reputation in Milwaukee. You can talk with your bicycle friends about it. They will tell you to see the *Sterling* before buying. There are other so-called \$150 Wheels which sell for \$100. It will pay you to give \$150 for the *Sterling* and get value received. We know of dealers that sell so-called \$150 Wheels for \$100—beware! We still sell the good old **UNION CYCLES**.

SECOND-HAND BICYCLES CHEAP
REPAIRING DONE PROMPTLY

**339 Third Street,
MILWAUKEE, WIS.**

**J. E. REITER,
Manager.**



The Telegram wheels are exclusively used by the Rush Guard Cycling Corps.

John F. Reitzner will not do any racing for a time owing to the recent death of his father.

The Eagle Altair, sold by the Friese Boat and Cycle Co. is becoming a great favorite with local riders.

T. L. Paine & Co., though a young firm, have come up handsomely and donated one of their Arrow wheels as a prize in the Waukesha road race.

George K. Kendall, chairman entertainment committee of the M. W., has become the hustler for the Smith-Premier Typewriter Co. in this city.

In Augusta, Wis., there are but two makes of high grade wheels sold. R. W. Hebard handles the Columbias and T. E. Williams the Imperials and Cleverlands.

The Julius Andrae Cycle Works has purchased the plant of the Cameron Manufacturing Company and will use the machinery in their bicycle factory.

Fenton Fox will represent the Sercombe-Bolte Company at the World's Fair. He will not go out on the road again now until the beginning of the new year.

Bicycle stores, gents' furnishers and dealers in sporting goods are showing large lines of the bloomer suits and are fitting out many clubs with them this season.

Alex Emery has associated himself with the Reitzner-Prichard Cycle Company. He will have charge of the electrical department which the firm has added to their business.

The new hollow rim pneumatic tire which has just been invented by F. H. Bolte appears to be the best yet produced by the company. It is easily repaired, very firm, light and resilient.

W. A. Bremer, for several years with the Sercombe-Bolte company as head bicycle repairer, has ventured into the cycle repairing business at 530 East Water street. He is already doing a splendid business.

Harry J. Warner, traveling salesman for the Julius Andrae Cycle Works is feeling "right good" over the success of his sales of the Andrae bicycles. He writes he doesn't strike a town but what he effects a sale.

In Their New Quarters.

The neatest and most nobby cycle salesroom in the city of Milwaukee is the new store at 517 Grand avenue into which the Roth-Kasten Cycle Co. moved the first of May. The floor of the store is handsomely carpeted and the walls finely frescoed; new, shining wheels adorn the room, and altogether it presents a fine appearance, and very inviting too. The repair shop is replete with machinery and appliances for quick work, and is much roomier than the old.

Will Charge for Bicycle Carriage.

The Western Passenger association at a recent meeting decided to charge for carrying bicycles in baggage cars. Local wheelmen are preparing to make a vigorous kick against this decision but it looks very doubtful whether the association will give them a hearing.

Can Talk on Excelsiors.

It is now a year ago since Will J. Blakney, became manager of the bicycle department of the Columbia Carriage Company, which handle the imported Excelsior and Swift



bicycles. Mr. Blakney is but twenty-five years of age, but possesses the proper business qualifications so necessary in the bicycle business. He was born and raised in Minneapolis, and moved to this town, about four years ago to accept a position with his present employers. Mr. Blakney last year served as secretary of the Comet Cycling Club and is still actively connected with it. He is also a

member of the Sheridan Guards, and recently joined the ranks of the Milwaukee Wheelmen. A bird has whispered that he will be seen on the track this season, and may be a possible winner of the Waukesha road race, but Mr. Blakney modestly denies these charges and says he is only going in the road race to win that donkey. Those who know him best are always pleased to say something complimentary of him, and in his business has sold many Excelsiors through his courteous and gentlemanly manner.

Milwaukee riders will be pleased to learn that the Grand avenue boulevard law is now in effect and that heavy teaming is prohibited on this popular driveway from the Washington monument to the western city limits.

THE PNEUMATIC.

= = Just = What = Has = Been = Wanting = =

BROKEN BICYCLES
NEED REPAIRING.....

You Want Your
Repairing
Done Quickly

W. A. BREMER

for two years at the head of Sercombe-Bolte Mfg. Co.'s
repair department, has opened a

CYCLE REPAIR SHOP

You Want Your
Work
DONE CAREFULLY
and by an
Experienced Workman

RE-ENAMELING, RE-NICKELING AND SOLID TIRES CHANGED TO CUSHIONS OR PNEUMATICS.

530 East Water Street - - - - MILWAUKEE, WIS.

BICYCLE SHOES.....

are one of our strong features. Their constant sales
prove most conclusively that "KOCH'S WHEELMAN'S
SAFETY" is the most popular of the numerous makes
on the market. They're of specially-tanned kangaroo.
Two styles: Medium-high cut, \$3.00; Oxford cut, \$2.50.

An admirable aggregation of GENTLEMEN'S
SHOES for Street or Full Dress Wear. We've a
friend in every man who is shod by us.

N. KOCH & CO.

200 Grand Avenue,
Loan and Trust Building.

ALUMINUM RIMS

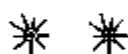
FOR ROAD OR TRACK.

EAGLE-ALTAIR

AGAIN IN THE LEAD.

The Latest and Best Improvement.....
Where Others Fail We Succeed.....

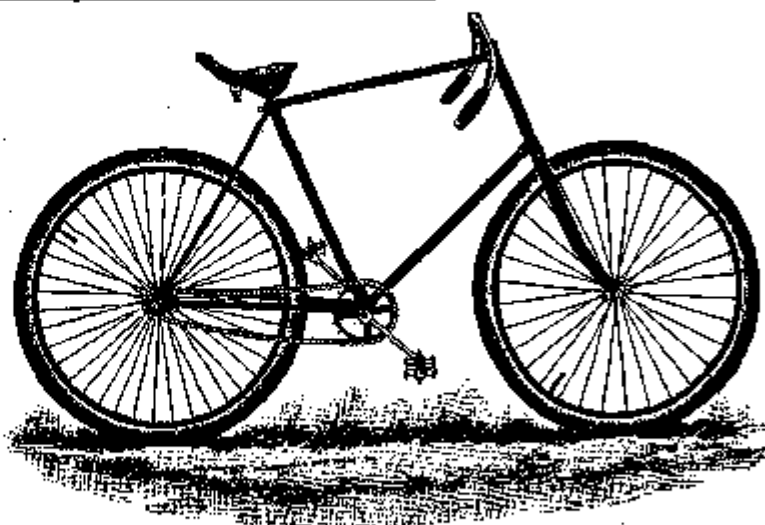
AMPLE GUARANTEE



Correct Design, Elliptical Gear
and Aluminum Rims.

**BICYCLE CLOTHING
AND SUNDRIES** IN STOCK.

Repairs Given Prompt Attention and All Work Fully
Guaranteed.



FRIESE BOAT AND CYCLE CO., 410 Milwaukee St., Milwaukee.

SEND FOR CATALOGUE...

A. W. FRIESE, President.
H. HOBBS, Secretary and Treasurer.

...Mention "Pneumatic"

THE PNEUMATIC.

WE will be pleased to show you our
Spring Stock of

SUITS ^{AND} OVERGOATS

YOU will be pleased with them.
Buy if you are.

CHAUNCEY
SIMONDS...
CO 382 E. Water
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FOUR POINTS

OF ARGUMENT WHY YOU SHOULD PATRONIZE THE

.....Meyer-Rotier Printing Company.....

- THEY EMPLOY PRINTERS
- THEIR WORK IS THE BEST
- THEIR PRICES ARE RIGHT
- THEY ARE QUICK TO EXECUTE

A TRIAL WE ASK.....

MEYER-ROTIER PRINTING COMPANY
305 East Water Street
MILWAUKEE

You have EASE and
COMFORT when you ride a

JAMES



Our Line

MERCURY FLYER
REITZNER
SMALLEY
SOUTH ROAD

CHANGING SOLIDS AND
CUSHIONS TO PNEU-
MATICS A SPECIALTY

Sole Agents for the NEW PEIRCE GAS ENGINE—it will be on exhibition in a few days.
We furnish estimates on all kinds of Electric Work.

REITZNER-PRICHARD CYCLE CO., 444 National Ave., MILWAUKEE.

BUSINESS BRINGING BICYCLE ADVERTISEMENTS...

**CORRECT
ADVERTISING**
teaches the first lessons
in prospective purchasing

MUST BE SET UP AND DISPLAYED
IN THE

HIGHEST ART TYPOGRAPHY
OF

NOTE THE "ADS" IN THE PNEUMATIC.

OUR ADVERTISERS TAKE PAINS IN WRITING UP THEIR "ADS"
FOR THIS JOURNAL. THEY KNOW THEY WILL BE

DISPLAYED RIGHT

TELL the world your
business to do more
business with the world

**APPLY
FOR
RATES**

.... BICYCLE Repairing
Re-Enameling
Re-Nickeling
Re-Tiring



...AT...

PETERSEN'S ELECTRICAL WORKS,

256 GROVE STREET,
(CORNER PARK)

MILWAUKEE, WIS.

We make a specialty of changing Solid and Cushion
Tires to Pneumatics.

A FEW GOOD BARGAINS IN SECOND-HAND WHEELS.

Gold and Silver Plating.

C. F. ALLCOTT & CO.
Stationers and Printers

Are Selling Below Market Value

Rare Coins

Rare Foreign and Domestic Postage Stamps

Rare Novelties

Printing Material, Rubber Stamps
Seals, Stencils and Jewelry
Novelties.

90 WISCONSIN STREET,

With J. K. ALLCOTT & SON, Druggists.

MILWAUKEE.

Send for our list of premiums given with card
orders. Biggest offer ever made.

25 per cent. off from retail prices on premiums will be given.

Now is the time to make money on printing cards
as there will be millions of cards wanted dur-
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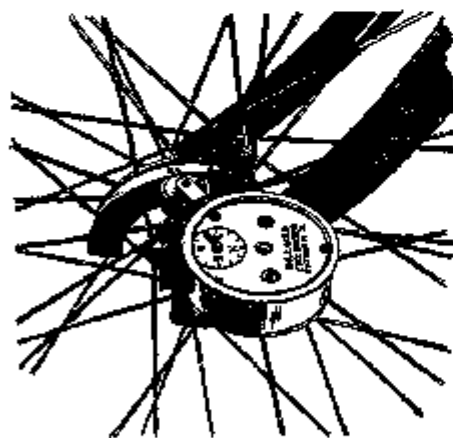
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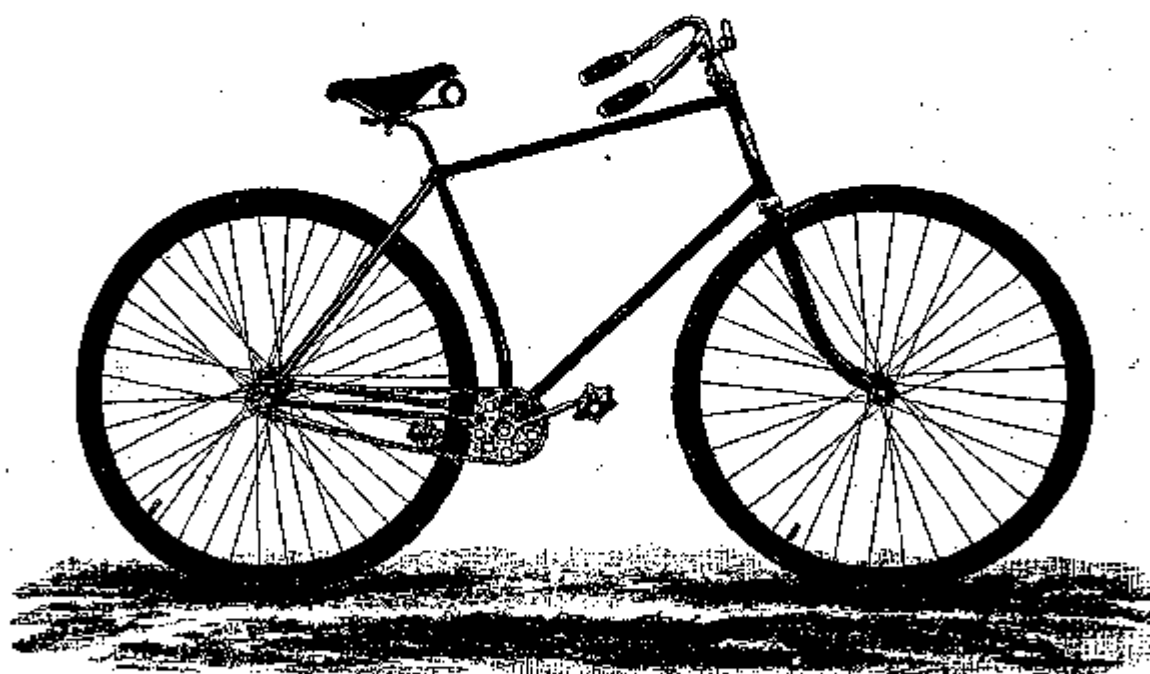
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THE PNEUMATIC

"As the tire sustains the wheel, this publication promotes its interests."

VOL. III.

MILWAUKEE, WIS., JUNE 15, 1893.

No. 3.

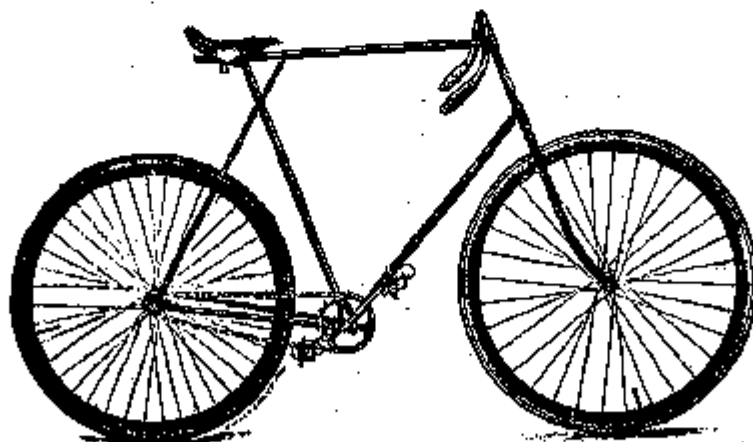
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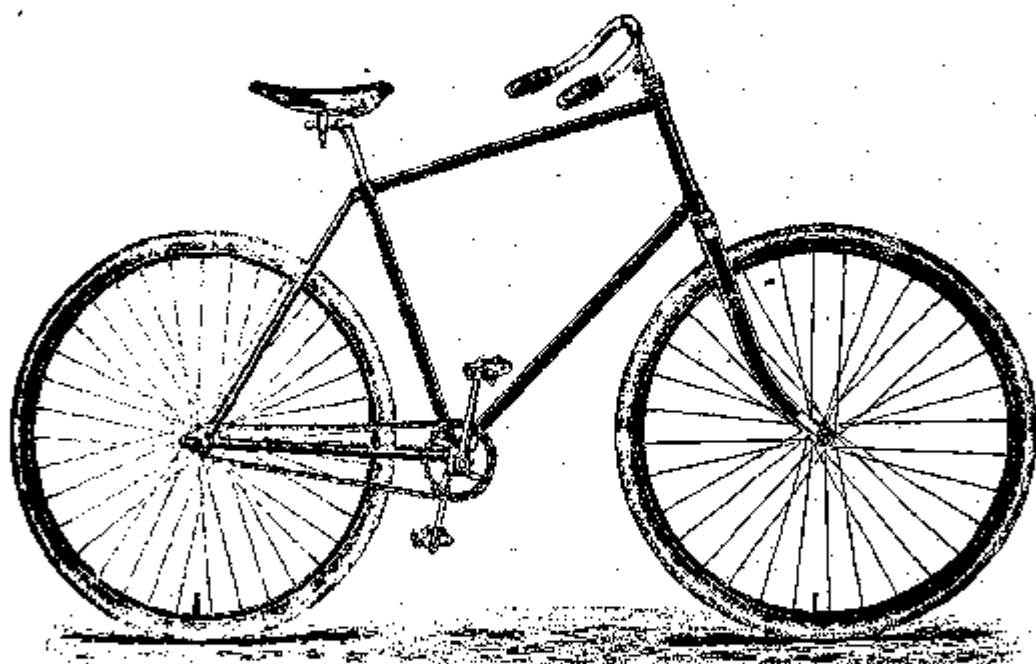
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ARROW RACER, Weight 22 Lbs.	175

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Drop in and see us, or send for Catalogue.

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We have also a fine line of Medium Priced Wheels. When you want a Bicycle of any kind, call and see us.

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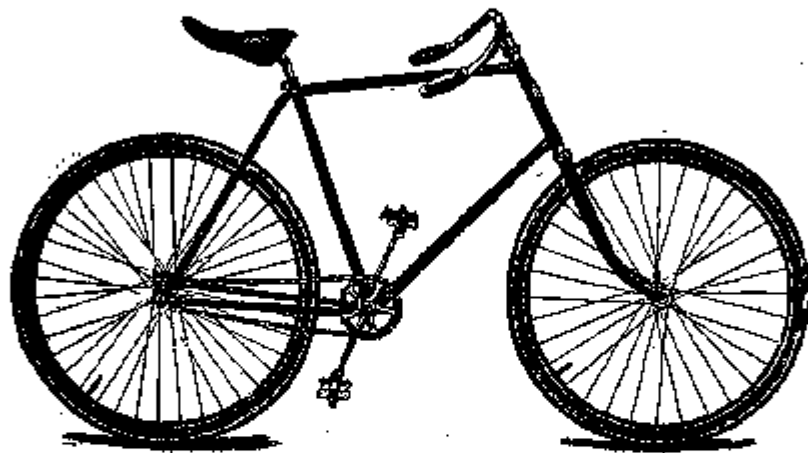
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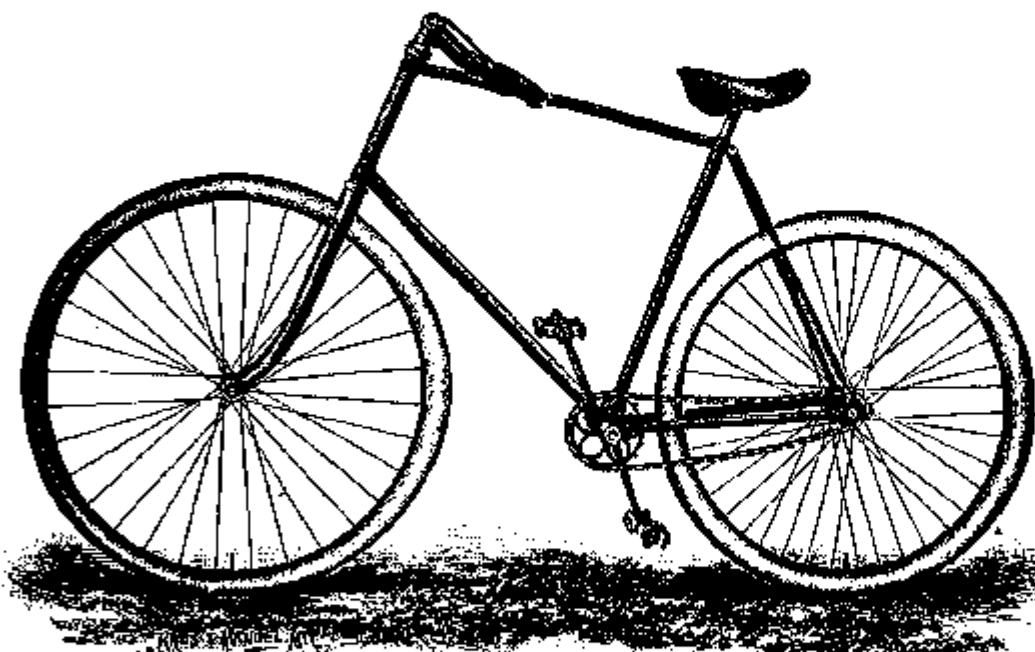
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A MONTHLY JOURNAL DEVOTED TO WHEELING AND ITS INTERESTS.

SUBSCRIPTION FIFTY CENTS PER YEAR.

CONTRIBUTORS: HED. WOODMAN, ST. PAUL, MINN. WM. M. FOSTER, MILWAUKEE, WIS.
O. F. CARPENTER, MILWAUKEE, WIS.

M. C. ROTIER, Editor and Publisher.

All copy for advertisements, changes for space, 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, 505 EAST WATER ST., MILWAUKEE, WIS.

THE PNEUMATIC'S Circulation has increased the past two months by the addition of three hundred new subscribers.

Correspondents

Should bear in mind that their copy for publication must be mailed on the 7th of the month to insure insertion in the current issue.

GOOD for you, Ohio. In the state of Ohio the legislators have effected an addition to their laws providing that a bicycle thief be classed the same as a horse thief and to be subject to the same length of imprisonment and fines. They have also made it a punishable offense to maliciously deface or alter a number on a machine, to cut a tire or steal a sundry pertaining thereto. Clearly we have practical cyclists in the Ohio legislature.

THE century riding fad has had its day, it would seem. The last two seasons, century after century has been reeled off by ambitious riders and no wheelman of a year was content until he had placed a hundred miles to his credit for a day's performance. We believe the physical strain of such a ride on the average rider is too much and must more or less wreck a constitution that is not the strongest. Now we have another but less harmful fad. Last season the relay ride stepped in and monopolized the attention of wheelmen all over the land, but it looks as though this season would see the end of that. What next?

ONCE more the cyclists and all city road traversers are wading and splashing in the little rivulets and mires caused by the "road-slopper"—inappropriately called a sprinkling cart. If there is one thing more than another that deserves the attention of road foremen or ward aldermen it is the abuse of the use of the sprinkling cart. Sprinkling done properly is a most necessary and excellent thing;

to keep the surface damp will lengthen the life of any road, but the system which is prevalent, of drenching the streets, works ruin to them, besides being an intolerable nuisance to all who must make use of the roads. The trouble is that the contracts for sprinkling the streets are let to private contractors and the result is that instead of spraying the streets frequently during the day, these men go over the different sections once or twice a day and put on as much water as they can at one time. It is a crying shame that the street commissioners do not control the matter of sprinkling, requiring the contractors to use distributors with small perforations so that the surfaces can be simply dampened and not drenched.

MILWAUKEE riders are kicking—some of them are at least—at the price of the entry fee (\$2) charged this season for the Waukesha-Milwaukee road race, and those predict a decrease in the list of entrants this year on that account. Heretofore the charge has only been \$1, but all prominent road races are charging \$2 this season instead and in every case it has not materially lessened the number of starters. It is the only source from which road race promoters can expect to realize any money, and any man ought to be willing to pay \$2 to have about fifteen chances to win a prize worth over \$100. A glance at the statistics of the Pullman will show that this year it had 278 starters, 30 more than last year, and 350 entries, 37 less than in 1892. These figures speak for the advantage of the increased price of entry. It shows that those who entered went in with a full intention of riding and consequently drew a larger field of starters. Another advantage is that it keeps out a lot of scrubs who only go in to have the honor of being known as a competitor, but do nothing but impede the progress of the good men.

A GAIN we feel called upon to urge an association of the cycling clubs in this city. It is just a year ago this issue that THE PNEUMATIC gave space to the subject, commenting upon the good that might result from it. Since then we have spoken of it in various forms, but without avail. There are a number of prominent wheelmen in this city that are agitating the movement, but appear to meet with little success in organizing, and many others seem indifferent about it. Milwaukee has now six full-fledged bicycle organizations, and there can be no doubt but what a concentration of ideas and a co-operation of action would materially aid Milwaukee in furthering cycling interests. Cycling clubs have been the main factors in promoting wheeling in this city to its present state of popularity and high standard of sport, and in no way can more good be accomplished in acquiring public recognition than by a union of our forces. Such a union as has been suggested could by constant association exclude from membership in its clubs all undesirable fellows. In cycling we find them to-day as much as in any other sport or pastime. Fellows

who do not restrict themselves in keeping with the good name of a club, or those who will not pay their dues and are expelled should not be eligible to membership in any club, and this would remedy a prevailing evil. Some good might be accomplished in sustaining the rights of the bicycle and in road improvements. Politicians would realize that to gain the good will of bicycle riders in such a form would be of great value to get into office, and they would work accordingly to please them. Other ideas and plans would formulate themselves as the association progressed and a good deal could be accomplished.

About "Coppers" and Bicycles.

Stolen bicycles have never received just attention at the hands of the police and detectives. They cannot thoroughly comprehend the worth of a bicycle and do not compare its value with a horse. The bicycle is still looked down upon as a plaything by many of our Western guardians of the law and detectives require a good deal of schooling to be able to recover a stolen wheel. The *Sentinel* recently contained something interesting on this subject: "It is a difficult matter for a detective to chase down stolen bicycles, which do not seem to leave many clues behind them. As a rule, detectives are not bicycle riders themselves and consequently do not know the peculiarities of the different makes. Recently while looking for a Victor wheel that had been stolen, a detective stopped nearly every bicycle rider he encountered, on 'suspicion,' and they nearly all rode machines of different makes. In order to do good work in this line the detectives and policemen have got to become familiar with the bicycle, and the only way to do this is to learn to ride. An opportunity has already been presented to the city for the introduction of bicycles in the patrolling by two officers of Grand avenue boulevard. These officers are now mounted on horses, whereas, if they had bicycles they could get around with more facility and rapidity. It would save money to the city. Other cities have detectives mounted on bicycles, and the experiment has proven very successful."

Local Move for Better Roads.

Agitation is a good thing when backed by good, substantial arguments. All reforms are brought about by continuous discussion on the subject, and Milwaukee, it would seem, must soon succumb to the active agitation for the improvement of her highways. Discussion is rife on every side. The latest scheme to promote the interests of good roads has been suggested by W. R. Walthal, a member of the reportorial staff on the *Sentinel*. He has interested many of the leading business men of the city to call a meeting to agitate the improvement of better roads. The abominable condition of many of the city's streets has urged this move and a change must come about soon. The members of the League of American Wheelmen in this city are virtually the hardest workers in this cause and they will undoubtedly comprise the largest part of the attendance. Mr. Walthal

is also endeavoring through the medium of the press and by personal solicitation to create more interest in the L. A. W. He is but a recent member but thoroughly realizes what a grand institution the League is. He has grasped its principles and tires not of imparting them to the uninitiated.

When the move for better roads in this city was first made, certain parties were agitating the formation of a new body of wheelmen to work for its interests, but Frank Morawetz, ever alive to the interest of the League, stopped it and in a conversation said: "There is no necessity for organizing a body of wheelmen especially for road improvement. That is the one matter above all others which the L. A. W. is working to accomplish and what the Milwaukee riders ought to do is to join the L. A. W. By so doing they have at their backs one of the most powerful organizations in the country and one which has already secured as fine roads and streets in the East as are to be found anywhere in the world. We can get the same thing here if we unite to do it and there is no use forming a separate organization which can never be as strong as the one already in existence. Though it is not generally known, it is a fact that the L. A. W. has already done a great deal for this state by getting the Apple law passed, which would never have gone into the legislature but for the exertions of the L. A. W. members."

Pending Future Trade.

The big slash in the price of a certain \$150 wheel, openly announced by its manufacturers, is temporarily wrecking the cycle trade in the eastern states. The cause of the reduction has been traced to some mismanagement of the company, which stood on the brink of failure, and but for this timely move, its business would already have been bolted down.

Since the announcement over 2,000 of those wheels have been sold at prices ranging from \$80 to \$100.

The company will never regain, or be able to re-establish original prices on its wheels. Its only apparent loophole of escape now would seem a reorganization of the company and a new name for its wheels.

The effect of this will perhaps be felt for a few months, not longer, and principally in the East, where the wheels are most sold.

Many wheelmen and prospective riders have been chuckling to themselves that prices in general would now have a downfall. This is an erroneous impression.

Good, high-grade machines are worth \$150 and they will command the price as before. Those that are not will be sold for what the manufacturers can get for them. A high-grade wheel, like any other article, will always bring its worth, and there are always people who realize the value of a good thing and will pay for it.

If prices should take a tumble in general, the inferiority of the new wheels sold at those prices will soon assert themselves.

That many manufacturers and dealers have been selling

bicycles below the regular price on account of the stringency of the money market, has long been noted, but this is the first case this season where the manufacturers have publicly announced it.

Garden Hose Tires.

An enthusiastic wheelman, while exploring the roads in the neighborhood of Port Washington, recently came upon an enterprising rustic; what he saw can best be expressed in his own words contained in a letter to a friend: "Down near Theinville I saw a cyclist up a rough side-road and went up to satisfy my curiosity as to his identity. He proved to be a husky farmer's son, mounted on a cheap drop-frame wheel (an old Juno, I believe he said.) Glancing at the wheel I noticed some home-made things about it. The saddle top was of buffalo skin with the hair on, the brace-rod between the saddle-post and head was large and of wood and the tires were of cushion size and came clear around the rim being joined on the line of the spokes. I asked him what kind of tire he had. 'Oh' said he, 'I made those myself out of pieces of hose'. Then I looked closer, and sure enough he had adapted pieces of garden hose, sewing the edges together at the spoke line. And a very neat job he made of it.

How such a fellow would appreciate a modern pneumatic—an Arrow, for instance. How many city fellows would ride such a wheel? I wouldn't and I'm a fairly enthusiastic wheelman, too."

A Race with Father Time.

[STORY TOLD ON THE TRAIN.]

"An amusing incident," remarked Warner, throwing away the abbreviated cigar stump he had been chewing and waiting for the other fellows to shift to more comfortable positions, "happened when I spent the last visit to town in the bosom of my family. My oldest little boy, just five years, who is immensely taken up with the bicycle, on Sunday came upon an engraving in a book I had given him, representing a young man on a wheel, chased by old Father Time. The picture, which apparently appeared to him both real and exciting, so engrossed his mind, that every spare moment he had through the day until bedtime he devoted to the contemplation of that engraving. As he is a rather quiet and studious little fellow, I paid very little attention to this, but when, on the following morning, scarcely dressed, he came down stairs and ran for the book again, I became decidedly interested, but was not long kept in mystery. Opening the book to the page which contained the seemingly moving figures, he capered joyfully about the room exclaiming: 'He aint dot'im yet! He aint dot'im yet! He tant ketch de bi'ele! He tant ketch de bi'ele!'"

I know at last that spring has come,
Not by the trees and flowers,
But by the mud that sticks like gum
And makes us work for hours.



The little world of women cyclists sadly miss the retirement of Miss Ellen Le Garde from cycling journalistic work. For years Miss Le Garde has been a regular contributor to the *Wheelmen's Gazette*, and her bright and practical articles have been quoted in every known cycling publication. Up to a few months ago, for a number of years she has been a public school teacher in Providence, R. I., and has always been a great advocate of physical exercise for women and has done as much as any woman in America to place before her sex the advantages that physical culture offers to woman. It was this recognized ability that has placed her in a position which perhaps has never yet been filled by a woman. She is the supervisor of Physical Instruction for the public schools in Providence. The numerous duties in her new role have compelled her to lay aside her pen for journalistic work.

The services that Miss Ellen Le Garde has rendered the wheel women in years past will ever remain fresh in their memory and all will join in extending her their heartiest well-wishes.

* * *

An article which Julian Hawthorn recently wrote for a cycling advertising pamphlet contained a pretty compliment to women cyclists. She says: "The woman who can ride a bicycle well, is pretty sure to have in her the making of a good wife, and I cannot wish a bridegroom a happier honeymoon than one passed by the side of his newly created wife on a bicycle journey through the fragrant hills and forests in an American June or October."

* * *

Ripon, Wis. promises to have more feminine cyclists this season than any other town proportionate to its size in the state. The ladies are full of enthusiasm over the wheel, and visiting riders during the State Meet will receive their very hospitable attention.

* * *

"A skirt lining of thin, soft silk that will not rustle, adds a good deal to a riders' comfort," writes one of them. "Good-sized square outside pockets, fastening with a button are useful. Everything loose and no linen or cotton anywhere are the most important points of the dress question. As little as possible should be worn in summer, and a jacket carried on the handle-bar; no tailor-made bodices, unless the rider wishes to have a countenance like a harvest moon, and no four or five-strap leather belts, pulled in to the last

fold. The present fashion of loose sleeves, with large arm-holes, is useful and comfortable. Skirts made with a swiss belt, worn on in place of the ordinary band, prevent all drag round the waist, and are very comfortable, especially for long rides, when every band and fastening is apt to become surprisingly self-assertive. White or light-colored flannel hosiery, worn with a tie, obviate any necessity for collars in summer, and look well."

A recent number of *Beatings* contained an advertising picture of a Boston girl attired in a sweater. The reading matter stated that the wearer had found out how comfortable the garment was, and had consented to show the readers of the paper how it appeared. I haven't the slightest doubt of its being comfortable, but I hope to goodness wheelwomen will not be so regardless of their appearance as to adopt them. They have too much of the crude, Chinese look. The men look badly enough, but on women—pray deliver us!

MARGERY, *Am. Athlete*.

Ante the formation of ladies' bicycle clubs, "Rae" in the *Brooklyn Chronicle*, has this to say: "I doubt very much the feasibility of the formation of strictly female clubs. Any girl who rides a wheel will tell you there is little fun in going it alone. Of course there are few examples of plucky girls touring long distances a-wheel by twos or threes in company, but they are the exception, not the rule. The pretty girl rider likes to show her escort that she can keep up with him at a fair pace, and perhaps she finds that his more or less commonplace appearance is a foil to her natty and graceful ensemble. At any rate, if the girls flock together by themselves to the extent of organizing clubs, the boys will probably retaliate by ostracising them. No girl was ever induced to mount a wheel except by the persuasion of some male enthusiast, and they simply can't do without them. What's the matter with having the boys embrace the fair pedalers by taking them in their association as a sort of annex?"

No Bicycle Charges After All.

At a late meeting of the Western Passenger Association, the former resolution to impose a charge on bicycle transportation was rescinded. At its May meeting it was first decided not to carry wheels at all during the world's fair. This was immediately modified and an order was issued to carry them as excess baggage. Due to the efforts of the League transportation committee this resolution was shelved and orders have been issued to again allow bicycles to be carried free.

The sport of cycling in New York has been pronounced tame by a Chicago cycling scribe. He further says that Gotham riders are averse to great physical exertion of any kind, are seldom known to make big trips and still ride in the old bicycle tights.

Quotations and Verse.

SPORT.

Sport, that wrinkled care derides,
And laughter holding both his sides.
Come, and trip it as you go,
On the light, fantastic toe.

SPRING! SPRING!

"Come, gentle spring! ethereal mildness, come!"—THOMSON.
"O Thomson! void of rhyme as well as reason;
How couldst thou thus poor nature hum?
There's no such season!"—HOOD.

Yet I doubt not through the ages
One increasing purpose reels,
And the thoughts of men are widened
With the process of the wheels.

He's a writer for the magazines—
His name is Smarty Smikes,
He cuts a dash and rolls in cash—
He writes the ads for bikes.

The bla-asted, blooming spring is 'ere,
With its beastly rain and chill.
You mount your wheel but ride in mud,
Then pay a repairer's bill.—O. T. C.

The first robin of spring was here,
I watched it as it flew;
I struck a rock and dashed my wheel
And then the air was blue.—O. T. C.

Whoe'er has travel'd life's dull round,
Where'er his stages may have been,
May sigh to think he still has found
The warmest welcome at an inn.

Published in a country paper:

"The roads are not passable,
Not even jackassable,
And all who would travel 'em
Must turn out and gravel 'em."

A Safety Cyclone.



"Ever had a cyclone here?" asked a Kansas man who was visiting a country aunt in the East. "A cyclone! Oh, yes," said his aunt. "Deacon Brown's son brought one from Boston a spell ago, but law, he couldn't ride it. Tumbled off every time he tried to ride it."—Southron.



Decoration Day Pullman.

The seventh annual Pullman handicap road race has again been won and lost. Won by a field of new riders and lost by the supposed likely winners. It illustrates the uncertainties of road racing and the possibilities of apparent impossibilities.

Two hundred and seventy-eight riders started in the great race and as nearly as can be ascertained, 215 finished in tolerable good order the remaining sixty-three formed the "Cripples Brigade" and limped into Pullman.

The first four place winners were: M. Nelson, Chicago, first; J. F. Gunther, Chicago, second; Eugene Spike, Chicago, third; H. Zerbel, Milwaukee, fourth. Other Milwaukee riders made a great showing. Parker Sercombe and John Bowen won eighth and ninth places respectively.

The course adopted was a new one and worse than the old. The scratch men had no show all the way out. They were held back on the narrow strips of the road by the bunches of handicapped men ahead. It is authoritatively stated now that no more Pullman courses will be selected for future road races.

The list of prizes this year aggregate \$3,430. Milwaukee riders carry away four high-grade wheels won.

NOTES OF THE PULLMAN.

H. P. Andrae, officiated as one of the judges, a distinction which has never before fallen to the lot of any but Chicago cycling lights.

The wonderful performance of Parker H. Sercombe is worthy of mention. We had picked him out as a likely winner but never dreamed that he was capable of capturing the time prize. But for his rash turn on the road which ditched him and disabled his wheel, the race and time prize would have been his without doubt. As it was he got eighth place in the race.

Walter G. Nicholson came in in a dead heat with Arthur Lundsen and was placed at 127.

Chas. Herrman of the Mercuries, wins the special time prize offered by the club to the member making best time in the race.

Henry Zerbel, of the South Side, who won fourth place in the race, is a promising young rider, lithe and wiry in build.

It was too bad that Schmidtbaur's tire exploded. He is one of Milwaukee's hardest road riders but is ever fated by some accident to prevent his winning in road races. It has been said by many that he passed rider after rider on the road and had the race well in hand when his tire gave out.

Madison Road Race.

The annual road race of the Madison Cycling Club, to the cemetery and back, was run Decoration day morning. Out of twenty-one entries, twelve started. The order at the finish, together with the handicap and time of each rider was as follows:

C. S. Berryman, 2 minutes, first, time 20 minutes 40 seconds; E. W. Kingsley, 1 minute, second, time 19 minutes 50 seconds; F. S. Horner, third, time 23 minutes 55 seconds; E. M. Hunt, 2 minutes, fourth, time 21 minutes; C. B. Chapman, scratch, fifth, time 19 minutes 5 seconds; D. D. Warner, scratch, sixth, time 20 minutes 3 1/4 seconds.

Little "Kid" Berryman, winner of the race, rode like a demon, and Chapman won the time prize hands down. Elegant gold medals were given the winners.

Some time in July the Madison Cycling Club will give an open road race over the San Prairie twelve-mile course. A number of outside riders will compete.

At the University field day, held May 19, Hodges won first place in the two-mile open in 5:58. Zimmerman second. The one-mile open was captured by Zimmerman in 2:56. Lyon second. The races were run on the Madison race course.

Camp Randall, the old state fair grounds, has been purchased by the state for athletic purposes. A half-mile track will be built this summer on the grounds for bicycling only. The Madison Cycling Club will give a large tournament in September on this track.

Neenah's Big Road Race.

The Neenah Cycling Club is preparing to hold a big handicap road race on Labor Day, September 5th. The club has invited all of the Fox river valley clubs to take part, including Green Bay, Kaukauna, Appleton, Oshkosh, Berlin, Ripon, and intermediate towns. The course will be from Oshkosh to Neenah.

Professional Races in Milwaukee.

The new track at the Athletic park was opened for inspection June 7th and many experienced riders have said it is a good one. The official schedule of the cash prize association announces that bicycle races will be held in this city on the new track August 5-6 and October 14-15.

The Oshkosh-Neenah road race, held on Decoration day, had twenty contestants and was won by A. C. Barnett in 54:50. A few days before the race three Appleton wheelmen, Pomeroy, Ryan and Cordes, covered the course in 54 minutes flat.

THE PNEUMATIC.

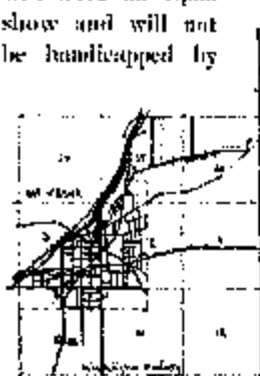
THE BIG ANNUAL ROAD EVENT.

The Near Approach of the Waukesha-Milwaukee Handicap Road Race—The Big Prize List—Sketch of the Course.

The day on which the greatest of local and western road races will be run is drawing near. On the morning of the 14th of July, at 9 o'clock, the limit men will be started on their errand of speed and endurance from Waukesha, to be closely followed by others with less handicap but better riders, and so on down the line until thirteen minutes have elapsed, when the scratch men will be started.

Thus far nearly a hundred entries have been received, but the fields are really coming in swift.

The Columbia Wheelmen, including the two Nessels and Nelson, and the Chicago Cycling Club, with Githens, Rhodes, Van Sicklen, Bliss and others, are vying with each other for first honors on the path and road this season. In the last Pullman the Chicago Cycling Club did not make a good showing, and the Columbia Wheelmen, of the same town, captured first and best prizes. To test the merits of the riders, both of the clubs will send its racing teams to enter the great Waukesha road race, over which course all riders will have an equal show and will not be handicapped by



great bunches of riders ahead and a narrow track.

Bicycle riders from all over the state are attracted this year by the great race. A good

many of them presumably are aspirants for the handsome novice medal donated by the *Evening Wisconsin*. Among those that have entered and will enter are D. D. Warner, B. W. Park, C. B. Chapman, C. S. Berryman, G. E. Gernon, J. G. Noak, of Madison; Sam James, Ed Morley, T. H. Jacobs, John Wigginton, Will Agnew, C. Githner, N. E. Ford, and possibly E. A. Paige, of Waukesha; Joseph Sandburg, of Menominee; Louis Beyer, Calumet Harbor; W. C. Reing, Fond du Lac; Louis Reed, Ripon; H. C. Kovfage, Racine; J. N. E. Trout, Kaukauna, and a number of others.

Collie Bell, the old star rider, of Minneapolis, and J. A. Lewis, of Mankato, Minn., will also enter.

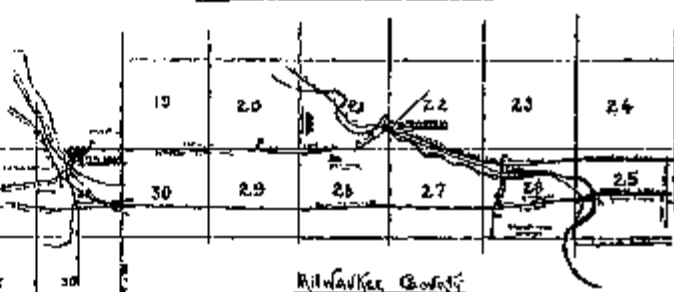
The prizes this year far exceed any previous year. Six high grade bicycles, three beautiful time prizes and other valuables, the whole amounting to about \$1,500.

All the officials for the race have not yet been named, but upon urgent solicitation of the racing board, Mr. Fred Schroeder has accepted the position of referee, chief of the day. F. J. Morawetz and Otto Link will act as starters on the other end, and Andrew Steel will hold the watch with

them. M. C. Rotier, George K. Kendall, Robert Wheeler, W. Schmidt, timers at the finish. Judges have not yet been appointed.

THE COURSE.

The Waukesha to Milwaukee race course was first selected in 1890, by H. J. Rotier, then chairman of the racing board, and each succeeding year it has proved to be one of unusual attraction for riders. The sketch presented herewith was drawn by M. Patitz, but was reduced in size too much to be very distinct. The distance is sixteen and three-fourths miles, over the finest road bed in the country. It has two renowned hills, the Stone-quarry and Undertakers'. The best time ever made over the course is 48 minutes 11 seconds by Fred Nessel, of Chicago, last year. The race will again terminate on the corner of Grand avenue and Twenty-eighth street and it is expected thousands upon thousands of people will be strung along the line watching the boys finish.



Sanger's Conquests.

The easy victories of Walter Sanger at Brussels, capturing several events and the King's Cup prize, made local wheelmen feel good and confident that he would have smooth sailing at Herne Hill. His several defeats in England have changed the appearance of things somewhat, but his great ride in the one-mile open at Herne Hill track, June 10, where he lost first place by eight inches, competing as he did with all the fast riders of Europe, was sufficient to convince English wheelmen that he is their equal at least. Zimmerman, owing to injuries received in a race in Dublin, has not yet appeared on Herne Hill track this season.

After the events in which Sanger was defeated in a five-mile race, *British Sport* comments on his British debut as follows:

"W. C. Sanger rides an American machine of very light build, with small pneumatic tires. Being a big, heavy, burly fellow, and on such a light, rigid mount, he felt acutely the vibration of the Herne Hill boards. The saddle of his machine came loose during the progress of the five-mile scratch race; this certainly affected his sprint at the finish, though to what extent it is impossible to judge. He showed pluck when going through his men in the five-mile race. Judging by the position he secured half a lap from home and a turn of speed that familiarity with our tricks is sure to improve, he will be a thorn in the side of our best men."

Simonds' Annual Greeting.

How broad and flat some editors express themselves when airing their opinions of one thing or another in the cycling press. The unjust, slurry language used by a Chicago editor in criticizing a circular letter issued by the Wisconsin Division's chief consul was entirely uncalled for. Can any reader find fault with this production?

"GREETING: The league year begins May 1st. Membership renewals should be in the hands of Secretary Bassett before that date.

"Our division now has a numerical strength that should guarantee a rapid increase in the coming year. Wisconsin can rank among the large divisions. Shall we? If the present membership says yes, the resolve reaches far forward to its accomplishment. We hand you two blanks, one for you, one for your friend; let Secretary Bassett receive both properly filled; there are 600 of you to-day, let your officers report 1,200 when we gather in the charming city of Ripon in August. Gather? Yes, let your officers not only report; let us count 1,200.

"Can you give us in form for publication some reliable information as to the roads in your vicinity and as to the wishes of the public concerning them? You know an influential citizen. Urge him to write an article either for or against our movement. Get his photograph; get photos of roads, good or bad, and send them to your chief consul. The League of American Wheelmen is the prime mover in the crusade for reasonable public highways. The league grows; the sentiment grows; *we'll have the roads*. We want to publish a Wisconsin edition of *Good Roads*. A chance to put ourselves, yourself, on record. We've a grand state, this a grand opportunity to let it be known throughout the land. *We'll have the roads*, and then, what state dare compare its natural beauties and resources with ours? Let us look at the magazine, volume 3, No. 3, page 167. You've read it? Once more, please: *"These are the men whose support must be won before the public roads can be improved."* And who will win their support? You, because

you are a member of this league, because you are a citizen of the state of Wisconsin.

"Those of you who expect to take part in track events should become thoroughly familiar with the racing rules, which will soon be placed in the hands of your local consuls. For entry blanks of state meet apply to I. F. Strauss, chairman, Ripon, Wis. Notice is hereby given that this meet in the International Circuit is sanctioned by the national racing board. For the benefit of tourists, of which this state will see a large number this year, I request all local consuls to be fully posted as to the best routes from the point to

all the nearest towns and villages.

"Congratulating you on the prosperous condition of our division, thanking you for the many courtesies shown your officers and members from other states, and asking that you continue ever watchful of the interests and objects of the League of American Wheelmen, I am, fraternally yours,

"W. L. SIMONDS,
"Chief Consul."

E. McDuffee has lowered the 25-mile road record to 1:13:55 2-5.

John S. Johnson has added another feather to his cap. He not only holds the honor of defeating America's champion amateur skater, but America's champion bicyclist, Willie Windle.



CAPTAIN JOHN F. REITZNER, MERCURY CYCLING CLUB.

Belongs to the Fast Brigade.

On this page we present to our readers the portrait of John F. Reitzner, captain of the Mercury Cycling Club and a rider that can be classed among the fastest brigade Milwaukee can boast of. Last season he scooped nearly every prize at the Racine race meet from a field of this city's best men and won many events of importance. This year, although having stopped training for some time owing to the death of his father, he gives promise of doing even better. Mr. Reitzner is of the firm of the Reitzner-Prichard Cycle Co. and rides a James racer. Besides the James, the firm handles the Smalley, South Road, Mercury Flier and Reitzner Pneumatic.

Janesville Letter.

JANESVILLE, June 7.—We have just organized a club called the Riverside Wheelmen, of Janesville, with about twenty-five members. H. A. Ford, president; C. T. Peirce, secretary; A. J. Harris, captain; C. T. Peirce, first lieutenant. Definite arrangements have been made for bicycle races at the Rock County Fair, September 14 and 15. Programme: First day, one-mile handicap, open, first prize, gold medal; one-mile handicap, for Rock county riders, first prize, gold medal; quarter-mile dash, open, first prize, gold medal. Second day, five-mile handicap, open, first prize, gold medal; two-mile handicap, open, first prize, gold medal; one-mile handicap, for Wisconsin riders, first prize, gold medal. The prizes will be worth \$30 each. A banquet at one of the leading hotels will be held on the evening of the last day.

The city fathers have at last seen the need of better streets and are looking up the matter of buying a steam crusher. The farmers are also improving the roads by using gravel in place of dirt.

Menominee River Wheelmen.

MARINETTE, June 6.—Wheelmen from Marinette and Menominee formally organized a cycling club recently called the Menominee River Wheelmen. A constitution and by-laws have been adopted modeled after the Milwaukee Wheelmen's. The officers are: President, N. E. Linquist; vice-presidents, first, E. P. Wilbur; second, S. B. Sanderson; secretary, W. R. Fairchild; treasurer, Jos. Sandburg; captain, Geo. H. Parson; first lieutenant, Frank Chase; second lieutenant, Chas. Miller. The officers are about equally divided between the two cities. The membership has reached the fifth mark and the wheelmen have every reason to be confident of a healthy and active club.

Chippewa Falls Notes.

At a meeting held at the Taylor house recently, the cyclists of Chippewa Falls organized a club to be known as the Columbian Cycling Club. It is composed of the leading business men and ladies of the town. The officers are: Robt. Clark, president; J. B. Young, vice-president; Frank Watson, secretary-treasurer; M. A. Poznanski, captain; Mrs. J. B. Young, first lieutenant; Fred Norman, second lieutenant; W. L. Farris, quarter-master; N. Thomas, color-bearer; F. Watson, surgeon.

The club starts with a membership of twenty-five which no doubt will be largely increased ere the snow flies. Everything points towards a brilliant cycling season and a good many members for the L. A. W.

E. G. Farris, of the Columbian Cycling Club, will leave here on his wheel June 25 for a trip to Chicago and the Fair. He expects to cover the distance in four days.

The C. C. C. had a run to Silver Spring park on Decoration day. The lady cyclists provided the spread for dinner and a very enjoyable day was spent.

Medford Murmurs.

At the semi-annual meeting held recently by the Medford Cycling Club the following officers were elected: President, Dr. F. R. Zeit; vice-president, Arthur Elvis; secretary, Louis A. Maier; treasurer, F. D. Shaw; directors, Mrs. F. H. Ward, and Frank Brodowsky; captain, Fred Benedict; lieutenant, Max Bach; color-bearer, Miss Laura Schieber.

A resolution was passed condemning taxation on bicycles, a copy of which was handed to the assessor and now they will be taxed no more.

Wesle Bros. have opened a bicycle department in their wagon works. They handle four high-grade machines.

The cycling craze has reached our neighbor city, Rib Lake. Five young ladies have purchased wheels. CRANK.

American Bone, Muscle and Vim.

The relay ride of the Appleton Wheelmen, held May 30, from Green Bay to Fond du Lac was attended with every success that was possible except the slightly muddy condition of the roads. The distance is about sixty-eight miles and was made in four hours and fifty-three minutes. The message which was contained in the pouch carried by the different riders bore the following inscription: "From Jas. H. Elmore, mayor Green Bay, to the Hon. T. F. Mayham, mayor Fond du Lac, Wis., per bicycle relays in six circuits. The start is made at exactly 8 o'clock, under a bright sun and over muddy roads." Among other things which the message contains Mayor Elmore said: "The riders demonstrated the value and utility of the bicycle in the transmission of messages, when supplemented with young American bone, muscle, and vim."

Short State Notes.

The Waupaca Bicycle Club is a new organization.

La Crosse wheelmen are planning a race meet for this summer.

Bicycle are taxed in Appleton. There are 125 wheels in the town.

The Janesville Wheelmen will have a seven-mile road race on the 4th of July.

A relay ride from Appleton to Milwaukee is being agitated by the Winnebago Wheelmen, of Fond du Lac.

James D. Wilder has returned to his home in Oshkosh from Pedresino, Mexico, where he has spent the winter.

In Appleton recently bicycle riders had the satisfaction of testing their speed with the fire department and coming out way ahead.

Louie Reed, of Ripon, won the mile bicycle race in the field contests of the Ripon and Lawrence Universities, held at Oshkosh, June 9.

Kennon, of Beloit Academy, a Milwaukee boy, won the one and two mile bicycle races in the field day sports of the Beloit College, June 9.

The Wausau Wheelmen is the name of a thriving club. Its members have lately organized an auxiliary to their club and the season promises to be enjoyable.

Ashland has a Y. M. C. A. bicycle club, which was recently organized. The club restricts its members from racing on Sunday, but not from riding for pleasure and health.

Bau Claire has another club, recently organized, known as the Bau Claire Cycling Club. The officers are: President, Robert B. Clark; vice-president, Jesse R. Sharp; secretary and treasurer, H. Watson.

Louis Beyer, of Calumet Harbor, is putting the finishing touches to his bicycle track on his farm, and as soon as completed wants the fast Milwaukee delegation up there to compete in some races. Refreshments will be served and a good time is promised.

Burlington is receiving a boom in cycling this season. The little town has fifty wheelmen and a club will soon be organized. The streets and roads in and around this city are in perfect condition and visiting wheelmen will find delightful runs in that country.

The Superior Bicycle Club has been organized and the following officers elected: W. R. Y. Macauley, president; N. C. Hardy, vice-president; R. A. Jones, secretary and treasurer; C. J. Florence, captain; E. S. Goddard, first lieutenant; L. C. Lingham, second lieutenant; L. T. Powell, bugler, and A. B. Ross, whipper-in.

Caps of Local Clubs.

The Mercury club members will be recognized on the road this season by a new dark-blue skull cap.

The Milwaukee Wheelmen's has been changed to a light colored, small checked cap, with the club's monogram in club colors worked in on the front.

The "13" Club will be distinguished from the Milwaukee Wheelmen by having a skull and cross-bones adorn its caps in place of the regular monogram.

The North Side's are of a blue-black color, hooked down in front and bearing N. S. C. C., the club's initials.

The Comet Cycling Club members will wear their last year's regulation cap. A chamois-skin cap with a design of a comet worked in in black silk.

The Telegram's are made to order of cloth representing the club's colors, a dark blue and a straw yellow, like the color of telegram blanks.

Milwaukee Budget.

H. B. Hamilton is in Gothenburg, Neb., where he expects to reside.

W. T. Huckler, city editor of the *Sentinel* will be a competitor in the Waukesha road race.

The Mercury Cycling Club will have a large 'bus picnic shortly following the Waukesha road race.

Chas. Parkes will ride under the colors of the Lake View Cycling Club, of Chicago. He now permanently resides there.

The man who rides hands-off on a city thoroughfare stamps himself as a novice at once, to everyone but himself.

R. M. Barwise, winner of the '91 Pullman was recently married to Miss Helen Blanchard in this city. Both are of Chicago.

The little squabble about Steinel's admission to membership in the Telegram Cycling Club on account of his being a professional, has blown over. He has resigned.

THE PNEUMATIC, the recognized Milwaukee cycling publication, has begun the second year of its career by increasing the field of its reading matter and otherwise improving itself.—*Sentinel*.

The Mercury Club road race, for members only, will be held Saturday afternoon, June 17.

The start will be made at 4 p. m. at Paynesville and the course will be Twenty-second avenue in, to the National park.

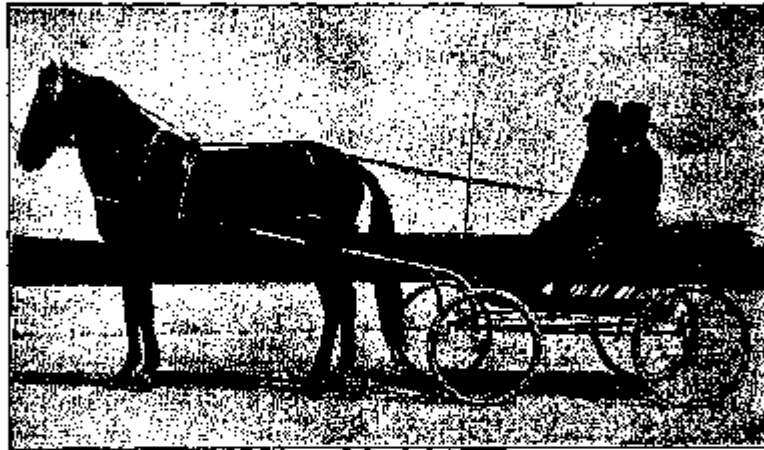
The board of directors of the Telegram Club are planning to give a race meet in this city upon Sanger's return from his circuit.

At the last meeting of the North Side Cycling Club twelve new members were elected, among them Col. H. P. Andrae. The club will have an official organ.

W. C. Sanger, Phil. Nickel, E. A. Vogel, Will Sanger and W. C. Wegner thus far are the only members appointed on the racing team of the Telegram Club.

Otto Link has tendered his resignation as a member of the Racing Board, of the Milwaukee Wheelmen. In him the club loses a hard and efficient worker. F. J. Morawetz has been appointed to fill the vacancy.

Geo. F. Kuentzel will attend Beloit college for four years instead of one as before reported. He will also attend the theological seminary for three years and if he survives the seven years of study he will be a preacher of the Gospel.



Messrs. F. H. Boffe and P. H. Serronbe seated in Boffe's Patented Air-Shod Buggy.

THE PNEUMATIC.

The prizes for the race meet of the Milwaukee Wheelmen will be on exhibition at W. & E. Schmidt's on Third street.

There is a possibility of having Saturday afternoon amateur bicycle races in connection with the horse races at the State Fair track. The admission to the grounds will be free on Saturday afternoons and Sundays throughout the summer.

The rooms of the Milwaukee Wheelmen's new club house will be formally opened Saturday evening, June 17, by a genuine "house warming." A joint committee consisting of the Entertainment and House committees have the matter in charge and promises good things to digest, in speeches, music and refreshments.

A Milwaukee wheelman desiring to secure a desirable room in Chicago for a week, recently inserted an "ad" in one of the Chicago dailies for that purpose. The following morning's mail brought him two hundred and twenty-one letters offering rooms and board, and before another day the sum aggregated three hundred and forty. The wheelmen need not fear that while in Chicago they will have to ride the streets at night.

The Telegram Club.

The formal organization of the Telegram Cycling Club last month was attended by many prominent wheelmen and business men. Following officers were elected: O. Z. Bartlett, president; Wm. Munson, first vice-president; Chas. Mortimer, second vice-president; Harry Seward, secretary; H. J. Paine, treasurer.

At a later meeting a constitution was adopted, club colors selected and a board of directors elected as follows: A. E. Thomas, J. P. Hosh, P. H. Serenonke, C. E. McLanagan and including the other officers of the club. O. Z. Bartlett and H. J. Paine refused to accept their respective offices. Cy. Williams was elected treasurer to take Mr. Paine's place but another president has not yet been elected. The club will soon occupy one of the finest club houses in the city. It is located at 465 Broadway and will be ready for occupancy in a few weeks. At its last meeting the club instructed Secretary Seward to cable congratulations and hope for future success to Walter Sanger. In compliance the following message was cabled to Sanger:

"Telegram Cycling Club congratulate you. Hit 'em again."



The "13" Club's Coat of Arms.

Official Handicapper Patitz.

Among the wheelmen that have rapidly risen to prominence in local cycling circles the past few years, there is perhaps none more deserving of a word of praise than A. Martin Patitz.

Mr. Patitz arrived in Milwaukee in the early part of



1889, from Chicago, when he immediately took to cycling. In 1891 he gave promise to being a fast rider, winning three second places at the Green Bay state meet, and seventh position in the Waukesha road race that year. The following year he was looked upon as one of our coming riders,

when he was suddenly taken sick and was ordered south for his health. He has again taken to the wheel, but not as a racer.

Early this spring when Col. H. P. Andrae tendered his resignation as official handicapper of this district, owing to the pressure of his business, a list of fifty names was immediately sent to the member of the Western racing board, asking for the appointment of A. M. Patitz in his stead. A month later he was duly appointed, and for the July 8th race meet he will do his first official work. Mr. Patitz is chief draughtsman and designer at the Chicago, Milwaukee & St. Paul Railway's West Milwaukee headquarters. He has charge of all designing done for the large system of the motive power department. With this knowledge he has been invaluable to the schemes of the wheelmen. He designed and superintended the construction of the famous Exposition track, and designed every medal given away in local races since last August, when he became a member of the Racing Board of the Milwaukee Wheelmen.

Mr. Patitz has only just passed the twenty-fifth year of his life, is still single, but before another year terminates he will have taken unto himself a life partner, Miss Rose Schroeder.

From the Secretary of the T. C. C.

MILWAUKEE, June 8, 1893.—Mr. M. C. Rotter, *Editor Pneumatic*.—Being interested in cycling journalism and a careful reader of all the more important journals and magazines in this country and Europe most formidably with the best of them, I hasten to extend to you my most sincere congratulations.

THE PNEUMATIC, typographically, is right in the front rank with the hand-wagon; it is newswy, and its columns speak with bright, interesting and instructive reading matter. THE PNEUMATIC should be the companion of every wheelman in the state. Fraternally, HARRY SEWARD.

Terry Will Marry.

The announcement of the engagement of Terry Andrae was a complete surprise to the boys. The young lady is Miss Adelaide Hasse, daughter of Dr. Hasse, formerly of this city, but now of Los Angeles, Cal., where the lady has held the position of assistant librarian. She is a devotee of the sport of cycling, and has a record of sixteen miles in one hour and fifteen minutes. F. T. Andrae wears a happy smile now for everybody, and has received no end of congratulations from his friends.

An Improved Bicycle Padlock.

An illustration of a novel and effective lock for bicycles is here produced. It is the invention of Peter Brust, a local

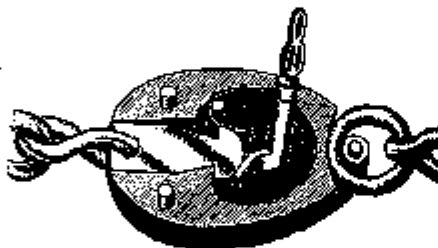


wheelman, and is, without doubt, the simplest and easiest operated lock ever put on the market. It combines simplicity,

strength and minimum of size and weight. It is locked by inserting the plug at the end of the locking case, a spring on one side keeping it engaged with a shoulder on the other, and when disengaged by the key

the plug is ejected with a snap. The lock and chain are inseparable on one end, which is a great advantage

over the common chain and padlock, and with the ordinary padlock there is always a ring to be disengaged from the arm of the lock after being unlocked, which is entirely obviated by this invention.



The question of reckless road watering is agitating European cyclists as deeply as it is the Americans.

Moonlight Race with Hoop Snakes.



An experience of a club man returning from a late wine sipper.

General Trade Notes.

Kaestner & Warnken have discontinued their bicycle business.

H. Zerbel, winner of fourth place in the Pullman, rode an Andrae.

The Sterling bicycles justly deserve the patronage they receive this year.

T. Heynes & Co., Waukesha, Wis., are handling the Arrow wheel this year as a leader.

The Layton Park wheel is the name of a high grade machine being built in Layton Park, a suburb of Milwaukee.

Harry Warner, Andrae's cycle salesman, has returned from an extended and successful business trip. He will remain in town for some time now.

"Practical Hints to Wheelmen" is the title of a neat little vest pocket hand book published by Richard S. Baird, 116 Michigan street. It can be had for a two-cent postage stamp.

The 20½-pound Sanger racer, which P. H. Screombie used in the Pullman and which was reported to have been too light for his weight, sustained nothing more than a bent crank, caused by the fall. He will ride the same machine and use the same crank—straightened—in the Waukesha race.

The 25-mile Martin road race in Buffalo, on May 30, was made in 1:14:10 by Wm. Van Wagoner, of Springfield, winning time prize and breaking the competitive record for that distance.

Recent Patents Granted.

A list of recent patents, reported specially for *THE PNEUMATIC* by W. B. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at 25 cents each.

491,861—Canopy attachment for velocipedes. Thomas W. Doyle, Holyoke, Mass. Filed March 15, 1893.

491,575—Pneumatic Tire. John D. Kewburg, Springfield, Mass. Filed May 23, 1892.

494,611—Pneumatic Tire. Charles K. Welch, Coventry, England, assignor to the Pneumatic Tyre and Boot's Cycle Agency, Limited, Dublin, Ireland. Filed December 7, 1892.

494,603—Bicycle. Frank D. Cable, Toledo, O., assignor to the York Manufacturing Company, same place. Filed September 12, 1892.

494,281—Chain Adjustment. Frank D. Cable, Toledo, O., assignor to the York Manufacturing Company, same place. Filed January 6, 1893.

494,530—Bicycle. Leander Barty, Haverhill, Mass. Filed August 25, 1892.

494,280—Velocipede. Gottfried Langer, St. Louis, Mo., assignor of one-half to Henry C. Withers, Carrollton, Ill. Filed August 8, 1892.

494,023—Drive Chain. Francis Lay, Derby, England. Filed August 5, 1892. Patented in England December 13, 1892.

493,403—Drive Chain. John Dukor, Muscatine, Iowa. Filed March 18, 1891.

493,210—Stand for Bicycles. Isaac D. Smond, Toledo, O. Filed August 24, 1892.

493,918—Elastic Tire. William J. Coe, Liverpool, England. Filed November 18, 1891. Patented in England November 14, 1890.

493,251—Cloot Attachment for Bicycles. Simon C. Levy, Philadelphia, Pa. Filed June 3, 1892.

493,277—Vehicle Tire. George D. Stillman, Syracuse, N. Y. Filed October 8, 1891.

493,930—Velocipede. Jean Berkout, Fontainebleau, France. Filed January 11, 1893. Patented in England November 13, 1892.

86,341 - Bicycle Saddle. Frank H. Cable, Toledo, Ohio, assignor, by direct and indirect assignments, to The Yost Manufacturing Company, same place. Filed August 9, 1902.

86,342 - Bicycle Saddle. Michael S. Trice, Syracuse, N. Y., assignor to the R. A. Trice Company, same place. Filed April 1, 1902.

86,343 - Device for Mending Pneumatic Tires. Henry H. Cummings, Malden, and Robert French, Cambridge, Mass. Filed June 13, 1902.

86,344 - Attachment for Velocipedes. George E. Pfeiffer, Lyndhurst, N. J. Filed June 22, 1902.

86,345 - Tire-Tightener. Aron H. Bollen, Bethel, Vt. Filed September 21, 1902.

86,346 - Drive-Chain Gear. Herbert G. Girdle, Lymington, England. Filed August 21, 1902. Patented in England March 9, 1903.

86,347 - Bicycle Lamp. William Hown and Joseph H. Hughes, Birmingham, England. Filed March 4, 1902. Patented in England June 3, 1903.

86,348 - Pneumatic Tire. Pierre Henry, Clermont Ferrand, France. Filed November 25, 1902. Patented in France, Belgium, England and Germany.

86,349 - Adjustable Support for Bicycles. Charles W. Smart, Canton, Ohio. Filed April 12, 1902.

86,350 - Elevated Bicycle Railroad. George E. Boott, Washington, D. C., assignor to the Great Electric Rapid Transit Bicycle Railway Company, of Virginia. Filed May 20, 1902.

86,351 - Velocipede. Amosiah Lavin, Brooklyn, N. Y., assignor of one-half to Joseph Kading, same place. Filed October 12, 1902.

86,352 - Pneumatic Tire. Randolph W. Ross, Chicago, Ill., assignor to Henry A. Lester, trustee, Cleveland, O. Filed August 8, 1902.

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ington-made machines were put upon the market.
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- 1890** Sales had risen to
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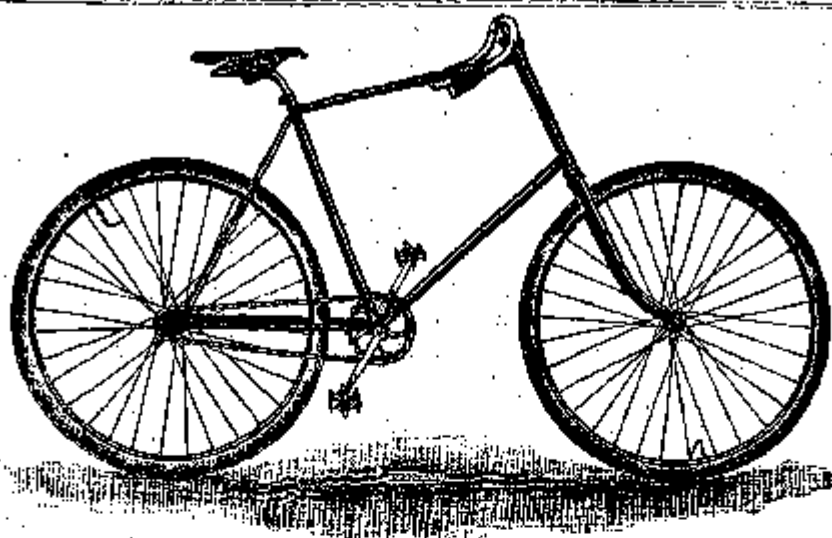
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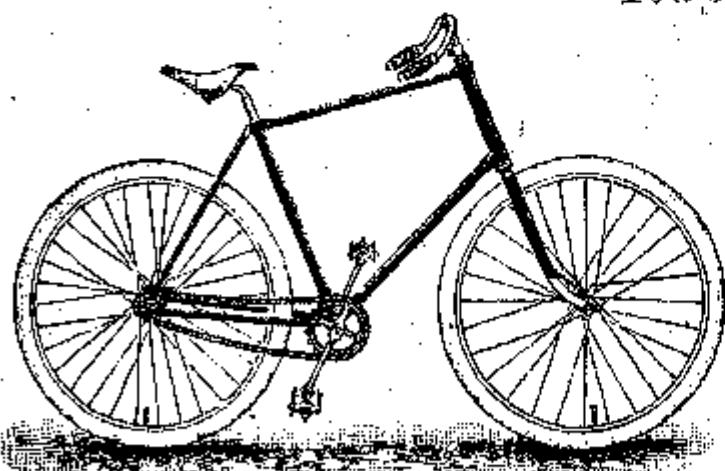
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VOL. III.

MILWAUKEE, WIS., JULY 15, 1893.

No. 4.

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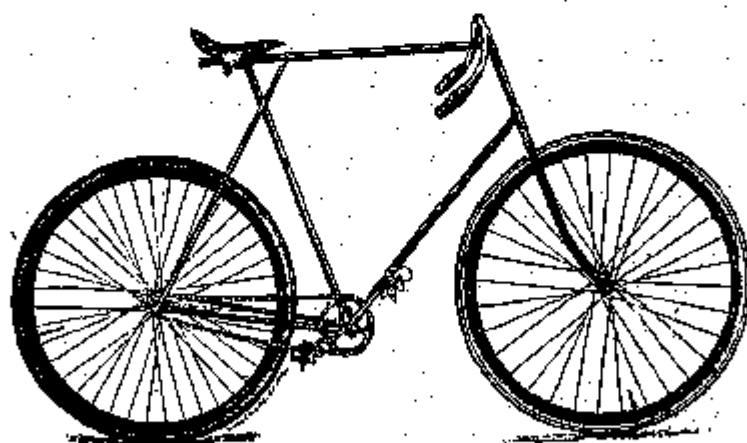
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26-Lb. "ARROW" ridden by Frank Woller from New York to Chicago, 1,000 miles, in eleven days, without break or puncture. Also world's record for three miles beaten by Mr. Woller on an "Arrow"—time, 7:31. Every one of the ten "Arrows" in the Waukesha-Milwaukee Road Race came through without a break. One was a 16-lb., the lightest in the race.

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Our Champion will go against the
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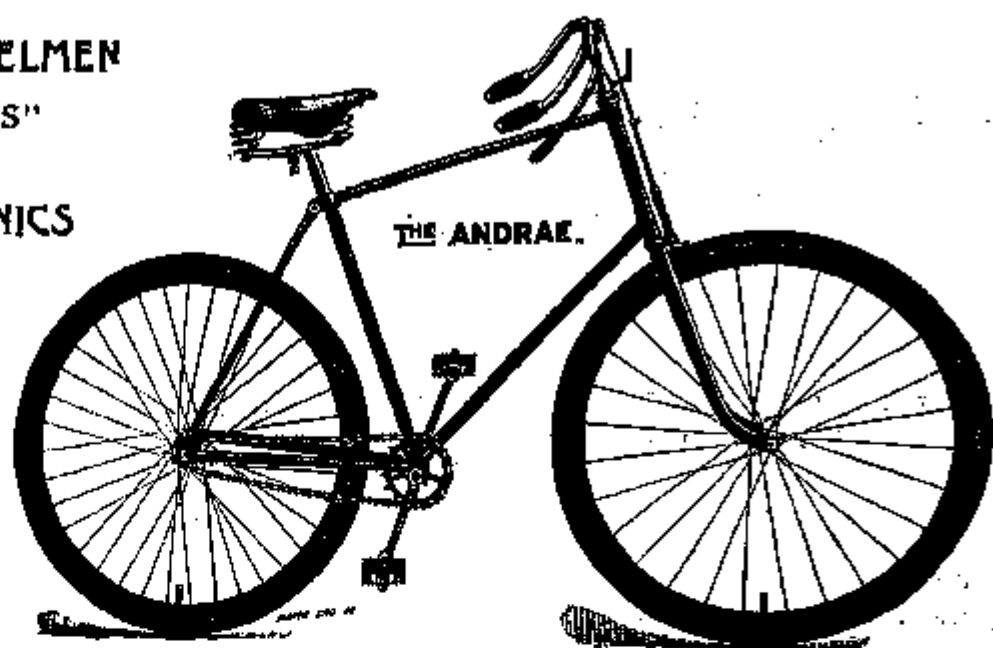
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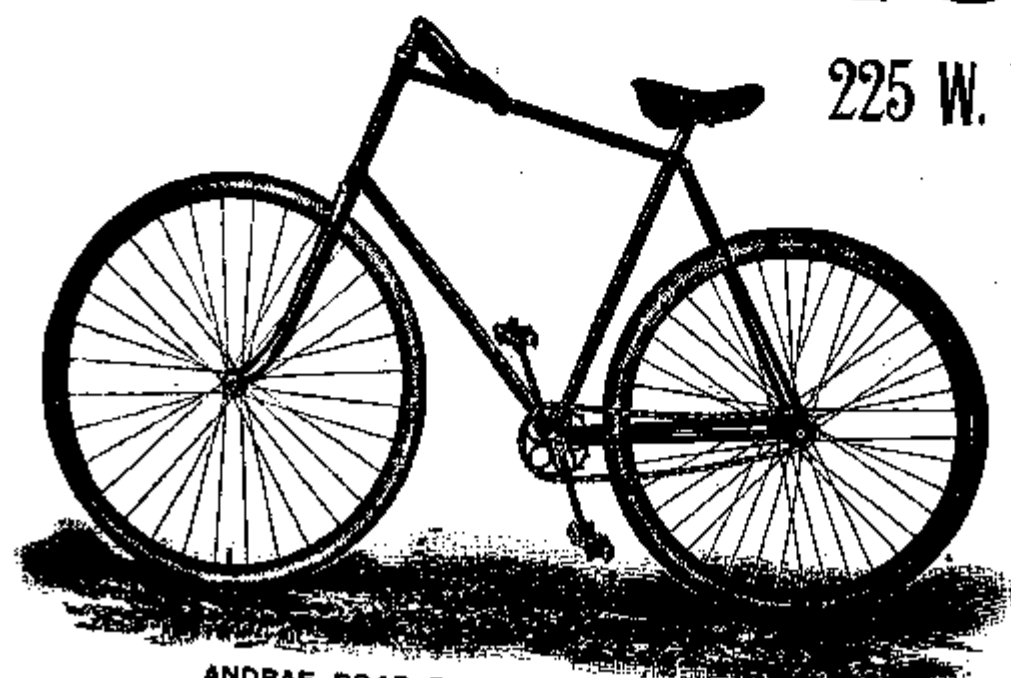
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ENTERED IN THE P. O. AT MILWAUKEE AS SECOND CLASS MATTER.

ADDRESS M. C. ROTIER, 505 EAST WATER ST., MILWAUKEE, WIS.

Four hundred and twenty-five new subscribers since the April issue! We are aiming to reach the 5000-circulation mark before the season is over.

A CHINESE newspaper, telling about Messrs. Allen and Sachtleben, the world-girdling cyclists, says: "Each man rode a chariot which advanced by aid of the feet and was not drawn by an animal."

IT is not surprising that America turns out such good cyclists. They are a progressive people. Everybody rides a wheel and they draw from their thousands to other nation's hundreds. They have the pick of the youth of many countries and perhaps the climate favors training more effectively.

KYPHOSIS bicyclitarum is the name of a new disease just discovered by the medical fraternity. The name itself is deadly, almost as effective as boom-ta-ra-rum. On this account mostly, we believe, the young scorchers who rides so much with the handle bar down and these at way up, will take pains to overcome the ungainly effect. Who would not be fearful of having it whispered around that he was the victim of an ailment with so discouraging and deadly a name?

IT is no wonder that wheelmen get out of patience with the police and detective authorities regarding the tracing of stolen wheels. Within the past month almost a dozen bicycles have been stolen in Milwaukee, some of which have been recovered, but none by the men whose business it is to trace them up. When a wheel has been reported stolen, all they do is to record it and there it ends. No apparent effort is made to follow up a bicycle case. Its value appears small in their eyes. Officers of the law have yet to be educated to the use of the bicycle and to the methods of tracing them when stolen.

NUMEROUS predictions have been made, that with the perfection of electricity, the crank motion of the bicycle propelled by human power, will soon be a thing of the past—that in the hurry and bustle of modern civilization muscular exertion will be counted for naught. We predict, on the contrary, that the speed of the bicycle will always be attained through the efforts of muscular power. The sporting instinct is highly developed in man, and with the continual increased speed made on the wheel the stimulus will be felt to still greater advance. There is no excitement so rare as that of a close and well-sustained contest controlled by human prowess. The opportunity afforded for the triumphs of personal muscular power, endurance, speed and skill will ever hold the present mode of bicycle locomotion as the highest form of sport known to man.

WHAT cycle racing will be in the near future is a question agitating the minds of many interested in the welfare of the sport. It is a certainty that the tide of events must soon decide what is in store for amateur and professional cycle racing. The knowing ones look forward to the wind-up of the International circuit as the time of judgement, in which the destinies of amateur racing will be decided; but not until then will we be able to definitely state what the course of the alleged amateur will be.

It is unquestionably true that but for the loss of our best riders and the reputation of the country as the possessor of world-beaters, the National racing board of the L. A. W. would long ago have expelled those on whom suspicion is prevalent. And it is for this same reason—to uphold our National reputation—that our riders so long have striven under the garb of amateurism. The inauguration of the National Cycling Association, or cash league, has certainly been the proper thing at the proper time—for its promoters. The amateur of to-day does not try to adhere to the rules governing his class as much as he used to, nor is he as fearful of expulsion. In the N. C. A. they believe they will find a safe and profitable refuge.

Whether the present existing condition of things will affect the League of American Wheelmen any, remains to be seen. It certainly is a disgrace to any purely amateur organization to harbor members with such questionable amateur standing as the League at present is composed of, and it would be far better that the L. A. W. had no racing men at all, than such. When the League of American Wheelmen was first organized it did not center its interests in racing one-fourth as much as it did to foster the sport of simple bicycle riding, protect its interests and work for the improvement of our public highways. It were better the League heeded the little hit which *Bearings* contained some time ago. It was like this:

AS IT IS.

Good Roads.

Racing.

AS IT SHOULD BE.

Good Roads.

Racing.

Beginners on the Wheel.

Although the numbers of new-born cyclists are increasing every season, it often occurs to one's mind why more don't take to the wheel. We believe many would ride a bicycle if they thought it much easier than walking; others, even at the present day, think it a plaything which has no practical value as a means of locomotion. Some fear they would tire of it in a short time. Some are afraid it would prove too true to be an Elijah's chariot of fire, and they would get to heaven sooner than they cared to. Some look at a hundred dollar bill and then at the machine, and the bill looks the biggest. Some fear they never could learn, or having learned would wake up some morning with a fine crack in the neck which they never would get over.

No one need fear that he will not be able to learn to ride. Neither need he fear that he will get thrown and seriously wounded while learning. It is true that for two weeks a stone, post or deep ditch has a peculiar fascination for your

wheel, which, if you notice it, will prove well nigh irresistible. You will also become aware of the magnetism in an electric car, wagon, or even the curb-stone; it will draw you unconsciously toward any one of these impediments with remarkable ease. But once overcome these obstacles by conquering the methods of using the bicycle, you will find it so tame and docile as to obey your slightest will.

About That Rupture.

It has been amusing, yes, laughable, to read the spiteful gushings in the Chicago papers about the late work of the handicapper in the Waukeesa road race. That his work showed some lack of judgment or knowledge of the riders who entered, is conceded by all, but how many can justly realize the enormity of his job in giving each of the two hundred and sixty-one starters in one race a fair chance to

win? Not only are riders satisfied with a fair chance to win, but they all enter with the hope that by some possible chance they will get such a handicap as will guarantee them a "lead-pipe cinch" on the race. Never yet has there been a handicapped road race that there was no kicking. Perhaps there is no one that feels more sorry at the results of the handicapping and the seeming injustice of it all, than the Milwaukee Wheelmen, but in no way will they blame Handicapper Patitz. It was on account of their earnest solicitation that he consented to do

this, and when taking in consideration that he had no trade or personal interests in the race, that this was his initial effort in handicapping and that he received no remuneration whatever for the laborious task, we rather think a gross injustice has been done the Milwaukee Wheelmen and the handicapper. The charge that partiality was shown Milwaukee riders is even more unfounded than the handicapping of last year in the Pullman. Perhaps



some of the Chicago men still remember how bitter the Milwaukee riders were at Mr. Miles for his apparent neglect in properly handicapping them. There was not one from this city that did not set up a howl of discontent. But this year they must gracefully acknowledge due recognition, perhaps the result of last year's "beefing."

Next year, as with the Pullman, we predict outsiders will be more liberally handicapped. It pays to kick once in a while.

Just Like a Bicycle.

Boodle—"A dollar doesn't go nearly so far as it used to."
Noodle—"No, but then it goes much faster."

"That fellow Pnenber is the most conceited fellow I ever met. What ails him?" "I believe he once invented a non-puncturable pneumatic tire and sold it before it was tested."

The International Chicago Meet.

At a late meeting of the general committee, the program for the entertainment of guests during the International meet at Chicago from August 6 to 12 was completed. An appropriation of \$7,500 was made for the purchase of prizes which in addition to the quantity of prizes that will be donated will bring the prize list up to a value of at least \$10,000.

Visitors will be royally entertained. On Sunday evening, the first day, the Rev. Dr. Thomas will hold divine service especially for wheelmen. Monday forenoon two large runs will be held, one on each side of the town. The afternoon, racing and in the evening all the club houses will be thrown open to visiting wheelmen. After Tuesday afternoon's racing the local wheelmen will make the visitors their guests for a night's entertainment at the Trocadero. Wednesday evening a steamboat ride on the lake. Thursday night a visit to the World's Fair grounds, special arrangements having been made with Director-General Davis to provide for a wheelmen's night. Friday and Saturday evenings are open dates as yet. On the Sunday following the week's racing a mammoth century run over the Elgin-Aurora course will take place.

The following race-meet committees were appointed by the general committee:

Referee—H. E. Raymond, chairman Racing Board and president of International Union. The four other members of the Racing Board were named as judges. Scorers—E. C. Boile, F. M. Newman, and C. P. Root. Two more scorers have yet to be appointed. Umpires—R. O. Forrest and F. J. Fanning. Announcers—W. A. Schockley, Harry Hanford, and W. C. Marion.

A Capital Suggestion.

Among the spectators who witnessed the finish of the Waukesha road race on July 4 was Attorney E. E. Chapin. As a result of his experience and observation, Mr. Chapin has a novel idea to offer. He says:

"To see the wheelmen whiz by like a streak of lightning does not afford much satisfaction, and in such a crowd as was at the finish, many are unable to see anything. For the future I would suggest to the management of these races that they have the last mile run on the track at the State Fair grounds or National Park, where everybody can see the end and see the riders all together. They could run over the regular course for fifteen miles or more and then wind up on a regular track where the people interested could sit down and see the whole thing. I would suggest that an admission fee of ten cents to such a place be charged, which would cover all expenses.

W. M. Breckenridge, a Milwaukee boy, won the one-mile handicap bicycle race at the Winona, Minn., meet on July 4. His time was 2:43.

Sanger's Welcome Home.

Milwaukee riders and friends of "Wally" will never be presented with a better opportunity to show their appreciation and good will towards him than upon his arrival in his native city on the evening of July 28. The Telegram



TELEGRAM CLUB HOUSE.

Cycling Club, under whose colors he has been riding, is preparing for a large demonstration and will be assisted by every club in the city. The riders will form in line at the depot, upon Sanger's arrival, with their wheels decorated and illuminated with lanterns and will escort the hero to the Telegram's club house on Broadway. At the club house speeches of welcome will be made

by Governor Peek, Mayor Koch and others and a general jolification will be held.

On the day following, July 29, in the afternoon, the tournament in Sanger's honor will be held at National park. Crack men from Chicago and the East will be present.

The list of events are:

No. 1—One Mile Novice, Open.

No. 2—One Mile Handicap.

No. 3—One Mile, 2:30 Class.

No. 4—Newspaper Men's Race, One-half Mile Handicap.

No. 5—One-half Mile, Open.

No. 6—Two Mile Handicap.

No. 7—Boys' Race, under 17 years.

No. 8—One Mile Open.

No. 9—Sanger will attempt to lower the One Mile Record.

The prize list will exceed anything yet offered in Milwaukee. It includes an \$150 piano, valuable diamond studs, and four high grade bicycles.

A Cosy Home.

On the preceding page we give a glimpse of the new home in course of construction for Fred. J. Schroeder, the big man who is so prominently connected with racing affairs in Milwaukee. It has been whispered that some time in October will be the happy day; the day on which he will become affianced to Miss Lulu Schwartzburg and the day on which he will take his bride to his new home. It is located on the corner of Sixth street and North avenue.

Milwaukee promises to have asphalt pavements in the near future.

The State Meet at Ripon.

Until after the Wisconsin Division's annual state meet to be held at Ripon August 16-17, its wheelmen will be a busy body in providing for the care of the visiting brethren.

This, the '91 L. A. W. meet, has been fortunate in get-



Scene on Green Lake, Near Ripon.

ting the little town of Ripon to throw open its portals and reach out its arms in a spirit of hospitable welcome. The town is located in one of the most picturesque portions of the state, about eighty-three miles northwest of Milwaukee, and centered on two railroads. It has a population of 5,200 and each and every one of the inhabitants have combined their efforts to make the meet not only one of the best the state has had, but one that the "boys" will leave with regret at the conclusion of its festivities.

Ripon has ever been foremost in athletic sports and fully sustains its reputation in the way of cycling. The Ripon Cycling Club, under whose management the meet will be conducted, was organized last year and has now a membership of sixty. Much of the success of the club is due to Irvin F. Strauss, who was its first president, and to him largely belongs the credit of securing this year's state meet for Ripon.

The hotel facilities of Ripon are unsurpassed by any city in the state of twice its size, and already the club has had offers from many private homes offering to throw wide its doors to the L. A. W. boys. A short spin over an excellent road will take the cyclist to that mecca of Wisconsin resorts, Green Lake. There is nothing which excels the picturesque beauty and fine body of water or the fine location of cottages bordering the water's edge, the doors of which, too, have been swung open to those desiring to stop over night.

The bicycle track is claimed to be the finest half-mile regulation track in the state. It has excellent stretches and

perfect turns, and a Ripon rider has been credited with a half mile in 1.11. The track will permit of twelve riders starting abreast, without crowding, and a grand stand has been erected with a frontage of ninety-six feet.

The programme for three days will be as follows: August 16, A. M., parade and run to Green Lake; 2 P. M., racing; evening, dance "given in honor of our visitors." August 17, A. M., parade and run to some surrounding town; 2 P. M., racing; evening, banquet and distribution of prizes. August 18, run to Green Lake; 12 M., barbecue on lake shore and wind-up by a "hop" at pavilion until 11:30 P. M., when the train will bear the racing men to Minneapolis, the next circuit meet, August 19.

The prize list will exceed any yet offered in the state and includes six high-grade bicycles, diamonds, real estate, watches, etc. Ripon is going to preserve its reputation as a hospitable town and no one will leave the city feeling that he has not been used with the utmost courtesy.

A general invitation is extended by the Ripon Cycling Club to all interested in cycling, and its members guarantee a fair field and no favors to any one on the track. We must quote what was once said by the members shortly after they secured the meet: "Wheelmen, you will many times say, before bidding good-bye to this beautiful city and its hospitable people, 'We made no mis-



Scene Near Green Lake, Six Miles From Ripon.

take in our choice." The entertainment offered the visitors is truly something beyond comparison and of itself will insure the attendance of every L. A. W. member and lover of the sport. The officers of the club are: President, Charles S. Sharp; vice-president, Charles Welcome; secretary, C. M. Jelleff; treasurer, F. W. Lyle; club representative, Harry Powers; captain, Louie Reed; lieutenant, J. E. Brayton.

THE PNEUMATIC.

State Meet's Program of Races.

The entry blanks for the races to be held at Ripon in the International circuit are already being widely circulated. The list of events is as follows:

WEDNESDAY, AUGUST 16.

1. One-mile novice.
2. One-half-mile handicap.
3. One-mile open.
4. One-half-mile state championship.
5. International invitation, one-half-mile, best two in three heats, first heat.
6. One-mile, 3-minute class.
7. One-mile, 2:30 class.
8. One-mile, boys under 18 years.
9. International invitation, one-half-mile, second heat.
10. Five-mile handicap.
11. One-quarter-mile open.
12. Ripon Cycling Club, one-mile handicap. Open to club members only.
13. Two-mile state championship.
14. International invitation, one-half mile, final heat.

THURSDAY, AUGUST 17.

1. One-mile novice.
2. One-mile, 2:40 class.
3. One-half-mile open.
4. Our Neighbors' handicap, one mile. Open to residents of Fond du Lac, Green Lake and Winnebago counties.
5. One-half-mile, boys under 15 years of age.
6. Two-mile handicap.
7. One-fourth-mile, state championship.
8. One-mile, 2:50 class.
9. Five-mile open.
10. One-mile, state championship.
11. International invitation, one mile.
12. One-mile handicap.
13. One-mile consolation.

A Short But Successful Relay.

The relay ride from Fond du Lac to Milwaukee, run on the morning of June 28, has gone down on record as one of the events long to be remembered in the annals of Wisconsin cycling history. The message contained in the pouch carried by the riders was from President L. A. Erhart, of the Winnebago Wheelmen, Fond du Lac, to President E. A. Savage, of the Milwaukee Wheelmen, terminating at the latter's club house on Milwaukee street.

The start was made at 8:23 A. M., from the Winnebago Wheelmen's club rooms. The relays were run as follows: Fred. Hurlbut, 3 miles; E. B. Thew, 4 miles; Louis Beyer, 5½ miles; Louis Lusk, 3 miles; Oscar Kraemer, 3½ miles; Geo. Reader, 3 miles; Paul Fritz, 3 miles, each accompanied by a companion. Total time, 2 hours, 1 minute to Kewas-kum. Here the message was taken up by the following riders in relays: A. C. Runkel, John Bowen, to West Bend, 8 miles, time 30 minutes; Henry Zerbel and John Reitzner

to stone church, 6 miles, time 22 minutes; J. C. Schmitzbauer, W. C. Neilson, Three Corners, 16 minutes; Ed. Roth, H. Schmitz, Four Corners, 8 miles, time 20 minutes; Geo. Kuentzel, Ed. Rigby, Menomonee Falls, 5 miles, time 22 minutes; Geo. Becker, F. Prachthausser, 7 mile house, time 24 minutes; A. Frattinger, J. Church, last relay, 8½ miles, time 26 minutes. The entire distance of seventy-two and one-half miles was covered in 4 hours and 41 minutes, making the Milwaukee end of the relay in exactly schedule time, 2 hours and 40 minutes. Where some gained a few minutes on schedule time others lost, and it was a matter of great satisfaction that the total time was made exactly as figured out.

The First Fleet a Success.

Great sport, fast riding and exciting finishes characterized last Saturday's first race meet of the Milwaukee Wheelmen held at National park. The track was not in the best possible condition and a strong wind from the Northwest did not help to make the fastest time.

The list of events and finishes is as follows:

One-mile novice—First heat, T. H. Jacob, first; H. Guterson, second; W. A. Bremer, third. Time, 2:52. Second heat, H. Zerbel, first; L. S. White, second; Tom Stott, third. Time, 2:49.

Half-mile open, flying start—Cy. Davis, Chicago, first; E. A. Vogel, second; F. W. Schmitz, third. Time, 1:15½.

One-mile, 3-minute class—First heat, Henry Kanaska, first; F. B. Hart, Chicago, second; A. C. Runkel, third. Time, 2:52. Second heat, E. W. Roth, first; L. S. White, second; H. Zerbel, third. Final heat, Henry Kanaska, first and winner of the race; E. W. Roth, second; A. C. Runkel, third. Time, 2:42 3-5.

Two-mile handicap—Phil. Nickel, 70 yards, first; E. A. Vogel, 70 yards, second; E. W. Roth, 150 yards, third. Time, 2:12 2-5.

One-mile open—Cy. Davis, Chicago, first; Phil. Nickel, second; J. F. Reitzner, third. Time, 3:02½.

One-mile open, ordinary—J. C. Schmitzbauer, first; H. P. Andrac, second. Time, 3:42½.

Five-mile handicap—F. W. Schmitz, first; A. Frattinger, second; E. W. Roth, third. Time, 14:02.

One-mile, 2:30 class—F. A. Vogel, first; P. H. Sercombe, second; Phil. Nickel, third. Time, 2:43 1-5.

The Thiensville Road Race.

The North Side Cycling Club will run its second annual club road race on the afternoon of August 5, from Thiensville to the city limits in Williamsburg, over the Green Bay road. The distance is thirteen miles over moderately fair roads with one or two slight grades. The race this year will have about sixty entries. The main prizes so far are a Sterling Special, donated by C. F. Stokes Mfg. Co.; first and second time prize by Geo. Durner, and a number of other prizes of less value. Entries close August 3. Handicaps will be announced Friday August 4, 8 a. m.

THE PNEUMATIC.

THE RECORD AGAIN REDUCED.

The Waukesha-Milwaukee Handicap Road Race of Eighteen Ninety-three.

JOHN F. REITZNER—Winner of the race. Time, 48:54.
EMIL ULBRICHT—Winner of the time medal. Time, 52:15.

Another hero has been added to the cycling world in the person of Dick Meyer, winner of the '03 Waukesha-Milwaukee road race.

Long before the riders were expected on the morning of the Fourth of July, thousands of people began to congregate, until both sides of Grand avenue above Twenty-eighth street were lined with a closely packed mass of humanity for a mile in length.



JOHN F. REITZNER, WINNER AND TIME MEDAL.

The start of the limit men was made promptly at 9 o'clock from the Waukesha court house, the others following according to

their handicaps. Starter F. J. Morawetz accomplished his work in the most systematic manner, and at 9 o'clock, Nessel and Ulbricht, of the Chicago Racing Wheelmen, the only scratch men, started in hot pursuit of the 208 men ahead. The sky was clouded, threatening every moment to deluge the riders, but the atmosphere was bracing and fresh, greatly assisting the riders in their speed. At seven minutes to ten the first two riders were in sight of the timers and the first man was scored at 9:53.07, closely followed by Pruessing.

These are the winners of prizes as they finished:

	Handicap.	Actual Time.
1. Richard C. Meyer.....	12:30	52:37
2. Hugo Pruessing.....	12:30	52:38
3. W. C. Schrader.....	11:15	52:35
4. J. N. E. Trout.....	11:00	52:37
5. L. P. Rhine.....	12:00	53:48
6. E. L. Fielding.....	12:00	54:00
7. Walter McNally.....	13:00	55:20
8. L. R. Whitney.....	12:30	54:55
9. Wm. D. Howie.....	10:00	52:58
10. L. H. Miller.....	11:15	54:14
11. Dave Geraghty.....	11:45	54:45
12. E. A. Warnke.....	12:30	55:53
13. H. L. Gittner.....	10:00	53:25
14. Arthur Czerwanky.....	11:00	54:44
15. J. D. Canner.....	11:45	56:32
16. W. B. Duke.....	11:15	55:03
17. Chas. Schmitbauer.....	11:30	55:27
18. E. A. Savage.....	8:45	50:45
19. W. A. Hermann.....	7:00	53:00

	Handicap.	Actual Time.
20. Kanegoro Negaye.....	12:30	56:41
21. A. A. Baltes.....	12:00	56:15
22. E. McMackin.....	9:30	53:46
23. Jesse Pedersen.....	8:30	52:50
24. T. J. Brown.....	12:00	56:21
25. B. E. Saveland.....	11:45	56:11
26. Otto F. Zachaschner.....	12:30	57:00
27. W. C. Williver.....	11:00	55:32
28. J. A. Rappel.....	10:00	54:37
29. W. H. White.....	9:00	53:41
30. John Norman.....	9:15	52:00
31. B. W. Park.....	9:30	54:17
32. Ed. Roth.....	4:15	49:08
33. E. L. Kuentzel.....	10:30	55:22
34. George Hensing.....	11:45	56:40
35. Geo. Chittendon.....	5:15	50:15
36. J. A. Sandburg.....	6:00	51:02
37. A. W. Bender.....	10:30	56:36
38. Len White.....	5:15	50:25
39. Samuel Jones.....	10:00	56:11
40. Joe Lantry.....	9:15	54:27
41. Henry Zerbel.....	4:45	49:58
42. Chas. Heller.....	4:45	50:00
43. H. J. Schmitz.....	7:00	52:15

Emil Ulbricht was the winner of the time medal, starting from scratch and winning seventy-fourth place. Time, 48:54. J. F. Reitzner, captain of the Mercury Cycling Club, came in for second time medal, securing forty-fifth place with a 2:15 handicap. T. H. Jacob, of Waukesha, won the novice time medal, of the *Evening Wisconsin*, in 50:42.

The details of the race were well carried out at both ends, and the officers of the day are deserving of great credit. Mr. R. P. Wheeler was the official timer and did his work perfect. The officers were: Referee, Fred. J. Schroeder; starter, F. J. Morawetz; judges at the finish, R. S. Baird, G. Aussem, Gus. Simmerling, Caspar M. Sanger; judges at the start, V. M. Tichenor, Andrew Steel, Otto H. Link, V. J. Schoenecker; timers at the finish, M. C. Rotier, T. S. Andrews, George Kendall, O. E. Binner, H. J. Rotier, A. C. Morrison, E. D. Haven, Harry Paine, R. P. Wheeler, William Upmeyer; timers at Waukesha, F. T. Andrae, W. L. White, E. D. Rigby; chief marshals, August Rutz, John J. Baumgartner, A. C. Huchting, H. P. Andrae.

HISTORY OF THE WAUKESHA.

This was the fourth annual race over this course. The tabulated history of the series of races is as follows:

Year.	Handicap.	Actual Time.
1890	E. H. Paige (winner).....	8:00
	F. T. Andrae (time medal).....	scratch
1891	C. W. Price (winner).....	7:00
	N. H. Van Sicken (time medal).....	scratch
1892	E. C. Hueffner (winner).....	13:00
	Fred. Nessel (time medal).....	2:00
1893	Richard C. Meyer (winner).....	12:30
	Emil Ulbricht (time medal).....	scratch

NOTES OF THE RACE.

Geo. Krellwitz, of this city, wins the donkey booby prize donated by Binner.

THE PNEUMATIC.

F. W. Schmitz is acquiring his old form again and is credited with sixth best time.

Undertakers' hill was newly graveled and nearly every rider was compelled to walk up.

The prizes were presented to the winners at the club house of the Milwaukee Wheelmen, Saturday evening, July 15.

The road all the way from Waukesha to the city was lined with spectators. Some of them were farmers and many others came from the surrounding towns.

Roy Reed, the fast little rider from Ripon, met with an accident which came near being very severe. A rider just in front of him fell in the road and Reed, who had not time to change his course, rode right over him as a result and took a header. Both men were severely bruised and Reed's wheel was broken.

P. H. Sercombe, to whom so many confidently looked for winning the time medal, came to a sad ending by being ditched by another rider. He was riding at a terrific pace and scorers along the road say he must have gained on the scratch men. He was severely bruised and did not finish, but gave his wheel to another rider.

Fred. Nessel narrowly escaped being dashed into a train as he was coming down the hill at Wauwatosa. In spite of the warnings of the flag-men and the crowd of spectators' motions, he came rushing down the hill like a whirlwind and in order to save himself when he saw all chance of passing had passed, he opportunely ditched himself. This disabled his wheel and he was out of the race.

The Winner, R. C. Meyer.

Richard C. Meyer, winner of the '98 Waukesha-Milwaukee road race, is a son of Otto A. Meyer, of the firm of Fette & Meyer. "Dick" is a rider of the '98 vintage, and is

but 19 years old. He never indulged in much athletic work until he took to the wheel this season, when he was frequently seen going over the course, but he nor any of his friends thought that he stood any show of winning even from the 13-minute mark.



His remarkable time of 52.37 was a surprise to all. Young Meyer is a clerk in his father's wood and coal office, but spends a good deal of his time on his wheel. He possesses three essential qualities to be a successful racing man—modesty, strength and speed.

Sanger's Winnings.

In the mile race with Johnson at Toledo the first day, Sanger did not enter that to beat him. Sanger has acquired a mania for diamonds and in this one race he saw an opportunity to win three of these sparkling gems. One at the first quarter, another at the second and the third was the second prize, a hundred dollar diamond. The first prize was a bicycle. He captured all three.

Sanger gave new figures to the world for the one mile competition record on the Hartford (Conn.) track, July 4. It was a great race and thousands of people were there to applaud him. Rich and Hoyland Smith started from the 30-yard mark, but they proved easy competitors for Sanger who passed them at the half-mile and "shook 'em" at the three-quarter mile, passing the whole field on the outside and finishing 25 yards ahead of them all. His times were: Quarter, 35; half, 1.09 3-5; three-quarters, 1.46; mile, 2.14 3-5.

The one-mile championship of England, which Sanger captured just before his departure, was witnessed by 5,000 people at Herne Hill track. There were thirty entries but the test of speed was between Harris and Sanger. The large field of starters necessitated three heats. The first was won by Pope; T. Osborn, second, and the second was won by Sanger; Harris, second. Excitement ran high when the three, Pope, Harris and Sanger came out for the final heat. They started out with a comparative crawl until the gong rang for faster pace, when Pope rushed to the front, with Sanger and Harris in hot pursuit; but down the back straight the pride of Milwaukee and America shot to the front, and despite little Harris' most plucky efforts, flew across the tape four lengths ahead, leaving Pope a dozen yards in the rear. Time 3.40 3-5. In the last quarter Sanger also gained new honors by beating the record for a flying quarter. Time, 28 4-5.

President Baird as a Host.

Last Friday evening Richard S. Baird, president of the Comet Cycling Club, royally entertained its members at his home, 178 Fourteenth street. The doors of his inviting home were thrown wide open and during the course of the evening a fine luncheon was served in the dining-room. At the conclusion of the little feast Mr. Baird presented the special prize for the first of its members to finish in the Waukesha to W. C. Schrader. Wm. Howie, Henry Schmitz and W. C. Zabel followed in the finish of its members and each was presented with a special prize.

During the evening excellent music was rendered by Messrs. Friend and White on the violin and piano. The larger part of the time was spent on the fine lawn adjoining the house which was artistically trimmed with illuminated Japanese lanterns.

Local Notes.

Ed. Vogel won the 2-40 class at the Sandusky, O., race meet, July 4.

Hal. Codeman has been appointed chairman of the racing board of the Telegram Cycling club.

The Mercury Cycling Club is making arrangements to hold a tournament at National Park, August 21.

We are indebted to *Cycling Life* for the appearance of Sanger's, Meyer's and Reitzner's cats in this issue.

Ed. Roth, W. C. Wegner, J. C. Schmidthauer and Harry Warner will represent Milwaukee in the Madison road race.

A King of Scorchers belonging to Marshall Smith, was stolen from the Mack block. The number of the wheel is 25,833.

Another King of Scorchers was stolen at the finish of the Waukesha race belonging to Robt. Wendlandt. Its number is 24,929.

The "13" Club's road race which was postponed some time ago, will be run over the Whitefish Bay course the latter part of this month.

The North Side Cycling Club members claim they received unjust treatment at the hands of the handicapper in the Waukesha road race.

The Telegram Cycling Club has erected a large pole on the top of the cupola of its club house, from which floats a handsome flag bearing its name.

Racing men who have tried the Athletic Park track, on which the N. C. U. will hold its races, say that it is impossible to make fast time on it on account of the turns and embankments.

At a late meeting of the board of directors of the Milwaukee Wheelmen it was decided to conduct the International tournament under their own management, instead of operating with the other clubs.

August 4 and 5 Milwaukee will see her first real cash prize tournament. It will be held at Athletic park, and \$1,000 in prizes will be put up. Thus far there are about half a dozen of our local racing fights that will race for cash. Among them are Steinel, Muas, Kanaska and Bartlett.

While making out the handicaps for the Great Waukesha-Milwaukee road race, Handicapper Patitz came upon an entry of a local rider which gave his time as 18½ minutes over the following course: "Started at corner of Wells and West Water street up Wells to Twenty-sixth, to Grand avenue, to Sixth street, across viaduct to National avenue, and back to Menomonee river bridge." There his "previous record" ended and from this Patitz was obliged to decide upon his handicap!

Madison's Open Road Race.

The Madison Cycling Club will hold its first open road race over the Sun Prairie-Madison course on July

22, at 9 A. M. This race will be open to any amateur in good standing and riders from all over the state will compete. The twelve-mile course is a straight road with no hills of any length and is usually in first class condition. The finish will be in the heart of the city, the last mile being run over newly laid macadam. The prize list is headed by an \$125 wheel for first prize and a \$50 time medal, with about fifteen prizes of less value. The Madison Cycling Club extends a cordial invitation to all amateur wheelmen to participate and promise all a good time. Entries close on July 17, with L. P. Holmes, 223 East Main street, Madison, who will furnish entry blanks on application. Entrance fee, \$1.

An Inter-City Bicycle Organization.

A meeting of representatives from Kaukauna, Appleton, Neenah, Ripon, Berlin and Fond du Lac was recently held at Oshkosh to discuss the advisability of forming an inter-city bicycle association. Their plans are to hold race meets in the different cities in that locality under one management. The plan will perhaps be a good one. It will be the means of promoting cycling to a greater degree in these small towns and will greatly assist in developing local racing talent.

Punctures.

It is claimed an undertaker on a bicycle recently went in pursuit of his daughter, who had eloped. Whether the undertaker was able to overtake her has not yet been learned.

A punctured pneumatic.—A noisy tire annoys a fellow.

The valet of death—the "undertaker hill."

"Your turn will come soon," says the man polishing the cranks of his bicycle.

A lesson in astronomy: A "header" off a high wheel.

"They say Tubing is doing some very brilliant work."
"Yes, he is writing ads for a new cycle enamel."

Rules for New Riders.

Ride with your handlebar on a level with your eyes. You can thus see without being seen.

Ride with your knees and elbows pointing outwards. There is beauty in curved lines.

Keep your saddle away back. No man should be above his work.

Ring your bell constantly. "Music hath charms," etc.

Never neglect an opportunity to suddenly blow your cyclorn behind a nervous old lady. It is such fun to see her jump.

Take up both sides of the way. This is a free country.

Do not carry tools. If your wheel breaks you have your guarantee. Ride home on that.

To calculate your speed do a fast eighth—multiply by 8 for one mile; by 16 for two miles, etc., etc.

Coast on the slightest provocation and save your strength.—Review.

Opinions and Criticisms.

BY "UNKNOWN."

Tom Roe, who started to ride from New York to San Francisco, gave up his ride at Chicago, though he was one day ahead of his scheduled time. The cause of his stopping was that he broke faith with the company whose wheel he was riding, who, it is supposed, was paying his expenses besides furnishing him a wheel to ride. Tom is evidently out for the stuff and is now riding in the cash prize league. I wonder what the L. A. W. will do with his life membership.

The world's championship races at Chicago, August 7-12, will be run before the next issue of this paper. At present there is no certainty as to who will be the duly accredited representatives of the foreign countries. England may not send a man; France will not; Ireland and Scotland will doubtless be represented by R. J. McCready and James McLaren. If Osmond secures his credentials from England he may ride provided the L. A. W. will not turn the tables on England and refuse to recognize their endorsement. Osmond is here representing an English bicycle firm.

A prominent cyclist made this remark at Toledo last Saturday, says the *Referee*: "Sanger can ride all around Johnson and from his riding yesterday I think he will even play horse with Zimmermann. I never saw a man ride so easy and apparently without effort. He has the international championships at his mercy." It certainly is very gratifying to hear this. I too believe Sanger can out-ride even Jimmy, but it is very possible that in races with a large field of starters, Sanger will be out-generated by his

older and by far more experienced competitor. It is not entirely a matter of speed in these races; headwork plays an important part.

The great Waukesha-Milwaukee road race is over, and though every rider in the city had a winner picked, I don't think any one ever mentioned "Dick" Meyer. He was a sure enough dark horse, though Preussing was looked upon by many as a probability. The story of the ride is told on another page, but I would like to say that the riders were all too fast for such handicaps. A majority of the riders

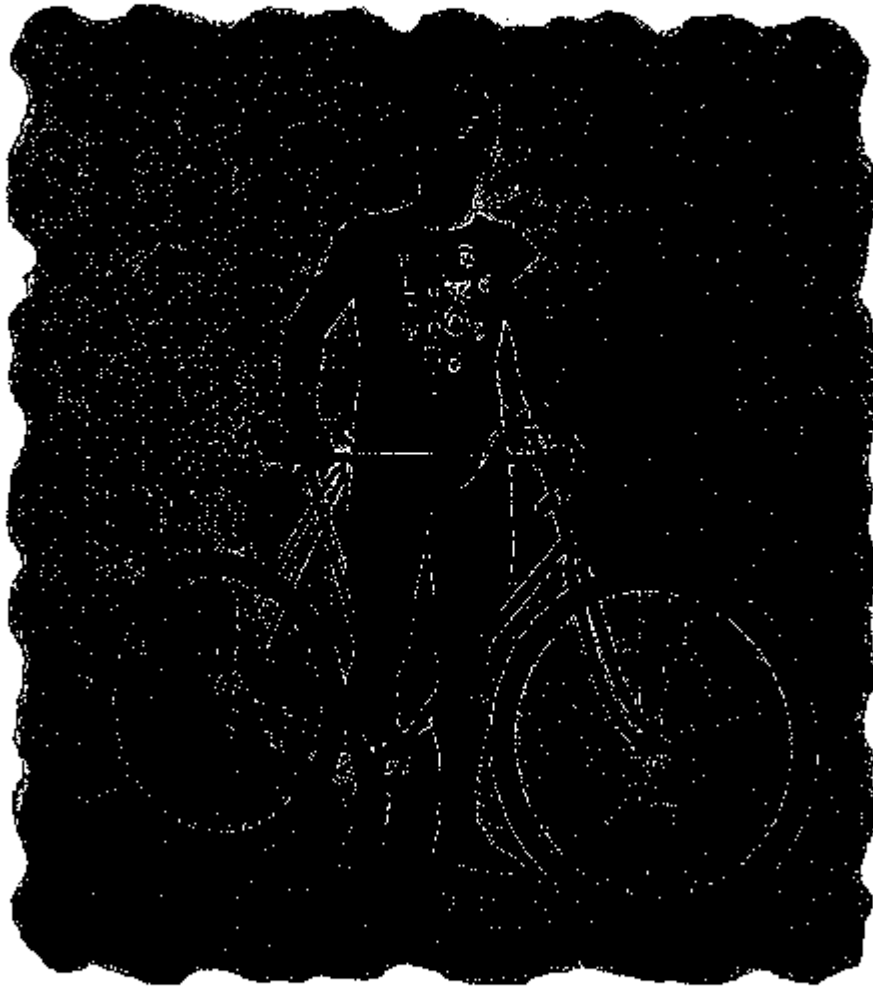
above the 10-minute mark were not supposed to ride in 60 or 65 minutes, but that such fast time was made by all the novices was owing to the atmospheric conditions to a great extent and to the good but narrow track made by cyclists during training.

The 25-mile road race at Detroit the 22d inst. promises to be an unusually interesting one. The course is perfectly level, and as all the fast road-riders have entered another record for the distance will, no doubt, be made.

If the promoters of the National

Cycling Association of America do not soon get the crack men of this country interested in their cash prize scheme, it is a foregone conclusion that they will soon have to throw up the sponge. At a recent meeting in one afternoon where they gave away \$1,000 in cash prizes, their gate receipts amounted to \$48.00!

I am glad to see that the Milwaukee Wheelmen are to turn out in force to welcome Walter Sanger home. Although "Wallie" has declared he would never ride at a meet held under the club management, the members bear no ill-feeling



England's Champion. America's Wonder. Milwaukee's Pride.

toward him, and I feel safe to say that he does not toward the club, except perhaps a very few, and that for personal reasons. If the evening is a fair one there will be a large lantern parade with the Milwaukee Wheelmen in majority. The reception will do credit to both Sanger and the wheelmen of the city.

"I think I have a tack in my tire," said B. A. Savage, riding up to Andrae's one day with a deflated tire. A cursory examination revealed a twenty-penny nail entirely buried in the rubber folds. This hair-sized tack was picked up on the Sixth street viaduct.

Because he is the champion of England, Mr. Stormey, the English representative of the International Association, claims that Sanger must represent England in the International races. What a queer state of affairs!

English "Cycling" Talks About Sanger.

The one mile amateur championship of England—the most coveted of all championships—has again been won by an American, and we hasten to congratulate Walter C. Sanger, of Milwaukee, upon his achievement. Under the circumstances, many will consider the victory opportune and Americans will, doubtless, be frantic with delight to think that, although one of their countrymen was barred by the powers that be, another was good enough to retain the title. Sanger fully deserved to win. He has had a hard time in training, and it has required great perseverance, on his own part and on that of his trainer, to bring him to perfection. Time after time we have seen him beaten, and he has taken defeat as all Englishmen like to see a man take it—as a sportsman. How amusing it is now to revert to the opinions expressed by clever critics, who described him, prior to his visit to this country, as the hero of one of the cheapest reputations ever made in cycling. In our issue of March 18th last, we stated that we had never seen the man, and preferred expressing our opinion of Mr. Sanger's merits as a racer when he packed up his baggage and went on board ship to return to his native land. Events have confirmed the wisdom of our decision. On Saturday last Sanger showed himself immeasurably superior to our best men, and, at exactly the right time, proved decisively and conclusively, his now undoubted pre-eminence. We can assure our American cousins that Sanger's victory was hailed with satisfaction by all English cyclists, whose sympathies seemed to be with the remaining American, owing to the barring of Zimmerman on the eve of the championships. Sanger has given us a parting taste of his speed prowess by reducing our flying quarter, half, and mile records. The speedy American left England last Wednesday, and he has our best wishes for a safe journey.

"There, blast you," said the tack to the pneumatic tire. Then it leaked out it was only punctured.

Condensed State Items.

Neenah Wheelmen had a road race July 12.

Horicon had a successful race meet on the Fourth.

Rib Lake has a number of cyclists and will soon organize a cycling club.

The Miles Bicycle Club, of Eau Claire, is now a league club. L. A. W. No. 515.

Reedsburg wheelmen had a century run to Watertown, via Lodi, last Sunday.

W. C. Reinig and Paul Fritz, of Fond du Lac, are touring a wheel to Kansas City.

The Chequamegon Cycling Club, of Ashland, will hold a race meet in that city July 18.

I. G. Farris, of the Columbian Cycling Club, Eau Claire, recently rode to Chicago a wheel, a distance of 376 miles, in four days.

The Columbian Cycling Club, of Eau Claire, is making preparations for a ball to be given some time during the month of September.

Mr. Van Wagener, of Eau Claire, is the inventor of a bicycle stand that can be carried on the wheel and is always ready for instant use.

The prizes that were to have been awarded on the Fourth at Neenah will be reserved for the Labor day handicap road race from Oshkosh to the town.

The Madison Cycling Club is awaiting the completion of the new half-mile bicycle track to hold a two days' tournament. The members calculate it will be completed by September 1.

The squabble amongst the Oshkosh Wheelmen over the 4th of July race meet affair, seems to be at an end and now all of its wheelmen will join hands in promoting one good race meet this season.

Our Medford correspondent informs us that the city marshal of their town recently attempted to arrest a bicycle rider for riding on the streets on Sunday, but the people interfered and he was let go.

In Janesville the riders propose to have a handicap race each Saturday during this summer, the prize being a gold medal. The person winning it the most times at the end of the season will be entitled to the ownership of it.

The Labor-Day handicap road race of the Neenah Bicycle Club promises to be a big event. The management is securing a fine and large list of prizes and riders from all over the state will compete. The course is one of the finest in the country, from Oshkosh to Neenah.

Stanley D. Tallman was the winner of the time medal in the Janesville road race, July 4th, held under the auspices of the Riverside Wheelmen, of Janesville. Leon R. Minor was the winner of the race. The course was about seven miles in length. Tallman's time was 21:40 and Minor's 23:00.

Short Trade Notes.

Over 45,000 men earn their living building bicycles in England.

Saenger racers won twelve out of eighteen prizes at the National Park meet.

Every one of the sixteen Andrac racers that started in the Waukesha finished without a scratch.

In its manufacture a wheel passes through the hands of fifty-four operators before it is finally ready to be sold.

F. S. Dickinson, of Chicago, weighing 140 pounds, rode a 16-pound Arrow racer in the Waukesha road race, making the distance in 51:14.

The first, third, fifth and seventh wheels which finished in the Waukesha road race were the Stearns. Twenty finished, all well up in the front.

Milwaukee gives promise of having another large bicycle factory ready for operation early next year. It will be located west of the city.

The Stokes Manufacturing Co.'s local branch does its own enameling now. The oven recently put in is 6 x 7 x 4 feet in size. It is made of heavy sheet iron and is heated by gasoline.

The Layton Park Novelty Company, of which Jacob Hausen, formerly foreman of the bicycle construction department of the Sercombe-Bolte factory, will be a healthy bicycle factory very soon. They already employ twenty men building bicycles and parts for other wheel manufacturers.

A novel invention for racing men is a kind of miniature camera obscura about two inches square, which, when fixed to the handle-bar, enables the rider to see what is going on behind him—thus relieving him of a lot of brain-worry and looking around.

FOR SALE—Union 2:10, good condition, on easy payments, cheap. 636 Market street, Milwaukee.

WANTED—An experienced bicycle repairer, immediately, at W. A. Bremer's bicycle repair shop, 530 East Water street, Milwaukee. None but a first-class man need apply.

"Fruitz," a Mexican fruit juice drink. Very invigorating after riding. At Allcott's Drug Store, 90 Wisconsin street.

Winners of the Waukesha.

The Syracuse, an \$125 grade of the Stearns wheel, handled by Roth-Kasten Cycle Co., bore the first man over the tape in the great Waukesha road race, July 4.

W. C. Wegner's Sanger racer came in a close second.

The third in was on a Stearns.

The second time medal was won on a 19-lb. James.

The novice time medal on a Cleveland.

The New Wisconsin Plant.

The matter has for a long time been considerably hushed but some of the facts have just been secured that Wisconsin will positively have another large bicycle manufacturing plant ready for operation the latter part of this year.

Some time ago a new town site was secured, by wealthy capitalists, located about a mile north of De Pere and three miles south of Green Bay. The town has been named Alouez and its promoters have interested a large Chicago firm to locate there. The company will be known as the Alouez Manufacturing Company and will build one high grade bicycle called the Thistle, sample of which is now on exhibition at the World's Fair. Mayor R. P. Elmore, of Green Bay, has been elected secretary-treasurer of the company and the capital stock is half a million dollars.

For the bonus the company has received they must employ 700 men. It is expected they

will build about 1200 machines the first year and manufacture other articles besides.

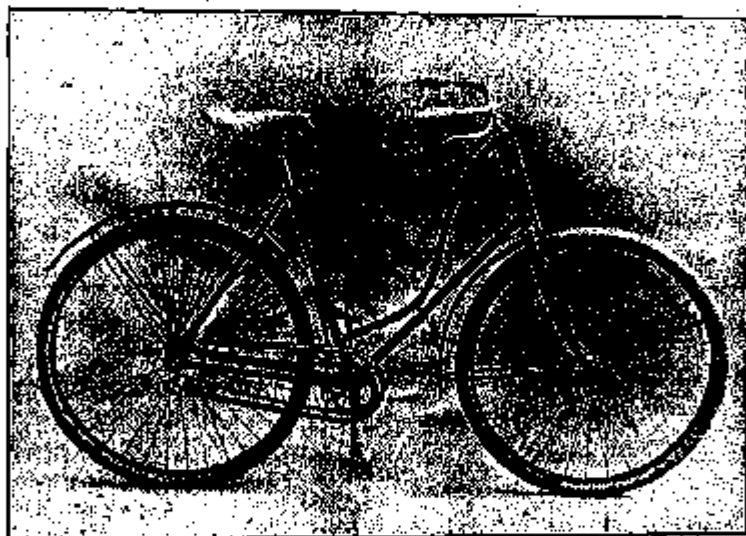
Julien P. Bliss, of Chicago, defeated Johnson at the Sandusky race meet, twice in one afternoon.

Four thousand wheelmen, making a line six miles in length, recently formed a "church parade" and attended services at Newcastle, England.

A. W. Harris will be sent over to represent England in the international races next month.

There is more Catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease and prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Science is now proving Catarrh to be a constitutional disease and therefore requires constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, O., is the only constitutional cure on the market. It is taken internally in doses from ten drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials.

F. J. CHENEY & CO., Toledo, O.



Ladies' Andrac, Weight 35 Pounds.

THE PNEUMATIC.

Cycling Generalities.

H. H. Lambton, the Australian champion, is now with the Humber people, Chicago.

Bicycle riders weighting more than 140 pounds should use at least 1 1/4-inch tires on their wheels.

Practical mechanics claim that a bicycle built entirely of aluminum will never be strong enough to carry a man. One weighing eight and one-half pounds is now on exhibition at the World's fair.

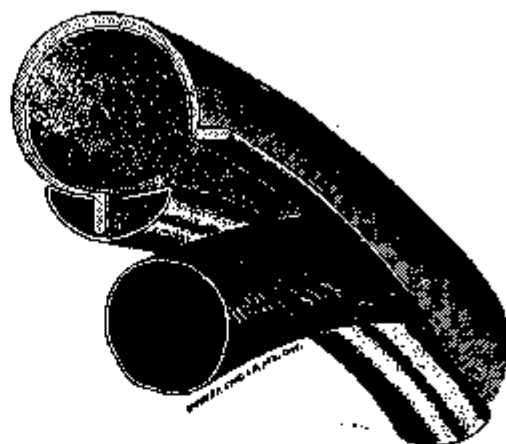
Puncture-proof pneumatic tires will soon be realized. A factory has been started in Dublin, Ireland, which has some secret chemical process to treat the rubber which will close up every cut or hole in the tire.

The "city fathers" of New York are going to adopt an ordinance which will place rental wheels in the same class with hacks, hansoms and other public conveyances, and which will require that they be registered and display a numbered license.

Harry Hilliard Wylie, better known as "Dead Broke," whose appearance in this city last fall is remembered by local cyclists, recently broke the New York-Chicago record, riding the distance in ten days, four and one-half hours, breaking the best previous record by more than one hour. His best day's ride was 146 miles; the shortest, 45 miles.

Telegram Tire.

The cut below explains the method of repairing the Telegram (quick repair) tire. The picture shows the Telegram tire with



the new hollow rim, and the method of removing the inner tube to be patched is so simple and so fully shown in the cut that further explanation is not necessary. The Telegram tire differs

from all other mechanically applied pneumatics, in that it is impossible to pinch the inner tube preparatory to inflating.

The sky-cycle will have reached the height of its ambition when it flies.

"Why all this toil for triumphs of an hour," quoth the young lover, leaving his country girl and riding twenty miles back to his home.

SELLING BELOW COST:

Denison's PERFECT Pocket Oilers

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BICYCLE BADGES and MEDALS.
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Our Coupling (patent ap-
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Why? Because it does not leak, and is the hand-
somest and handiest oiler made. With this oiler
it is an easy matter to oil your bicycle properly
without covering yourself and the machine with
grease.

One half
size.



PRICE 25 CENTS EACH.

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To carry above oiler on a wheel. Thor-
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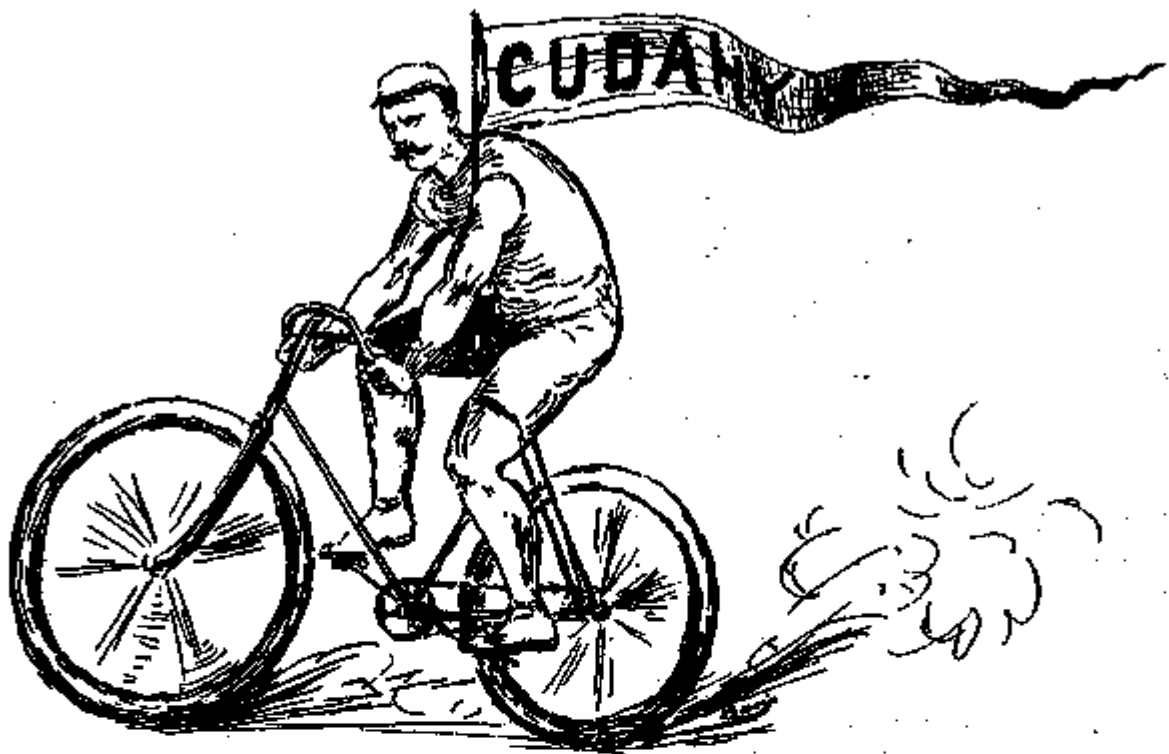
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A youth upon a flying bi-
Cycle which bore this cute device:
"Cudahy!"

Level his head; his optic bright
Shone like an incandescent light;
While, loud enough to raise the dead,
He shouted, as he forged ahead:
"Cudahy!"

"Come off!" the mædchen cried, "and take
Zwei lager for Milwaukee's sake!"
"Oh, no!" he cried, "I reckon not,
I blow no nickels in the slot
I go and buy a corner lot
In 'Cudahy!'"

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The history of the REMINGTON shows a steadily rising tide of popularity and success. It is absolutely unrivaled for all the essential qualities of a first-class writing machine.

- 1867 First invention of the Typewriter now known as the Remington Standard. A few machines made by hand during this and the following years.
- 1873 The repeated experiments of the inventors having somewhat improved on the first crude attempts, it was brought into the Remington factory at Ilion, N.Y.
- 1874 After more than a year of painstaking labor on the part of many able mechanical experts the first Remington-made machines were put upon the market.
- 1880 Five years after only 1,000 machines had been sold. The public were slow to realize the value of the invention.
- 1882 The number increased to 2,300 machines.
- 1885 Five thousand machines were sold this year. It grew in popular favor. In
- 1890 Sales had risen to 20,000 machines per annum.
- 1892 Finds our standing orders to our factory 100 machines per day inadequate to meet the rapidly increasing demand.

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THE Second Time Prize in the great Waukesha-Milwaukee Road Race was won on a JAMES weighing 22½ pounds. This beats all previous records. Eleven others finished without a scratch. This ought to show the merits of the JAMES.

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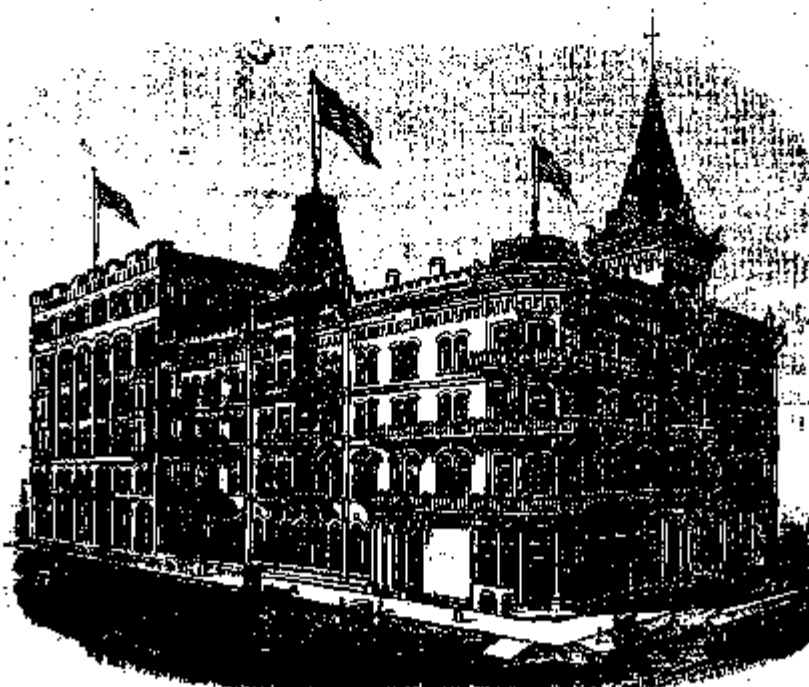
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Facts ^{AND} Figures

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MORAL--LOOK US UP.

THE PNEUMATIC

"As the tire sustains the wheel, this publication promotes its interests."

VOL. III.

MILWAUKEE, WIS., AUGUST 15, 1893.

NO. 5.

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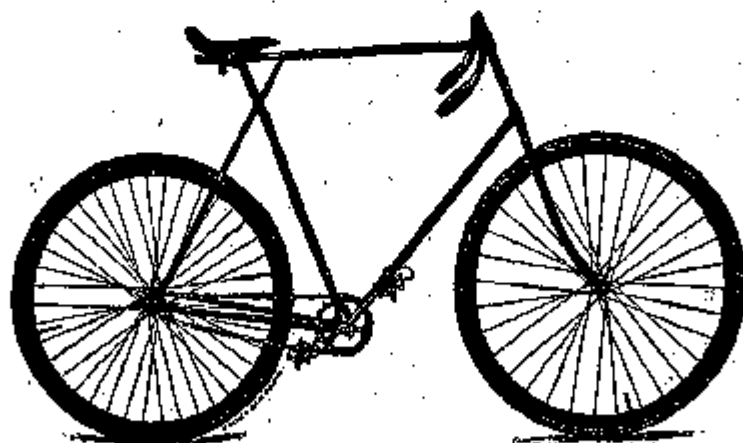
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On a 21-lb. "Sanger" Racer,

W. C. Sanger wins first at Milwaukee, Wis., July 29, in the One Mile Handicap --- Time, 2.09 4-5.

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USE "TELEGRAM" QUICK REPAIR TIRES.

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SECRETS.

Red sets the pace. Black follows, and, hugging close, seems like a panther, cat-like in every move. Red cannot hold the speed, and Brown drops in ahead. Black hangs close like flying death. The half is passed; Brown and Blue, and Black—then a gap. Brown crawls to second place. Red drops out. White rides last amid the field. Heavens, see him sprint! He's third at the quarter. Down they go to the finish, White sliding to second, and Black takes first. The supreme moment has arrived. White bends to his work, and the vibrant wheel answers like a living being. Down goes the head of Black, and in a flash the two shoot ahead, and, neck and neck, rush on. On they come, and on still faster. White gains an inch, and then another. Whizzing like a meteor across the tape, he wins by half a wheel.

The best man wins, and, having won, let him carry modestly his triumph. It is so in life, in business, and in beer. "Pabst-Milwaukee" wins, and having won, who can gainsay its victory? Enough is said. Prosit.



"Pabst-Milwaukee"

A BICYCLE RACE.

NERVES a-tension. Lithe are the athletic forms, and the tendons show like whip-cords amid the elastic muscles. The latent energy, conserved by dominant will, is ready for expression, and the racers wait. Glistening wheels, musical with tight-stretched steel, stand side by side, quite across the track, and the starters, braced, with earnest faces hold the fast ones steady.

Starters ready? Timers ready?—Go! See them spin, gathering speed and drifting like frightened sheep. See the one in blue. He's full ten yards ahead and gaining fast. They strike the quarter; Blue has lost his lead and



BANGER IN DEUTSCHLAND.

THE PNEUMATIC.

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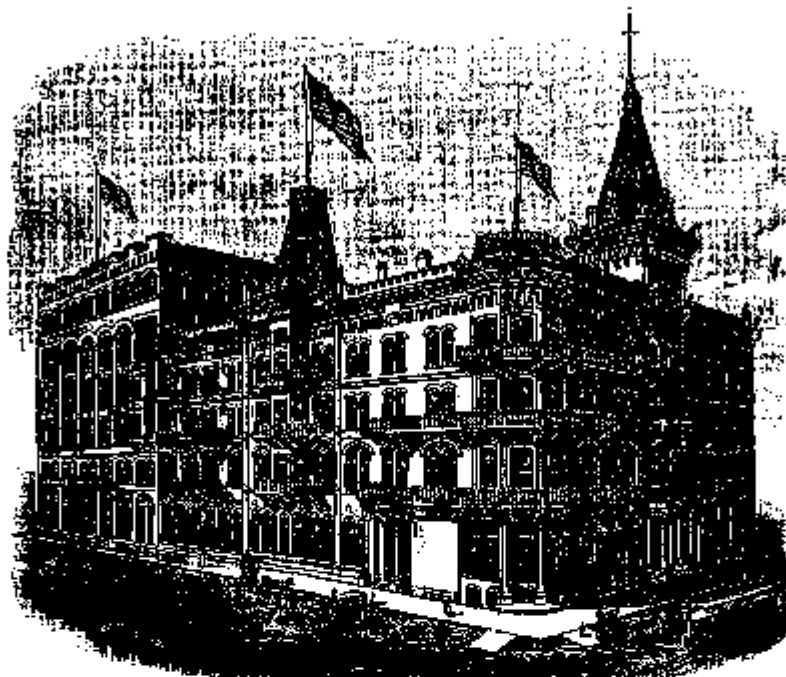
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A GREAT RECORD

for the 30-lb. "Arrow" ridden by Frank Waller from New York to Chicago, 1,000 miles in eleven days, without break or puncture. Also world's record for three miles beaten by Mr. Waller on an "Arrow"—time, 7:31. Every one of the ten "Arrows" in the Waukesha-Milwaukee Road Race came through without a break. One was a 16-lb. the lightest in the race. The strongest light-weight bicycle in the world.

ARROW

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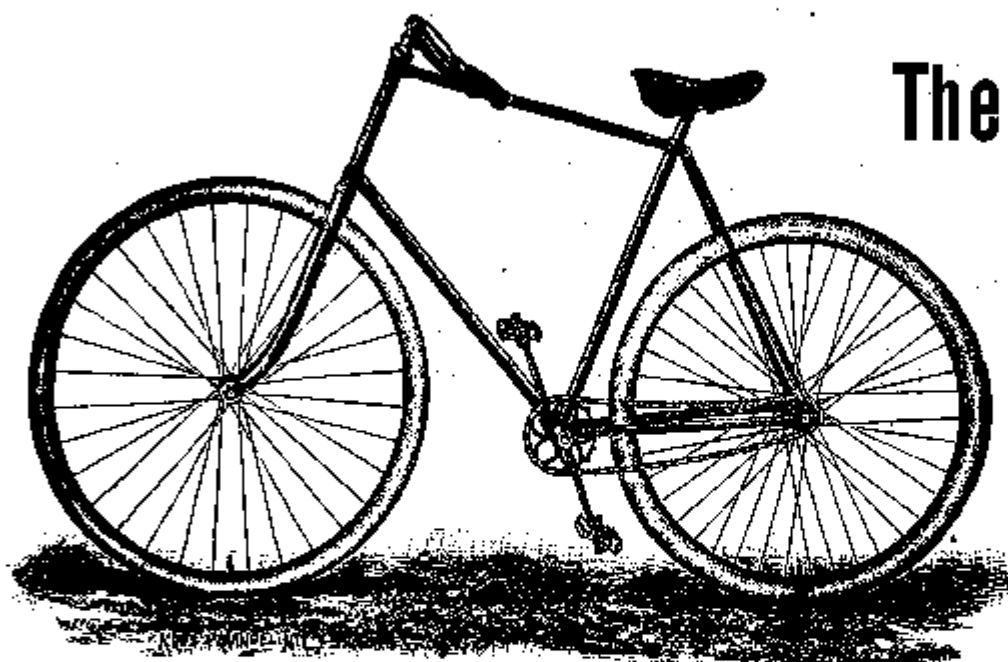
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THERE is nothing complicated in the construction of the *Andrae* machine. Built of the best imported steel tubing, combining all the elements of strength, lightness and durability. It holds the palm over all other wheels in the market. All parts are interchangeable.



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

ADDRESS M. C. ROTIER, 505 EAST WATER ST., MILWAUKEE, WIS.

AUGUST 15, 1893.—The circulation of **THE PNEUMATIC** is still increasing rapidly. During the past month nearly three hundred names have been added to the subscription list.

WOOD has become an important factor in the construction of our modern bicycle. Many of the leading manufacturers are applying wood rims to their wheels and the advantages they have over the steel rims are very distinct. Their use was first brought about to save weight, but since then they have demonstrated other features. It has been proven that steel rims tear out spokes, often buckle and are generators of vibration. The wood rim nurses its spokes, has never been known to buckle and helps absorb vibration. The average steel rims weigh from three to four pounds per pair; wood rims to bear the same load can be made one and a half pounds per pair. The rim is made with an ingenious lap-joint made with waterproof cement and wrapped with strong linen fabric. Were it not for quick-repair tires we believe that the rim would be adopted by all makers.

DURING this term of heat through which we must yearly pass, a timely warning has been cited in the English press by the death of a wheelman from the effects of a heated day's run. The deceased had ridden all day in the hot sun and at night he complained of a headache. He shortly afterward became unconscious and died two days later from meningitis, due to exposure to the sun and exhaustion from cycling. Bicycle riders would do well to heed this sorrowful example and moderate their ardor for long, exhausting rides. Club runs in particular should be run to moderate the pace of the slowest rider. It is at the club runs that the younger and weaker members wear themselves out in their vain efforts to rival the physical performances of the stronger and well seasoned cyclists. Cycling can be made an injurious mode of exercise as well as a healthful one.

AMATEUR bicycle races have got to be run on a strictly business basis in the future. The days, when the race meet promoters could succeed in enlisting the sympathy of the business community to contribute to the prize list, have elapsed. The sport has outgrown its right to beg for sustenance. It now commands the attention of all lovers of sport; they pay the price of admission to see the races and the promoters must be satisfied with that as a source of revenue to defray the expense of purchasing prizes. If bicycle racing cannot live without the assistance of contributions, it will soon be on the wane. The time has come when it must be sustained on its merits, and buying prizes instead of begging them works to the benefit of a club in more ways than one. Such an organization gains recognition for its independence and true spirit and will receive the support of the better class of cyclists and the good will of the business men.

MANY of the farmers, not the intelligent, but those incorrigible, brain-lacking human specimens, who are tillers of the soil, are vigorously protesting, in a loud ungovernable voice, Senator Apple's road bill which was recently enacted in the state legislature. The bill it will be remembered provides for the abolition of working out road tax and the appointment of a capable man in each township to act as superintendent, each to be controlled by the town board. Now that the farmers have become thoroughly acquainted with this new movement, the strongest kind of opposition is raised in some sections of the state and it is said an effort will be made to repeal the law. This has been the first step of advancement towards the betterment of roads that Wisconsin has made and to have it repealed will be a great blow to the success of the party engaged in the warfare with these narrow-minded farmers. Everyone has the utmost respect for the earnest and hard working tillers of the soil, but soon they must lose this if they persist in working against the improvement of highways, and the advancement of civilization.

Much Ado About Nothing.

Cycling Life has it that there is a black spot on the success of the Telegram Cycle Club's tournament of July 29. Editorially it criticises the action of its officers. It gives out a statement that hears no truth at all concerning the changing of that piano prize from the mile handicap to the mile open. The instrument was put up for the mile open because its officers thought the best man ought to win the best prize of the day. They did not deem it fair that a scrub rider might possibly get a cinch on the prize by a liberal allowance from the handicapper. It was not the influence of cupidity that prompted this change but the earnest desire of the race promoters to do the square thing and at that time it was expected that Zimmerman, Tyler, Taylor and the whole eastern contingent would be here to compete in that event.

"Sanger's Indiscretion."

Exceedingly poor judgement was exercised by Sanger in riding a competitive mile at Milwaukee five seconds faster than record. We do not aim to lessen this brilliant performance, but we contend that it was a gross error on his part to be led into such an indiscretion. A glance at trial record tables will speedily convince anyone that a few men have long since had it in their power to beat the mile competitive record. Why has not one of them taken advantage of the opportunity? The answer is simple. As racing men they were anxious to husband their chances of winning races. To slash at competitive records would be to handicap themselves if they were successful.

Racing men who are shrewd laugh at Sanger for his display of speed and say that although he has achieved great glory he has done himself incalculable harm. We feel that Sanger is not well advised in the matter of public performance, else he had not slipped in such a fashion as this. The public do not cry for exceedingly speedy competitions. They are well enough pleased when they get fair time and clever finishes. There is no demand for record competitive miles, and the man who, like Sanger, undertakes to set new marks like this will, if he draw not the actual displeasure of the racing fraternity upon his head, at least last as a public idol for a very brief time, for the strain involved by such work is too serious to justify the hope that it can be kept up. We doubt if any well-schooled racing man will soon dream of dispossessing Sanger of his last greatest honor.—*Cycling Life*.

Cycling Life's point of argument it would seem is to have races run in which the participants are not supposed to do their best to win. All that were present at that event can vouch for the fact that Sanger was compelled to ride in that time to win. Perhaps the writer believes in jockeying races and don't think that a good man ought to ride his fastest, even though he lost the race at the expense of establishing a new world's record. We wish more would cast aside this indiscretion if it would enable them to reduce records.

The International Championships.

Zimmerman has shown his heels to every one on the path during the past week at the International championship races, Chicago. He has been winning nearly every event he entered and but for the puncturing of his tire in the five-mile International which Johnson captured; he would have a clean record of the world's championship races. He has done some remarkable work and it seems that he is now only becoming fit for racing. His sprints are wonderful and no matter in how long a distance race, he always has a bit of reserve power left for a sprint on the home stretch. The American representatives in nearly every case finished in front of the foreigners. Osmond, in whom England had her only hope, was frightened out of competing by the fast time made the first four days. Striber, the Mexican, watched the races a couple of days, and as the riders were too swift for him, judging by the time made, he packed his grip and left town. W. W. Windle started for his home in Springfield, Mass., on Friday, claiming he was out of condition, having been ill while in Chicago.



Miss Prim is of the opinion that it is very immodest to "strip" a wheel.

The pure amateur rider of to-day thinks his path a rough one. He seems to forget the time he used to scorch over the roughest kind of paths on the old bone-shaking ordinary.

After the tire is punctured,
After the wind's all gone,
After you're in the country,
Ten or twelve miles from home—
Then it's you'll feel discouraged,
All by yourself, alone—
After the tire is punctured,
And the air-pump is hoarse.—*Ex.*

In bicycle racing it often happens on a dry track that the riders are hidden in the dust. By the time you notice the one you bet on doesn't come in first, the "dust" is all gone.

"Mr. N. Thuse, in the future, please write your defence of amateurism on the thinnest possible paper," said the editor to the new man. "Why?" "So I can see through it before I let it go to press."—*Sporting Life*.

"When I was thrown to-day I saw stars, I tell you," said Mrs. Kerdlop to her husband in describing an accident she had experienced while riding with him. "Did you, indeed! Why, from where I was, all I saw was stripes." And he laughed alone while his wife wondered where the joke came in.

Said the professor:—"Two wheelmen start from the same point, the first going at 20 miles per hour and the second at 15 miles, starting half an hour later. When will they meet?" And the smallest boy in the class answering, said, "At the first road house."—*Life*.

The winter rider chooses the sunny side of a hill when he wants a warmer "clime."

No baker could ever break a record, because though his rolls are many, his loafs are more.

Lenz Has Been Heard From.

Frank Lenz, the Pittsburg globe-girdler, has been heard from. His mother received a letter from him a day or two ago, dated Chow Ting, China. This is in the heart of the famine district and Lenz gives a graphic account of the sufferings of the people. He writes that the roads are so bad that riding is out of the question, and he is compelled to foot the greater part of his journey. Mrs. Lenz expects further particulars shortly.

McSCORCHER'S SOLILOQUY.

To ride or not to ride—that is the question—
Whether 'twere nobler in the mind to suffer
The taunts and jeers of some outrageous duffer,
Or to go plugging through a sea of loafers,
And having caught them—lead them—to lead, to pace.
To pace! perchance to lose—ah! there's the rub,
For in that losing what reports may rise
That we have shuffled, swindled—sold the race!
First taking odds against our noble selves;
Then waltzing in a miserable third,
Whilst in our inmost heart of hearts we know
We lost the race through magnanimity,
Who would records break?
And groan and sweat around a cinder track,
If to uphold the records one has made
One has to go "all through" in every race,
And be outspurred in the final rush?
Oh! mindless dolts, who preach, but practice not,
Denouncing those who play a waiting game,
And doubly damning those who go "all through,"
Say, what's a wretched racing man to do?

—*Irish Cyclist.*

Amateur and Professionalism.

The question now uppermost in the minds of the racing fraternity is, "Shall I join the cash prize league or shall I remain an amateur."

True, the inducements held out by the N. C. A. are tempting; at least look so in print. That Wheeler won over \$2,000 in the past month seems to attract a great number of riders towards professionalism. But if they would stop to consider a moment they would not give the matter a second thought.

One great and very forcible question is: How can the N. C. A. keep above board when their expenses exceed the income which has been invariably the case in every town.

Attend a race meet under the auspices of the L. A. W. and then one held by the N. C. A. and one can not help but notice upon what basis the latter is founded. Everybody is "out for the stuff," even the officials, and nothing goes on good naturedly. Each rider demands his winnings not later than fifteen minutes after each event and if not paid there is an immediate "strike." While a few of the "pros" are gentlemen, the majority are of that sporting element who think that all amateur sports are too tame for them.

It has been predicted by prominent men who ought to know, that Milwaukee has seen its last professional cycle race this season at least, and that if the N. C. A. do not secure the leading amateur racing men of the country very soon (which is not at all probable), they can not swing their venture much longer.

Extract-of-beef tea is an excellent thing to drink for racing men shortly before retiring to bed.

Of a Cycling Nature.

The leisurely rider has time to rest his eye, as he passes, on the glimpses of the landscape between the trees, or the bit of the ravine with its ferny sides. He can stop for a moment to follow the brook up the hillside and drink from it or the spring from which it flows, or to refresh his soul with the landscape which stretches away from the hilltop. These things are the delight of bicycle riding, and not the ability to revolve the pedals an extraordinary number of times in a minute.

The bicycle rider who "scorches" over the country intent on making the most miles in the shortest time, or with keeping up with the heedless leader of his party, misses more than half of the delight of his ride. What does he know of the country he rides through, of the wild flower by the roadside, the blue sky over him, the fields around him, or the blue mountains in the distance. His eyes are glued to the road or path, and his mind is on his handlebars, or his pedals, or his hurrying companions.

One forgets the fatigue of climbing a hard hill when its top opens a view of low-lying hills, touched by heavy thunder clouds through which the lightning is playing in the distance, while in the middle foreground are meadows with clumps of birches, upon which the sun shines, and behind and above the observer the sky is overcast. The bicycle gives the nature-lover grand opportunities, and it ought to make all its devotees nature lovers, for it can bring them in closer contact with her than most riders would otherwise come.

There is no question that the anti-bicyclist feeling is still strong in many localities, and the wheelmen are responsible for it to a large extent themselves. Every time a wheelman rides without a bell, lacks a light at night, or rides on a forbidden sidewalk, he not only breaks the law, but commits an offense against his fellow wheelmen by increasing public sentiment against bicycles and their riders.

The worst class of opponents cyclists have to deal with are the ignorant and perversely-dangerous drivers of vehicles who look upon wheelmen as enemies who are to be worried and crushed, and who take a demoniac delight in doing their worst to injure them. Happily this tribe is fast dying out, but there are enough left to make the cyclist's experience a dangerous one occasionally.

When the sun has made your face burn like unto a seven-times heated furnace and remember that a soothing and cooling application for the skin nothing surpasses a few slices of cucumber (which should, if possible, be perfectly fresh) rubbed gently over the face. It has most refreshing and healthful qualities.

HEALTHY EXERCISE.

It has been clearly demonstrated, by innumerable tests, and is conceded by the majority of eminent physicians, that those who take judicious physical exercise in the fresh morning air, are much less liable to contract diseases, and when they do, their constitutions being more rugged, can much more readily overcome it.

It is also admitted by good authority, that a thorough constitutional development is more essential to the permanent cure of diseases than medicine, which only assists nature in the performance of its functions. That does not, however, mean that one requires no medicine when sick, for that statement could come only from a confirmed idiot or crank. Neither does "physical exercise" signify that a thorough course of training is required. On the contrary, extremes are generally disastrous.

Take as an example of the benefit of moderate physical culture; two men, Smith and Brown; same age and occupation; in fact, work side by side in the same office. Brown is at work early in the morning and remains late at night, taking scarcely time enough for his mid-day lunch. He, in time, becomes irritable, nervous, dyspeptic, despondent and morose; carrying gloom and ill-temper wherever he goes. When you meet him you feel a chill. He never smiles; has no kind word for anyone and is an old man before he has reached the prime of life. You can see Browns everywhere. They are generally more or less afflicted with one or more of the most disagreeable, protracted and at the same time fatal diseases, such as consumption, epilepsy, paralysis, apoplexy, dyspepsia and others equally appalling.

On the other hand we have Smith, who arises early in the morning, after sleeping in a well ventilated room, (not

a draughty one), and being the possessor of a bicycle, mounts and takes a short ride, commencing at a slow pace, and finishing with sufficient speed, to start the perspiration flowing freely. (Morning exercise is the best, for the air has been going through a course of purification during the night.) On his arrival home, he goes at once to the bath room and takes a sponge bath in tepid water, and after

rubbing himself with a towel until his skin has a healthy glow, dresses and is prepared to eat a hearty breakfast, and with an hour to spare before resuming the routine of mental work. This time he spends with the morning paper or chatting with his wife and children, on some subject entirely foreign to business. After having spent a pleasant hour at home he departs upon his wheel, leaving behind him sunshine and peace, and arrives at the office in time for his day's labor. (Some imagine brain work is not labor and that bodily exercise has no benefiting affect upon it.) He has a pleasant smile for all he meets on the way; cheery manner, and happy "good morning" to his office mates; does a great deal more than hard working Brown, sitting at the next desk, frowning and morose, who has been at work two hours previous to his arrival,

and will continue two hours after his departure and cannot understand why it is that Smith does twice as much in eight hours as he can do in twelve. That is just it, Smith works eight hours and rests his brain the remaining sixteen, while poor Brown's brain gets no rest, consequently cannot work as rapidly being nearly exhausted.

Everyone likes Smith, his home is pleasant, his family happy. No one likes Brown, his home being a scene of happiness and comfort only when he is absent. His wife is emaciated and pale, she has seen but few days of sunshine. Her husband never speaks a kind or cheering word to her



JOHN R. BOWEN, the Little North Side Flyer.

and the little ones cower into a corner when they hear his step. No little arms are raised to greet him on his arrival home. He can not lay aside enough to buy a home; barely enough to clothe, say nothing of educating his children, as every nostrum and patent medicine advertised is purchased at extravagant prices, consuming his hard earned salary, in a vain attempt to cure his innumerable ailments. He at length gives up entirely, saying he can struggle against this ill-luck no longer, and finally becomes despondent that he ends his earthly trials by blowing out his brains; leaving wife and children with barely enough money to cover the expense of a decent funeral. He is soon forgotten by all but his faithful wife and loving children, who mourn him, even though he was not all that could be expected of a husband and father.

Now Smith who has retained his health, acquired a snug fortune, a comfortable home, and has a business of his own, through proper care of his physical condition and sufficient mental rest, he has had no drain upon his salary from druggists or physicians.

I think all reasoning people will agree with me in saying that gentle exercise, free use of the sponge, water and towel, plenty of fresh air, combine to strengthen the system; and in so doing promotes perfect health, thereby giving one more mental scope and a happier disposition.

I spoke of cycling as a mode of exercise, because so many have wheels, and that it combines pleasure, exercise and business without interfering with the latter. It is also a money saver and will pay for itself in a few years in street car fares alone. It is not like a horse, an expensive luxury, costing nearly as much to feed it, as it does to provide for an entire family. On the contrary the bicycle requires no stabling, as a corner in the cellar is good enough for it, and all the feeding required is a little oil and plumbago occasionally. The wheel is prescribed by a great number of M. D's., as an invigorating exercise, and by taking this manner of recreation you not only assist nature, but to an extent defy disease. You divert your mind from business troubles; the moderate action of the muscles lighten the healthy action of the digestive organs, expands the chest, giving the lungs a chance to perform their work, and sends the blood coursing in a healthy motion through the body, all of which combine in creating health, wealth and wisdom.

More Things About Bicycling.

The small boy and elderly gentleman, the tradesman and the man-about-town, the seamstress and she for whom the seamstress works, all mingle with equal propriety and enjoyment in the wheeling lists. Bicycling is a free-masonry, broader in its membership than any other, save human nature itself. The man of brawn and the man of brains are as one in the saddle. Youth and age alike can do their mile in three minutes or under. The 'winning wave, deserving note, in the tempestuous petticoat,' is never more winning than when it whispers past you on the wheel. A woman

on horse-back, in a trim riding-habit, is an alluring sight; but we miss one important feature—the rhythmic grace of motion, which nothing but the bicycle affords. The entire pose shows the figure to the best of advantage; and the slight, unconscious swaying of the body to maintain the balance, imparts an element of life to the spectacle, which is more fascinating than the most studied art of mere attitude.—*Exchange.*

How Zimmerman's Career Began.

Some years ago, before the advent of the safety, a meet was held in Rochester. Among others, the Smith Machine Company, of Smithville, makers of the Star, were asked to send up Weber, a fine pink specimen of modest manhood who was winning road and track races indiscriminately. Weber wasn't home. Somewhere around the shops the company scraped up a tall, farmer-like boy whose principal characteristics were a million dollar smile and very carelessly adjusted joints. They were wealthy, and bundled him and his 57-inch coffee mill off to Rochester. He won a mile ordinary race from C. J. Conolly, a 2:50 man, now one of Rochester's wealthiest dealers. The Jersey lad won a safety race on a Star and was beaten in another event. That evening a telegram went to Smithville, reading: "Won—races. Zimmerman."

Cycling in Many Climes.



"Climb" — The Alps.

BOUND FOR THE RIPON MEET.

The annual state meet of the Wisconsin Division, League of American Wheelmen to be held at Ripon, August 16 and 17, is commanding a great deal of attention. A special train will convey the members of the Milwaukee Wheelmen, North Side Cycling Club, Comets, Mercurys and Tekgrams on Wednesday morning at 7:30 over the St. Paul road to their destination.

At Ripon, visiting wheelmen will be met at the depots and escorted to the hotels by members of the Ripon Cycling Club who will immediately proceed to entertain their guests and provide for them comfortable quarters during their stay.

Wheelmen from Madison, Janesville, Kenosha, Racine, Waukesha and intermediate points will leave with the Milwaukee wheelmen on the special train. A large majority of these are already in the city attending the races here.

It seems to be the general opinion that Ripon's good people will be fairly surprised when the delegations represented get warmed up to the spirit of the occasion. They will surely set a rapid pace and take immediate possession of the town. Such events come but once a year and no one should miss it.

On the evening of the first day the business of the Division will be held at headquarters. Chief Consul Simonds and Secretary-treasurer Morawetz officiating. Among the regular business will be the nominating of candidates for the various offices, all the former ones positively declining to run again. For chief consul many names have been mentioned that could efficiently serve. Among them are A. C. Morrison, Nat. Oliphant, H. P. Andrae, Milwaukee; Harry Baldwin, Kenosha; Irvin F. Strauss, Ripon; L. A. Erhart, Fond du Lac; D. D. Warner, Madison and others. For the secretary-treasurership there is as yet only one candidate but others will undoubtedly spring up. There are also perhaps several candidates for the nomination of vice consul, but the only one known at this date is C. M. Jelliff, of Ripon who is secretary of the Board of Control for this meet and a hard worker.

At present Wisconsin can but elect five representatives, the rules providing one for every one hundred members and the state has only five hundred now.

The grand ball on the evening of the second day promises to be interesting. Aside from the chance of dancing with Ripon's fairest daughters, there will be other features of great attraction. A special committee of young men, who have styled themselves the "Crooked riders of the Mystic Path" will be in attendance at the ball to see that no one shall appear on the floor in a full dress suit. The members of this secret order have received instructions from the "Big Chief" to dispossess such wearers of their togger.

The prizes to the winners of the races will be distributed before the dance begins.

Everyone attending should be sure to bring his wheel with him. A special car will be attached to all trains for that purpose.

Sanger Disabled for the Races.

Great was the disappointment of the thousands of admirers of Walter C. Sanger when the reports were wired all over the world that a serious accident had befallen the great champion in the first race of the International Meet at Chicago.

In Milwaukee, his home, all was commotion. Special editions of the evening papers were issued to herald the report and many of his friends took the next train for Chicago to see him or learn more about his condition.

On Tuesday morning following the day on which it happened, Trainer Culver expressed himself that it was possible Sanger might be in tolerable condition by Friday at least and he was untiring in his efforts to make him so, but Thursday evening the last vestige of hope took flight, when he was brought home to be carefully nursed.

This has really been the greatest blow of the season in the sporting world. Everybody had doted on the forthcoming of the championship races, in which the two great giants of the path would compete, with an eagerness such as has never been known before, and now, many extreme expectations have been allayed and the multitude of Sangers must patiently await his reappearance.

It was a remarkable and strange occurrence that this accident should happen just at that time and in the first race in which he entered, too. Some very insinuating rumors have been whispered but there is no room for doubt at all but that it was purely accidental.

What the result would have been had Sanger ridden in all the great events is now left for those interested to conjecture, but it is needless to say that the west was as confident of Zimmerman's defeat by Sanger as it was of anything, and that much betting had been going on quietly for the past month on the big Milwaukee boy.

It is now thought by Mr. Culver that Sanger will not be able to ride until August 20 and probably not even then. Caspar M. Sanger, Walter's father, said: "Walter was so badly hurt that it will be impossible for him to take part in any race or to appear on the track before Aug. 20 at least. His right leg is as stiff and helpless as a wooden one and he cannot raise his right arm. The entire right side of his body was completely skinned, and the real effects in the way of soreness and stiffness are just beginning to be felt. He is under medical care and will be for some time."

Race meet promoters all over the country that had Sanger booked for his appearance are sadly disappointed at this last report, because it is thought it will surely effect the attendance.

An English trade journal says in relation to the wheel market: "Supply has still further exceeded the demand, and the introduction of the pneumatic tire has benefited the makers of it at the expense of the cycle manufacturer. There is still far too much credit allowed to agents possessed of little or no capital."



The North Side Club's Road Race.

The North Side Cycling Club's annual road race took place August 5th, over the Thiensville-Williamsburg course, a distance of twelve miles. The time medal was won by John F. Reitzner, of the South Side, who but recently joined the club, in 34:03½. Ed. Harnisch was the winner of the race with a 5½-minute handicap. A. C. Runkel won second place and second time prize with a 3-minute handicap. The roads were good and a crowd of about 1000 people witnessed the finish. They finished in the following order:

	Handicap.	Time.
1. Ed. Harnisch.....	5½	37:05
2. A. C. Runkel.....	3	35:22
3. E. A. Roethe.....	5	37:25
4. Charles Haisch.....	5	37:30
5. H. Guderson.....	4	39:30
6. Charles Schuetz.....	9	42:20
7. J. W. Warnken.....	4½	38:00
8. Mattie Stark.....	3	36:35
9. H. Schneider.....	7	40:52
10. Henry Heller.....	8	41:59
11. Hugo Reiter.....	6½	37:30
12. J. F. Reitzner.....	scratch	34:03½
13. Louis Pierron.....	5½	39:40
14. J. R. Bowen.....	2	36:11
15. L. Levenenz.....	6	40:25
16. Emil J. Brose.....	6½	41:38
17. Frank Coorsen.....	6½	42:00
18. Rob Falk.....	5½	41:30
19. F. Sommerfeld.....	9	45:10
20. J. C. Schmidtbauer.....	scratch	36:15
21. H. A. Kellner.....	7	43:20
22. Charles Heller.....	8	45:55
23. J. E. Reiter.....	6	47:35

Mercury-Telegram Meet.

A grand union International bicycle tournament under the auspices of the Mercury and Telegram cycling clubs has been arranged to be held at National Park, Monday, August 21.

A great deal of interest is manifested in this race and a list of good entries is expected. The prize list when completed will aggregate in the neighborhood of \$1,000. The list of events will be:

1. One mile novice, open.
2. Two mile handicap.
3. Boy's race, under 16 years—one mile.
4. Half mile open.

5. One mile—3-minute class.
6. Two mile lap race.
7. One mile open.
8. Five mile handicap.

Green County Tournament.

The second annual Southern Wisconsin Bicycle Tournament will be held at Monroe, September 14 and 15, under the auspices of the Green County Agricultural Society and in conjunction with the county fair. Mr. L. A. Hodges, of Monroe has the matter in charge and is arranging for an elaborate tournament. Entries for the races will close September 7. Entry blanks can be had on application. The list of events for both days are:

THURSDAY, SEPTEMBER 14.

1. One mile novice.
2. One-fourth mile open.
3. One mile, Green County championship.
4. One mile handicap.
5. One mile open.
6. One-half mile, boys under fifteen years.
7. One mile, 3 minute class.
8. Five mile handicap.
9. Two mile relay race. Brodhead vs. Monroe.

FRIDAY, SEPTEMBER 15.

1. One-half mile open.
2. One mile, Southern Wisconsin Championship. Open to Rock, Dane, Iowa, LaFayette and Green county riders.
3. Two mile handicap.
4. One mile, boys under eighteen years.
5. One mile. 2:40 class.
6. Two mile handicap. Green County riders only.

Tired But Not Dead Yet.

The "Tired Ten" is the name of an opposition club to the well known "13 Club" in the ranks of the Milwaukee Wheelmen. Such men as John C. Schmidtbauer, Harry Warner, Kanegoro Negaye are the leading representatives of the Tired Ten club. Recently they had a race on the White Fish Bay road under the following rules:

Thou shalt not make the course in less than twenty four minutes; neither shalt thou sprint or pedal down hill; neither shalt thou climb hills pushing thy pedals. Thou shalt always coast on the slightest provocation. Thou shalt buy thy own prize if thou winest a race. The judges, timers and starters in a race shall pay a fee of ten cents, and thyself likewise. The rider coming nearest the set time limit shall be declared a winner. Thou shalt neither lose thy breath nor perspire in any race. He that does otherwise than these rules require shall be disqualified and subject to all kinds of fines. The prizes shall consist of fruit in their season, chewing gum, cigars, etc., and all will partake thereof including the members of the honorable "13" club.

OPINIONS AND CRITICISMS.

Casper M. Sanger, father of Walter, was a spectator at the N. C. A. races last Saturday. There is nothing significant in this fact except that he was not enthused. He generally has his heart and soul wrapped up in a race even if "Wallie" don't ride, but at the Athletic park he sat and watched with little interest through all the events. After the races were over I chatted with him a while and during the course of the conversation about the afternoon's events and the prospects of the cash prize venture he made this remark: "I was not prejudiced against the N. C. A. when I came to see these races; in fact I thought there might be a chance for such an association, but from all that I have seen this afternoon of the general character of the riders and their reckless method of riding in their greed for money, I came to the decision that I would a great deal rather take my boys from the track altogether, than have them mingle with that class in general."

Laurens S. Meintjes, the South African

representative at the International races promises to top them all in racing, after another year has elapsed. Walter Sanger thinks that with a little more training and practice in sprinting at a finish he will be the greatest rider the world has ever had. Shortly after Sanger left England, Meintjes reduced his mile record to 2:09 3-5 against time and in this country now he is making an excellent showing.

Sanger laughed! A funny incident at the Telegram race meet caused by the mischievous little Bliss, made Sanger actually loud in his mirth. Just before the event following the mile handicap, in which he broke the competitive record, Bliss and Baker secured a rope and attached it to Sanger's wheel which was in readiness for him on the track. When

the great rider emerged from the dressing room and caught the humor of the thing, he surprised everybody by laughing!

The political pot of the Wisconsin Division, L. A. W. is now beginning to simmer merrily, but before the election is over I think I can safely predict it will be boiling. These elections are good things once in a while; they stir up new blood, new enthusiasm and non-league members.

Since the action of the Springfield, Mass., authorities, compelling bicycle riders to use a bell and lamp on their

wheels, the wheelmen of that respectable city are trying to bring ridicule upon the enactment by using large cow bells or loud gongs on their machines. To the cycling world such a report is very surprising indeed, coming from that town especially. We always thought much of the good sense of its wheelmen, but for them to ridicule a sensible law, made for the preservation of the people from accidents, it is very evident they lack the

very element which we have always given them credit for.

Rivalry, fair and square, is an impetus to everything in business. Bicycle clubs to-day are run on strictly business principles, but locally, there exists a rivalry between two certain clubs that must leave its ill-effects with the people in general and is certainly no help to the welfare of the sport. If such things continue to exist it will surely be the means of having the better class of men, those whose object in the club is mutual enjoyment, to withdraw from the ranks of such members who are continually engaged in warfare. Let harmony exist. It seems to me like a lot of boy's play—a juvenile garden. Everybody listens to everybody's twaddle; everybody repeats to everybody else what has



A Lolling Race.

been said and everything gets exaggerated till a mountain is made from a mole hole. It certainly is no credit to any of them who are the instigators of such stories.

* * *

Milwaukee's press representatives are becoming quite numerous on bicycles. In the new *Sentinel* building a special apartment has been designed for the storage of wheels for its employees who ride. More than a dozen are used by the *Sentinel* staff.

Prominent among them is "Wally" Walthal, sporting editor of the paper. He is but a recent arrival in the wheeling arena, but is chuck full of cycling enthusiasm and is a progressive fellow to further the interest of the sport. He is an able writer and takes good care of the cycling department.

* * *

Among the advocates for cash prizes we have Tommy Andrews who controls the "Sporting World" column on the *Evening Wisconsin*. Outside of the question of racing for cash Mr. Andrews is a strong advocate of all the principals of the L. A. W. I believe the *Wisconsin* is the only local paper that upholds the cash prize system. Tom very ably looks after the interests of cycling in Milwaukee and I regret that he should not be of our mind on that subject.

FOUR DAYS ON A WHEEL.

(The following is a copy of a production from the pen of Elmer Grey contained in a unique pamphlet form, all written with a pen on Whiting's hand made linen. The dedicational preface reads: "The publication of this offense is limited to an indefinite number of copies depending upon the inclination of the perpetrator, is subject to any amount of variations in minor or major matters, depending in more or less degree upon the same flexible and unstable disposition and is respectfully dedicated to whomsoever wastes time enough to read it.")

The first night we were in Waukesha.

Everyone knows about Waukesha; if he doesn't, he ought to. It's too interesting a place and too easily reached not to be one of the first towns on ones itinerary. It seems to me that its only half appreciated.

Waukesha is far from being an ordinary northern town, in fact, I think, it has more of a southern aspect.

I remember trying to make a New Orleans darkey understand where Milwaukee was. The fact of its being near Chicago was no help to him. He had never heard of Chicago. I was on the point of giving him up when he solved the problem by innocently inquiring whether it was near Waukesha. Through Waukesha he succeeded in locating Milwaukee.

* * *

The next day's noon hour found us at Eagle. The road, in some of its parts, is the kind that caused the publication of *Good Roads*, but, on the whole, cannot be complained of.

In order to make the journey from there to Palmyra interesting, one needs to be caught out in the open in a good sized thunderstorm.

I doubt whether a thunderstorm can be justly appreciated under shelter.

One needs to have the water level in one's shoes raised

to the overflow mark, one needs to have his change of clothing and other paraphernalia become respectably water-soaked before a storm makes the impression on one's mind that it ought.

As I said before, with one of these rather irregular accompaniments thrown in, the journey between Eagle and Palmyra can be made worthy of a passing remark.

* * *

But from there to Elkhorn no one—even the most fastidious—can cry for variety.

To be sure the *Good Roads* man in search for impassable thoroughfares would here be in his glory, but when one is in search of the picturesque the lack of all other virtues ought to be expected.

This trip from Palmyra to Elkhorn with all its up hills and down is decidedly well worth the taking.

* * *

From there to Burlington outside influences need to be again called in to lend interest.

One must be fortunate enough to find a sufficient quantity of farmers' fruit trees, and be unconscientious enough to take advantage of the finding.

At Burlington there is a good hotel.

You readers who don't ride a bicycle may smile at this, may consider it unimportant, even think its mention superfluous, but just you ride twenty miles in a scorching sun and cultivate one of those prodigious appetites that only wheelmen know about and you will have some consideration for the merits of a hotel.

At Burlington it is well to wait until there is a good stiff breeze blowing from the south before riding to Mukwanago. A strong wind blowing on one's back while on the homeward stretch is apt to raise one's spirits, make the good road seem even better and give one a delightful relish for the liberal allowance of fresh black-bass that is sure to await you at your destination.

* * *

I imagine Mukwanago isn't a very good place for a city boy to spend the night at, unless you want to fish.

There is a theater there but the shows are not "dead sure" to come upon the night of your visit.

At any rate we took the train to Waukesha. Its a good place to clean up at and make one's self presentable for the eyes of your critical city friends on the morrow. Its a good place to forget all the little happenings that might have befallen you on your trip; a good place to leave behind "that tired feeling" and get one ready to swear to every friend you meet that you never had a better time in your life before.

And then again Waukesha is a good place because it's near Milwaukee, and the next day when you leave it you will find that the farther off it gets the more interesting does Milwaukee become until at last you feel that although other places may be worth while visiting, you would just as soon have the city of beer to live in.

Eau Claire's Big Road Race.

The Miles Bicycle Club of Eau Claire, Wis., has prepared for Wisconsin and Minnesota riders a handicap road race to run between Chippewa Falls and its town, a distance of about seventeen miles, Monday, August 28th, starting at 9:30 A. M.

The committee of arrangements consists of Will Luebke, John Hindle, George Dunham, Robt. Parkinson and Louis Watson.

The merchants and citizens, of the town are greatly interested in the road race, and so liberal has been the response that prizes amounting in value to \$1,000 have been secured. The entry fee has been placed at \$1.50. Undoubtedly the road race will attract many noted wheelmen, and the crack riders of Milwaukee, Oshkosh, Madison, La Crosse, Green Bay, Waukesha, Winona, Minneapolis, St. Paul, Duluth and many other cities will be represented. A special train will be run to enable all to see the start and finish.

Waterloo Open Road Race.

A handicap road race has been arranged by the wheelmen of Waterloo, Wis., to be run September 6th, over a course eight miles in length. The start and finish will be in the town. A high grade bicycle has been hung up as first prize, a \$50 time medal and about twenty other prizes. The farmers in the vicinity have consented to donate bags of apples, potatoes, etc., to complete the list. Waterloo is a pretty little village situated about fifty miles west of Milwaukee in Jefferson county. Many wheelmen from the surrounding country will enter.

When Sanger Visited Home.

Milwaukeeans were never so proud before as when they welcomed Walter C. Sanger on his arrival at the depot, after an absence of several months, during which time he had gained world-renowned honors both for himself and his native city. He was greeted by the largest and most enthusiastic crowd ever congregated at one place. All the clubs were well represented by large delegations of wheelmen with wheels gaily decorated and lanterned. Sanger was immediately taken into a carriage, the other occupants of which were Governor Peck, Walter's father, Mr. Culver and President Bartlett of the Telegram club. Mayor Koch, Attorney Seeley and other dignitaries seated in carriages followed the great parade through the city. At the club house of the Telegrams, Attorney Seeley, in behalf of the Mayor, welcomed Sanger back home. Governor Peck also delivered an appropriate speech and said that he was especially glad that the champion bicyclist should be the son of his old friend Caspar M. Sanger.

Frank Waller now holds the twenty-five-mile road record. It was made over the Belle Isle course, Detroit, in 1 hour, 6 minutes and 10 seconds.

Short Cycling City Items.

Charlie Price now rides in the N. C. A. circuit. He was a welcome guest at the various club houses.

It is predicted that the mile standing start record will be lowered to two minutes before the season is over.

Milwaukee riders who have joined the cash prize league are already sick of it and would like to be back in the lamb's fold.

It is reported that Messrs. Quin and Maguire, owners of the Athletic Park track, dropped about \$800 at the recent professional race meet venture of the N. C. A.

The Telegram Cycling Club will have a special car on the Northwestern road for the state meet at Ripon, leaving the depot at 7.30 A. M. on Wednesday morning, August 16.

W. A. Bremer has been selected to look after the repairing of broken bicycles and punctures at the state meet this week. It is needless to say they have selected a capable man.

Mr. L. A. Hodges, of Monroe, Wis., writes that the arrangements for their two day's bicycle tournament to be held there September 14-15 are nearly completed, and he is anxious to have the Milwaukee boys well represented and promises them a good time.

At the Scotch picnic races, held last week, the one-mile open was won by E. A. Vogel, Reitzner and Wegner following. Al. Moyer won the one-mile handicap newspaper men's race hands down. In the two-mile handicap Willie Sanger outprinted Vogel near the finish and was a winner by several wheel's lengths.

Gear and Chain Cover.

"Evidently the trade is fighting shy of one of the principle improvements which I have always insisted was one of the most important attachments of cycle construction. Need I say I once more allude to a proper gear and chain cover. Can it be possible that the inventive genius of the trade is inadequate to practically solve this problem? I wot not. I am convinced that a light serviceable protective cover could be devised, and the maker who first realizes this fact and acts in accordance by producing this attachment, will score heavily in the selling market. It has got to come, and the safety will not be perfect until we have a chain and sprocket cover which is practically dust-proof, easy to detach and light in construction. The difficulties to be overcome in thus devising a simple chain and sprocket cover are not one-tenth as difficult as those encountered and overcome by the makers of the pneumatic tires, and it should be done. It is nonsense to say that such a contrivance is not necessary, for I contend that the chain and sprocket should be as carefully protected against dust and mud as any part of the running gear of the safety. A clear, well oiled, well protected chain and sprocket means just as much to the easy running qualities of a safety, as clean, well protected bearings."—*Outing*.

Notes from Far and Wide.

A German inn-keeper has hit on a new idea for attracting cyclists' custom. He has procured a very neat and up-to-date-looking lady's safety, and on fine afternoons leaves it standing outside his inn, with the result of bringing in a good many passing riders.

Major Thomas Knox-Holmes, the grand old man of English cycling, has passed away at the ripe age of eighty-five. Up to within a week of his death the Major was a constant rider and the most enthusiastic of cyclists.

Licenses to use bicycles on public highways have been issued to 27,500 people in Paris, France.

The novelty of cycle racing at Waltham, Mass., under the electric lights was an attraction for the people and proved a big success. Walter Sanger rode and won all open events.

Harry Wheeler, the professional, rides a sixty-three inch gear in all his races. Sanger rides a seventy-two.

The National Cycle Show, this year, will be held December 1 to 9.

The special meeting of the National Assembly will be held at Buffalo, N. Y., September 25.

Two Holyoke, Mass., policemen, whose beats are on the outskirts of the town, are mounted on wheels when on duty.

The annual tournament of the Monroe Athletic Association was held at Monroe, August 3. In the bicycle races G. T. Hodges, Jr., of Monroe, won the one-mile handicap in 2:42 and the five mile handicap in 16:42½, starting from scratch in each case. The two-mile handicap was won by Howard Fleek, of Broadhead, in 6:03¼. Hodges also won the half-mile race in 1:21¼.

Long silence on the part of the globe-girdler Lenz makes his friends fear that he has met with either a serious accident or a violent death.

The Chicago track was daily sprinkled with sand to allay the dust and keep the surface moist during the International tournament.

The International circuit will be in Minneapolis the 18th and 19th of this month.

Fred J. Osmond, the famous Briton rider did not ride at the International meet claiming that he was not fit.

Zimmermann has acknowledged that Sanger beat him fair and square at the Detroit races a week ago. The only excuse Zim can offer is that he is not as fit as he might be.

The prediction of THE PNEUMATIC has come true. The twenty-five mile record has been ridden in one hour by G. E. Osmond in England.

Bay View Wheelmen.

The South Side has now two bicycle organizations to support. The latest is a club of young men residing in what was once known as Bay View but now the seventeenth

ward. They have styled themselves the Bay View Wheelmen. The officers are: F. W. James, president; S. J. Walters, vice-president; D. E. Saveland, secretary; H. Lamont, recording secretary; George Seeley, treasurer; H. Zerbel, captain; W. Duke, first lieutenant; T. Stadt, second lieutenant. The initiation fee was fixed at \$1 and dues at \$4 a year.

Official Notice.

To the members of the Telegram Cycling Club:

Members going to the state meet at Ripon, Wis., Wednesday morning, are hereby notified that the club will join the Milwaukee Wheelmen at the St. Paul depot at 7:15 A. M. and will go with them in a special train. The rate will probably be \$2.50 for the round trip.

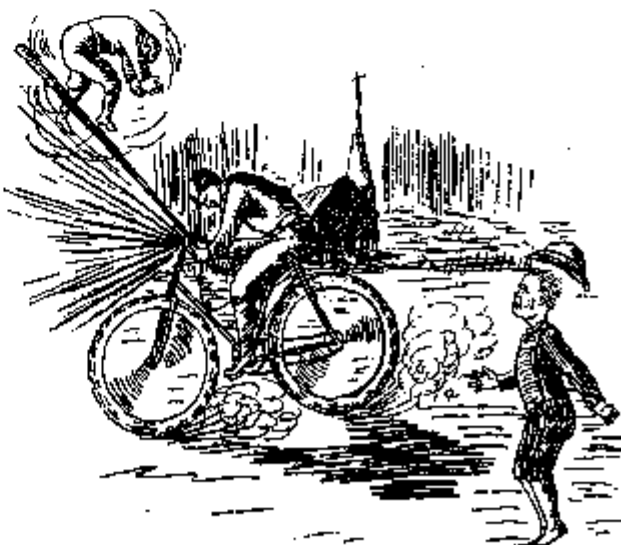
Yours Fraternally,

HARRY SEWARD,

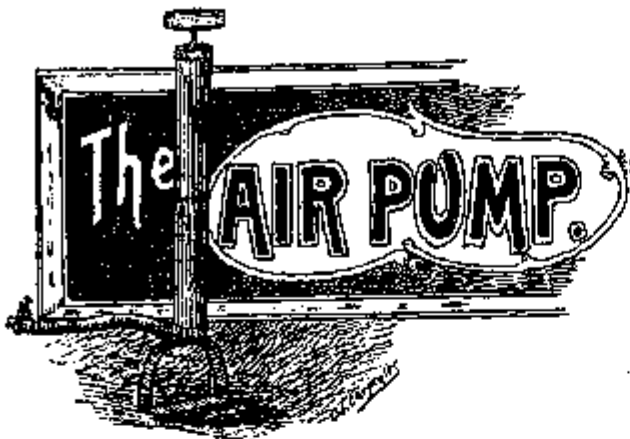
Sec'y T. C. C.



First Small Boy: "I say, Blokey, see de guy comin' wid a flagstaff on his bike? Let's throw a board in his way and see him jump."
Second Small Boy: "Nix, Cud. Let's jump in front of him and make 'em turn a somersat. See?"



Inventor Jones trying his latest experiment, no appliance for protection against hoodlums who persist in annoying bicyclists.



The Roth-Kasten Cycle Company are selling shop-worn and second-hand wheels way below their actual cost. They have some rare bargains.

In view of the fact that trade is exceedingly dull at this season, the Julius Andrae Cycle Works have scored well in the number of sales of bicycles during the past month.

Silence is golden, but you never realize how golden until you have to buy it by paying big advertising bills to the papers to keep them from telling the defects of the wheel you are trying to market.

The Overman Wheel Company's advertising manager, G. H. Powell, is quoted as saying that his company's advertising cost \$100,000 last year, the gross receipts from business amounting to about \$1,500,000.

It is very strange that the purchaser who returns his wheel to the agent for repair under his guarantee clause, always tells how the accident happened while he was riding slowly and carefully over a perfectly smooth bit of road.

The ladies' Andrae, half-tone cut of which appeared in last month's issue of this paper, elicits much favorable comment among the fair sex. The fair lines of its construction, its excellent finish and above all its strength, has placed this machine in the front rank with the best made wheels in the country. It weighs but thirty-two pounds all on.

The Tricycle and Electricity.

A local druggist by the name of R. J. Fleischer has been granted a patent on a tricycle with a motor. The original patent was taken out three years ago. Mr. Fleischer says that the tricycle will make ten to fifteen miles per hour with ease, carrying two persons. The tricycle is fitted with a seat for two, similar to a buggy seat. A motor is placed beneath the seat, and has to be renewed every fifteen hours. The expense, Mr. Fleischer claims, of running the tricycle is one-third of a cent an hour. The inventor claims for the tricycle that it will run on any road where a wagon will run. He says he will soon have a tricycle made with the improvement introduced by his last patent and it will then be placed on exhibition where people who now think horse-flesh is a superior source of locomotion to electricity will have an opportunity to change their minds.

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AND ALL WHOSE RAILROAD CONNECTING POINT
IS MILWAUKEE

A special train will be run over the Chicago, Milwaukee & St. Paul Railroad, leaving Union Depot at 7:30 A. M. Wednesday, August 16.

All necessary accommodation for bicycles will be provided. Be sure that your wheel is tagged with your name and destination, and report at depot not later than 7:15 A. M.

Railroad rates are one and one-third rate on certificate plan.

W. L. SIMONDS,

CHIEF CONSUL WIS. DIV. L. A. W.

Call or write for Designs and Estimates on Medals or Club Badges.

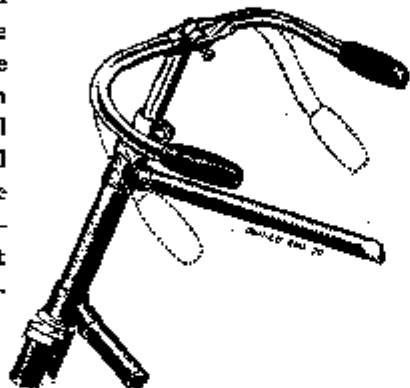
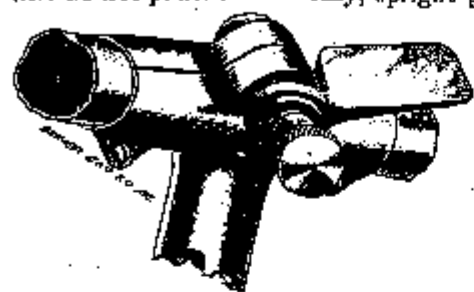


THE PNEUMATIC.

Kyphosis Bicyclorum Cured.

There are few cyclists, even among the "scorchers," who do not prefer a more easy, upright position when not racing than can be had on the regulation racing machine. The latest invention of the Sercombe-Bolte Mfg. Co. is a handle-bar that can be readily ad-

justed for either an erect or a "scorching" position at a moment's notice, without dismounting. The cuts herewith show the clamping device, which is exceedingly powerful and quickly operated by pressure of the thumb; also the handle-bar in its different positions. It is a perfect success, and to the "scorcher" who wishes to look like a gentleman some of the time, it will be a great boon.



FOR SALE.—'93 Andrae Road Racer, weight 29 pounds; good as new; \$100 (will take part in trade in custom-made clothing). Address "L," PNEUMATIC office.

PRINTING.—The finest the art can produce, at Meyer-Rotier Printing Company, 505 East Water street, Milwaukee, Wis.

WANTED.—Agents to represent THE PNEUMATIC in every town in the state. Liberal commission allowed. Address M. C. Rotier, publisher, 505 East Water street, Milwaukee.

"FRUIT," a Mexican fruit juice drink. Very invigorating after riding. At Alcott's Drug Store, 90 Wisconsin street.

The Reitzner-Prichard Cycle Co. was one of the victims in the South Side Savings bank collapse. The firm had made a large deposit a day before its failure, but in spite of this they are rapidly coming out on top again.

\$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. Address, F. J. CHENEY & Co., Toledo, O.

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DOUBLE BALL VALVE PUMP AND UNIVERSAL COUPLING.



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Size of Bacteria, 12 inches high.
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THE PNEUMATIC.

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W. A. BREMER has been selected to look after the repairing of all the bicycles during the meet at Ripon. He will be prepared to do all kinds of quick repairing.

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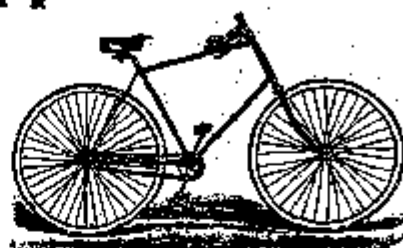
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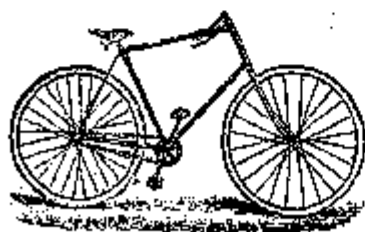
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VOL. III.

MILWAUKEE, WIS., SEPTEMBER 15, 1893.

No. 6.

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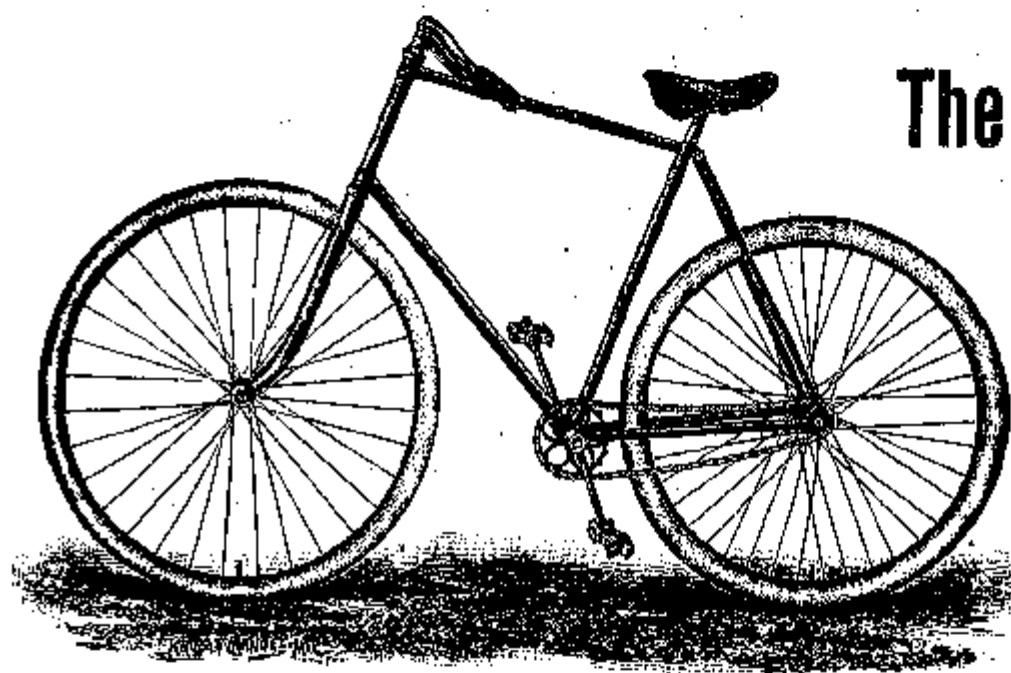
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A MONTHLY JOURNAL DEVOTED TO WHEELING AND ITS INTERESTS.

SUBSCRIPTION FIFTY CENTS PER YEAR.

CONTRIBUTORS: NED. WOODMAN, MONROE, WIS. D. T. CARPENTER, MILWAUKEE, WIS.

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

ADDRESS M. C. ROTIER, 505 EAST WATER ST., MILWAUKEE, WIS.

THE PNEUMATIC is the only bicycle paper that is thoroughly circulated in the state of Wisconsin. It has now over five thousand readers.

A CYCLING editor is in many instances like other people. He respects his friend, appreciates a kindness and is always willing to return a favor. He is but human. He cannot continue to pat a man on the back, tell him what an enterprising man he is and how much he has done for the sport and give him a free business puff every issue, when the man will not, through personal prejudice or otherwise, continue to aid in supporting the paper. In other words, the cycling paper stands by the man who stands by it. That's about the way of the world and newspaper men can't be expected to be so much different from other people.

MANY have suggested that the League of American Wheelmen adopt a clause in its racing rules which will compel a rider who enters for an event to appear and ride in, it or give good cause for not doing so, failure to comply with this rule to result in suspension and a second offense to be followed by expulsion. It is a much-needed reform rule and if enforced would materially aid in giving a clean race meet and would subdue the abuse of the public which all race promoters are more or less subjected to. With the hundred and one champions at the present day it enables the L. A. W. to make such a provision without fear that the race meet would suffer from it. Heretofore they had to calmly submit to every whim of a racing man and never dared to raise even a remonstrative voice if he failed to appear on the scene of action to which he had entered. We predict next year's racing will be run under greatly improved plans.

TRULY 'tis wonderful how Jimmy has towered above the gilt-edged, cream-laid racing men of the world since his career began. For more than three consecutive

years he met and defeated all comers, including the best men of the world, therefore it was not at all strange that the majority of those interested in the sport could hardly be made to believe that Walter Sanger would not also be defeated by him when they met. But they have met and the tale has been told how Sanger defeated Zimmerman and Zimmerman defeated Sanger. They are the two greatest racing men of the world and Milwaukee has produced one of them, and if the world's championship races were to be run over this year Sanger would be on top. Heretofore, at the close of each season, papers have repeatedly said that it would surely be the end of Zimmerman's winnings on the path, but each year he has fooled them and loomed up a better man. But his time now has surely come and this year when they herald it again it likely will be true. But for Sanger, this year would have remained Jimmy's, but he still has the honor of carrying the title of world's champion till next year. Bravely and well has the old veteran fought and when he retires from the path, long may he live to cherish the thought that he was the king of champions and the universal favorite of the track.

RACE meets have come and gone, clubs have prospered and fallen, money has been made and lost, and now that it is all over for the season we have time to view the wrecks and comment upon the effects and outlook for the future. It has been rare food for cycling gossips who always greet one with the query "what's new?" They have been munching with ravenous and unsatiable appetites upon the wholesale distribution of sensational facts, fancies and untruths that have lately filled the air. It has been a season of cycling prosperity followed by a collapse such as cannot be narrated in the annals of any other city in the country. It has resulted in exposing natures of the most petty and jealous sort, and brought to light very prominently the influence of trade factions in the government of our clubs. The sudden departure from the cycling firmament in this city of one particular club lays bare the fact that it was part and parcel of a trade concern. Its officers, who up to the time of its downfall, always were anxious to impress upon another's mind that the company had no control over its management, immediately threw up its hands, after the failure, and disbanded without even calling a meeting of the club members. The club gave one most successful race meet and one not quite so, owing to various reasons, the right one of which cannot be learned even at this late day, except that it made a mistake in renting Athletic Park track, which was scarcely fit for "hobby-horses" to ride upon. This last tournament has certainly caused a temporary rupture in the sport in the city, but that it has been very detrimental to its interests it is foolish to believe. Milwaukeeans are too thoroughly alive to the questions of the day to harbor any particular grudge against the promoters of the sport; they have sifted out the true state of affairs in this last race meet and can cite the perpetrators of the

force as well as the best posted cycling enthusiast and they will be with the boys again in their efforts to keep the sport clean and support the trustworthy clubs.

WE are again at the period of the year when all nature invites the lover of the wheel out to enjoy her scenery in the cool of an autumn day. To those wheelmen who have not yet taken their summer vacation, we recommend nothing better than a touring jaunt of several days' or a weeks' duration. To ride along briskly in the fresh bracing air of an October day, with the foliage on every side exhibiting her brilliant and varied autumnal colors, no one, no matter how stunted his appreciation of nature's scenery may be, can well resist the pleasures of such a ride.

The Decline of Club Runs.

With the decline of the Grand Old Ordinary, customs that once were popular with the bicycle clubs have now almost entirely ceased to exist. What was considered proper in the good old days is now looked upon with little feeling of interest and many times disgust. Formerly the scheduled or arranged club runs brought out a good attendance; not a corporal's guard can be got these times. Apropos of this, a Chicago correspondent of a cycling paper writes as follows:

"Here it is, flawless, wormless, full width, just as it has been for a number of years, and it should be preserved for the bicycle museum of a decade hence. The captain calls the run for 10:30 sharp Sunday morning and the blackboard heralds his official notice in fancy chalk letters from the hand of some member artistically inclined.

"At 10:30 three new members of the club ride up to the front door and dismount. They wonder why nobody is there.

"At 11 o'clock a dozen or more fairly good riders of the club put in an appearance, including one of the lieutenants in citizen's clothes, who goes home to get into his bicycle habit. The new riders have their coats strapped onto their handle-bars and are waiting patiently for the start.

"At about 11:30 the procession, under the guidance of two lieutenants, get headed for Toughtown, twenty miles away, with a pace-maker, a color-bearer and a bugler in the crowd. The club surgeon never knows how to ride, so he doesn't go on the run.

"Half-way to Toughtown the captain, with a half-dozen scorers, overtakes the procession. He attempts to pass along the line and take his position at the head. This immediately precipitates a scorch, which ends at Toughtown. The three new members arrive after everybody else has washed for dinner. They don't say much, but think hard.

"The dining-room is a small inclosure to the rear of, and not as attractive as, the barroom. The dinner consists of beef a la mode, slippery veal stew, mashed potatoes, beans, muddy coffee and flies.

"After dinner the 'boys' either play a game of pool, drum a few tunes on a rickety piano in the parlor, or lie about on the grass for half an hour.

"Then they scorch back to the city.

"When they reach their homes again, late in the evening, they are given a luncheon of things left over from a good dinner which they missed.

"The three new members never get in at all. At least, they never appear at the club house again, and it is inferred they have finished somewhere."

Observations of a Century.

There are many instances while on the wheel which cause one to observe very closely sometimes the energetic style of the riders. Take a century run; watch the riders' faces, full of health and determination. They start off happy, laughing and chatting as they spin along, with little thought of the day's hard plugging before them. The pace is fast, but all feel equal to it. Five miles, ten, and then breakfast. Here at the table festive mirth reigns supreme. Forty minutes later they are again spinning along at a merry gait. Twenty miles, thirty, and the once well grouped bunch is beginning to string out. Forty miles have been scored for the first ones and some are five miles behind. Jokes and chatting have grown remarkably less and each rider's eyes are intent on the road and the riders ahead. The sun has found its way well into the heavens and is shedding its rays unmercifully upon the riders. But ah! the town is in sight. The church steeples protrude from among the forest trees ahead and tell them they are nearing the town which has been selected to eat dinner in. Slowly and wearily but with better spirits they are rolling in one by one, sweating and dust covered. They have now ridden fifty miles and it is noon. A wash, a rest and an enormous dinner, after which another rest and two hours have been consumed. They are ready to start again; but not all. A few have given it up and intend to take the train back. The riders are again off on their return journey. Not so full of buoyancy and mirth, but still hopeful. They bend to their work with more of an effort and become more spasmodic in their gait, but still they are reeling off the miles and but thirty-five more to go. Now it really is becoming interesting. Everywhere all along the route recline the forms of riders. "Just resting a minute," they say, but in reality are wondering how under the heavens they will finish that night. But slowly and nervously they again mount and push forward, each push of the pedal seemingly the last. The hardest of them are nearing the city. It no longer looks like a club run, but has merged into a road race. How they strain and call forth the last vestige of strength in their efforts to be the first in, and at last when the goal is reached and the hundred miles have been finished, they seek their homes, victorious, but dead to the world.

THE PNEUMATIC is the only cycling paper in Wisconsin.

To Improve the Critical Period.

The business depression at the present time, which has closed so many of our industrial establishments, has caused hundreds and thousands of men to be out of employment. It is a serious state of affairs and one that requires the government to exert every effort to prevent industrial and social calamity. It is at these times that many and various remedies are expounded by the agitator and the press, to alleviate the suffering multitudes and to provide against worthy workmen and their families becoming objects of charity, but none better of all these than the one suggested by Albert A. Pope, of Boston. He says:

"I suggest that the state legislatures and city and town authorities take immediate steps to furnish employment in the construction of public works, and in no way can this labor be more wisely employed than in the betterment of the highways.

"To illustrate the value of the work that might be done, it is stated in the report of the Massachusetts highway commission that the loss from bad roads in the state amounts to between five and ten million dollars per annum—probably a larger sum than would be needed to put the roads in good condition. It has been estimated that Illinois loses \$100,000,000 per year from bad roads.

"States, cities and towns can borrow money needed, and the labor and materials can be obtained cheaper at present than in times of prosperity. Philanthropy, economy and wise statesmanship dictate that the idle should be given employment, as that employment means a direct gain to the entire community, and will promote health, happiness and prosperity, and prevent poverty, degradation and crime.

"During the present session of congress, as soon as the silver question is settled, why should not a bill be passed making liberal appropriation for the irrigation of arid lands, thus giving employment to the miners of Colorado, Montana and other western states, and opening up vast tracts for agricultural purposes. This would add greatly to the value of public lands, and would ultimately prove to be a profitable investment to the government.

"The amount of gold might be greatly increased if congress were to pass a bill making appropriation for the construction of suitable barriers in the districts where hydraulic mining is prohibited by law because of the damage done to rivers and farm lands by the debris. These internal improvements could be made on the same principle that harbors and rivers are improved. It is estimated that there is sufficient gold in districts in California that might be obtained by hydraulic mining processes, to pay off the sum of the national debt several times over.

"Congress should feel the solemn responsibility that now rests upon it and should bear in mind that its present duty lies in alleviating the evils of the business depression and promoting the welfare of the laboring classes. A great

industrial and social emergency has arisen within the past few months, and the peace and prosperity of the country is threatened. Wise legislation can avert the pending disasters. Public works might now be undertaken which would be of incalculable advantage as a means of providing immediate relief and securing great future benefit."

Wisconsin's Chief Consul.

Of the many able men who are members of the Wisconsin Division, L. A. W., a wiser choice could not have been



made by the members than A. Cressy Morrison for the chief consulship. At the annual meeting of the Division, held at Ripon, he was the unanimous choice of those present and no final mail ballot will decide his election.

The memory of Mr. Morrison's characteristic energy and enterprise as president of the Milwaukee Wheel-

men in 1891 has not yet faded away, because the present prosperous condition of the club must greatly be attributed to his efforts in the earlier days. That the membership of the Wisconsin Division will not be permitted to decline under his administration it is safe to assert and what he will accomplish we confidently intrust to time to tell.

Zimmerman and His Speech.

On the Sunday evening just prior to the Milwaukee International tournament the racing contingent from the East, including Zimmerman, Taylor, Heyland Smith, Crooks, Warren, Muliken, Asa Windle, Perrett and Spooner, were met at the depot and taken to Whitefish Bay in carriages, where a grand fish supper was served. W. Montague Perrett voluntarily arose and in a speech brimming over with good humor, thanked the wheelmen for the royal reception, the first that the eastern men had received since leaving for the West. Zimmy's speech, which was delivered because he was hard pressed, was as follows: "Gentlemen, I am called on for a speech. I have but the one and that is very stereotyped, but you will have to let me off on that. It is as follows: 'We appreciate your kindness in honoring us thus this evening and trust we are worthy of the same.' Isn't that the way it runs, Perrett?" and the modest champion sat down amidst wild cheering.

An advertiser in one of the papers says he has a bicycle for sale bearing the name of "Arrow" and a house and lot.

STORY OF THE MEET.

A Brief Review of the Wisconsin Division Meet, Held at Ripon, August 16, 17 and 18—A Summary of the Racing Events.

The dawn of the morning of the first day of the state meet and international tournament at Ripon opened up with a steady drizzle of rain, continuing all the morning, until the ardor of all Riponites was thoroughly dampened and all nature lay bathed in tears. But in spite of the gloomy sky and foreboding prospects, every incoming train brought some arrivals, and when the Milwaukee delegation came up with all the fast eastern racing contingent, things began to look brighter and more cheerful, and even the merciless rain began to show signs of interest in the proposed meet by gradually lessening its downpour, until at noon it had ceased entirely. The track being too wet for use that afternoon, several parties were organized for a fishing expedition to Green Lake. In the evening all attended the show that was billed and after the second act the boys cut it short by walking out, the rest of the audience following.

The morning of the second day was bright and clear, and wheels were seen flitting around everywhere. Hay-ride parties were constantly being formed and every livery stable was doing a rushing business.

Promptly at 8:30 in the afternoon the races were called before a large and very enthusiastic audience. The track was in prime condition, but still no records were broken. The racing was very good both days and many exciting finishes caused the crowd to go mad at times.

The business meeting of the Division L. A. W. was held at the club's headquarters the first evening. After the question of sending delegates to the national assembly was settled, the following nominations for new state officers were made: Chief consul, A. C. Morrison, Milwaukee; vice consul, F. E. Pearson, Madison, and H. M. Baldwin, Kenosha; secretary-treasurer, M. C. Rotier and T. E. Hutchings, Milwaukee; representatives, H. P. Andrae, Milwaukee; Ervin Strauss, Ripon; Wm. Leubkeman, Eau Claire; H. Van Arsdale, Racine; Ben. Parkes, Madison.

On the evening of the second day a dancing party was tendered the visiting wheelmen by Ripon's fair daughters. It was a grand success and everyone was much pleased with the attention shown them.

The last night, after the prizes had been distributed to the winners of races, a number drove out to Green Lake in carriages, where a complimentary hop was tendered at the pavilion at Oakwood summer resort. The gathering was not large, but a merry time was had gliding over the smooth, ivory-surfaced floor.

The result of the two days' races was as follows:

FIRST DAY.

One-mile Novice—J. G. Seelig, Ripon, first; Dick C. Meyer, Milwaukee, second; L. P. Rhine, Milwaukee, third. Time, 2:50.

Half-mile Handicap—M. F. Dirnberger, Buffalo, 35 yards, first; A. D. Kennedy, Chicago, 20 yards, second; Austin Crooks, Buffalo, 30 yards, third. Time, 1:03½.

One-mile Open—A. A. Zimmerman, first; M. F. Dirnberger, Buffalo, second; Hoyland Smith, New Bedford, third. Time, 2:26.

Half-mile International Invitation—A. A. Zimmerman, first; M. F. Dirnberger, Buffalo, second; E. C. Bode, Chicago, third. Time, 1:18.

One Mile, 3:00 Class—C. B. Parkes, Milwaukee, first; Roy Reed, Ripon, second; J. G. Seelig, Jr., Ripon, third. Time, 3:13.

One Mile, 2:30 Class—B. A. Vogel, Milwaukee, first; E. C. Bode, Chicago, second; Gus Steele, Chicago, third. Time, 3:02.

One Mile, Boys Under 18—Roy Reed, Ripon, first; A. D. Howie, Milwaukee, second; George Chittenden, Ripon, third. Time, 3:20½.

Five-mile Handicap—A. D. Kennedy, 150 yards, first; Hoyland Smith, New Bedford, 175 yards, second; Gus Steele, Chicago, 350 yards, third. Time, 13:29½.

Quarter-mile Open—A. A. Zimmerman, first; George Banker, second; G. F. Taylor, third. Time, 3:2½.

Ripon Cycling Club Handicap—Roy Reed, 125 yards, first; J. G. Seelig, 160 yards, second; George Chittenden, 135 yards, third. Time, 2:55.

Two-mile State Championship—E. A. Vogel, Milwaukee, first; W. C. Wegner, Milwaukee, second; Lonie Reed, Ripon, third. Time, 6:12.

SECOND DAY.

One-mile Novice—E. H. Smith, Beaverdale, first; Harry Cody, Ripon, second; H. B. Thomas, Sheboygan, third. Time, 2:45.

One Mile, 2:40 Class—F. W. Schmitz, Milwaukee, first; W. C. Wegner, Milwaukee, second; Gus Steele, Chicago, third. Time, 3:00.

Half-mile Open—A. A. Zimmerman, first; M. F. Dirnberger, second; A. T. Crooks, third; A. A. Warren, fourth; E. C. Bode, fifth; George Banker, sixth. Time, 1:18.

Quarter-mile State Championship—E. A. Vogel, Milwaukee, first; Lonie Reed, Ripon, second; W. C. Wegner, Milwaukee, third. Time, 3:33.

One-mile Handicap—M. F. Dirnberger, Buffalo, first; George A. Banker, Pittsburg, second; A. W. Warren, Hartford, third; E. C. Bode, fourth; A. T. Crooks, Buffalo, fifth. Time, 2:14.

One-mile International Invitation—A. A. Zimmerman, first; M. F. Dirnberger, second; George F. Taylor, third; E. C. Bode, fourth; G. A. Banker, fifth; A. W. Warren, sixth. Time, 2:34½.

Two-mile Handicap—George Chittenden, Ripon, 265 yards, first; James A. Sandbury, Menominee, 235 yards, second; Phil Nickel, Milwaukee, 200 yards, third; A. T. Crooks, Buffalo, 80 yards, fourth; A. W. Warren, Hartford,

140 yards, fifth; E. C. Bode, Chicago, 125 yards, sixth. Time, 4:51.

One-mile State Championship—Louie Reed, Ripon, first; E. A. Vogel, Milwaukee, second. Time, 2:27.

One Mile, 2:50 Class—Roy Reed, Ripon, first; Gus Steele, Chicago, second; C. E. Parkes, Milwaukee, third. Time, 2:42.

Five-mile Open—A. A. Zimmerman, first; E. C. Bode, second; A. T. Crooks, third; George A. Banker also rode. Time, 13:19½.

One-mile Special—A. A. Zimmerman, first; M. F. Dirnberger, A. T. Crooks and George A. Banker also rode. Time, 2:13.

One-mile Consolation—A. T. Frattinger, Milwaukee, first; W. G. Nicholson, Milwaukee, second; J. Pederson, Milwaukee, third. Time, 3:19½.

NOTES OF THE MEET.

Zimmerman received a grand ovation when he first appeared on the track.

This has been the first of Wisconsin's state meets that was a financial success. The Ripon Cycling Club netted about \$500.

Banker had not yet recovered from his severe fall in the Chicago races and was unable to make his old-time sprints at the finish.

Louie and Roy Reed, of Ripon, rode with a burst of speed that surprised the Milwaukee boys and kept them guessing all the time.

The "13" Club and "Tired Ten" helped to make everything interesting, because they constituted the "push" of the Milwaukee Wheelmen. Their presence everywhere added life and gaiety to the meet.

The mile state championship was a hard-fought battle between Louie Reed and E. A. Vogel. It appeared that young Reed was trying to crowd out his rival when on the home stretch, but the judges ignored this and gave the race to Reed, who crossed the tape a few inches in the lead.

Vogel made a beautiful win from Louie Reed in the quarter-mile state championship. Asa Windle, who started Reed, pushed him off at least six yards ahead of the rest and he lit out for the tape at a terrific pace, but on the home stretch Vogel was crawling up on him by inches and when within a few feet of the mark shot his wheel ahead of Reed's, winning by about six inches.

The Andrae Bicycle Club.

A new club has been formed in Chilton, Wis., called the Andrae Club. A few Sundays ago its members made a century run around Lake Winnebago, leaving Chilton 6:30 A. M. and arriving home at 7 P. M. Those who finished are Luc Starr, H. Wichman, Carl Zimmer and Wally Krohnke, each riding a celebrated Andrae road racer.

News of the State.

Wausau held a two days' tournament August 25-26.

During the Oshkosh fair, September 21 and 22, six events in bicycle racing will take place each day.

Rivalry among Appleton wheelmen has instigated the desire to form another club.

Beaver Dam cyclists are arranging to hold a tournament this month and have written J. M. Erwin for a sanction.

At Janesville, the Riverside Wheelmen held a two days' tournament in conjunction with the county fair, September 14 and 15.

The southern Wisconsin bicycle tournament was held at Monroe, September 14 and 15, under the auspices of the Green County Agricultural Society.

At the Monroe, Wis., races, September 14 and 15, W. A. Bremer won several prizes and rode well. A few of the Milwaukee "push" were in line there and left an impression.

In connection with the caledonian exercises held at Marinette, August 15, several hotly contested bicycle races were held. Phil Nickel, J. A. Sandburg and R. F. Chase captured nearly all the events.

The Waterloo road race, held September 6, under the management of E. E. Leschinger, had a large field of starters, but the handicapping was poor. J. P. Reitzner, of Milwaukee, defeated Ed. Roth for time medal by about a second.

Louis Beyer, of Calumet Harbor, has arranged to take care of his friends, the bicycle riders of the state, on his farm, Sunday, September 17. The quarter-mile track is greatly improved and fast time can be made on it. A dance winds up the event in the evening.

Arrangements have been completed for a bicycle tournament at Stevens Point, October 3 and 4. It is expected that many wheelmen from Waupaca, Marshfield, Wausau, Merrill, Antigo, Rhinelander and other Wisconsin cities will participate in the events. Milwaukee will send a few fast men. There will be a large list of prizes.

The road race from Berlin to Ripon, August 17, was started at 9:30 A. M., the scratch man, Ed. Diebler, finishing first in 65:16. The distance is twelve miles. The following riders finished in the order named: Fred Peck, George Warning, J. C. White, George Rogers, L. E. Davis, E. B. Willard, E. G. Groffman, Clyde Bellis, C. G. Starks, Percy Talbot, Ed. Kolpin.

The races at Kaukauna, held August 20, resulted as follows: Half-mile local club race, won by Chas. Hess; time, 1:24 2-5. Mile local club race, won by Will Nugent; time, 3 minutes. Mile open, H. Zerbel, Milwaukee, first; Spangler, of Neenah, second; time, 2:55. Five-mile race between J. N. B. Trout, Kaukauna, and Julius Herman, Appleton; won by the latter in 14:43½.



WHAT ONE WHEEL DID.

About a month or so ago my life was free from care,
My home was full of happiness, with sunshine everywhere;
But now there's endless trouble, I, a certain sadness feel:
My days are full of anxiousness—my daughter has a wheel.
She rides it in the morning, on the walk and in the street,
She rides it at her "nooning" hour, amid the dust and heat;
She rides it in the evening, when the shadows softly steal—
There's nothing else but riding, now my daughter has a wheel!
To keep her off the crowded street, most constantly I beg,
And worry all the time for fear she'll fall and break a leg;
But still she goes a-spinning, heeding little my appeal.
Oh, what a burden life is since my daughter has a wheel!
She used to like to study—why she'd study like a Turk!
She used to like to sweep, and help her mother with the work;
But now it's very different, there is quite another deal;
The house has undergone a change—my daughter has a wheel.
—Truth.

"Shall woman mount the bicycle?" inquires a daily paper. How she is going to ride one if she don't mount it is what is worrying us.

Now comes the wailer who says that the practice of cycling ruins a woman's carriage. Supposing it does; what of it? The wheelwoman does not need any carriage.

We have become used to the learned dissertations on cycling for women, written by erudite doctors and scientists. We look upon them as most people do upon the minister who on Sunday morning tells them how wicked it is to dance. The next evening he takes keen delight in filling their card at a ball.

The Wheelwomen's League of America is an organization to be, that is, if the girl and women cyclists of the country ever get an actual stir on themselves. Many of the leading spirits are endeavoring to urge the load of organizing entirely upon Ulla Burke, who conducts the woman's department in the *Wheelmen's Gazette*, but she rebels, claiming the work is too great for one person to undertake. "Besides," she says, "it should not be a one-person undertaking. It should be by and for the great mass of wheelwomen, and it seems to me that the club idea is the only one that can be followed out with success. I have done my little. I am willing to do what I can to further the scheme,

but if there is to be a Wheelwomen's League of America the project must be handled by many hands in many localities. I gracefully cast off the role of a Pook Bah. There is much work and no glory in it."

A fair centurion in California, whose name is Miss Maud Stewart, recently completed the first century run ever ridden by a wheelwoman on the Pacific coast. Interviewed by a reporter as to her riding costume she said: "How was I dressed? I wore an Eton jacket of blue cloth, with a short skirt just coming below the knees. The costume also included loose Turkish trousers of the same material as the skirt. I had tan shoes, with white gaiters over my ankles, and then long leggings made of brown leather. To prevent my hands from blistering I had long brown gauntlets. My headgear comprised a white yachting cap. Some farmers' wives whom we passed criticised my costume, but I didn't mind." There is a modest costume for an aspiring novelty hunter to copy, isn't it?

"Girls," writes Dr. Richardson, the famous English authority, "should not begin to ride regularly unless they are strong and well formed. In training, and ever afterwards, they should be taught to sit straight up on the saddle, and always to have the dress perfectly free around the waist and chest. The ankles ought also to be free, and the dress sufficiently short to prevent embarrassment to the movement of the feet. I can have no hesitation as to the kind of seat that should be used by woman; the cushion seat is infinitely preferable to the saddle." The Doctor sums up his latest edict by saying, "all conditions being normal, women can indulge in the exercise just as safely as men. It is indeed of great use to healthy women for them to cycle. It secures a quick and sure cultivation of the senses; it leads to a good and healthy muscular exercise; it causes a fine expansion of breathing; it causes the lungs to inhale pure air; it quickens the circulation, and it brings to the mind a free and wholesome change of scene, which is a tonic of tonics to the depression incident to sedentary monotony."

Two Laughable Incidents.

It was at the International races, Milwaukee. T. E. Hutchings, an expert amateur photographer, had just finished taking the group of starters for the International one-mile event. As soon as the bulb had been pressed, some one in the audience yelled out: "Now, Jimmy, we've got your physiog for the rogues' gallery." And Jim put on his million dollar smile.

Little Gussie Steele had a humorous streak the other night at the club rooms when he said: "All that one hears in this town is 'Schlitz, Pabst and Sanger.'"

"It is now your turn to blow yourself," said the diminutive tack, as it stuck itself into the pneumatic tire.

Opinions and Criticisms.

BY UNKNOWN.

It is a noticeable fact that the whole eastern contingent of riders are much more gentlemanly in their behavior on and off the track than the western men. That the West has no such men at all would not be right to assert, but the majority of our racing men, I believe, can learn much from the eastern riders, who have been on the circuit. Not only from their correct manners in general, but their sportsmanlike style of riding in races.

Fred. J. Schroeder, in whom the Milwaukee Wheelmen so long have had an untiring and conscientious worker, as chairman of its racing board, has retired from the labor of conducting race meets and will henceforth look after the domestic responsibilities connected with matrimony. Officially, he has not yet resigned his position, but it is well understood that the club has lost him for that position. Long and well has he served and no one appreciates it more than the members, who all sadly regret his departure from active club life, but extend to him their heartiest well-wishes for his success in the new sphere of life which he has chosen.

It is not a bit strange that Arthur Zimmerman always has been and is such a popular fellow in the East. And now that he has been in the West, he has won a position in the hearts of our people that never could be gained by speed alone. His gentlemanly deportment and extremely good nature, together with the title of "world's champion," which he modestly bears, has gained for him the name of being the most popular racing man in the world.

At the Ripon meet Zimmerman was induced to try for the one-mile competition record of 2:9 4-5 held by Sanger. A special \$150 diamond was hung up as a reward if he succeeded in lowering this record. Dirnberger, Bode, Banker and Crooks were selected to start with him, but only to act as pacemakers, and if Sanger's time were lowered, it could be claimed that it was a mile in competition. While we would all liked to have seen Jimmy break a record or two at that meet, we did not at all favor the method used in trying to gain the honor of a record, which would have been a direct steal from Sanger, who made his in a regular competitive race, and not with a change in pace-making at each quarter until the last, when all four quit and watched Jim finish. His time was 2:14 1-5.

I hope that a glimpse into the graveyards of the future will reveal to us the burial of that element which is known as "the push." Individually, the members of such a body are generally all right, but the moment they come together they appear to lose all cast of character and become nigh unto hoodlums of the street. The best representation of "the push" ever seen was the one at Ripon during the state

meet. It even turned the Chicago delegation green with envy at the hilarity of the chain gang that paraded the streets all hours of the night. The indulgence of the inhabitants must have reached its limit when they were howling like a set of Indians or idiots through the streets until the small hours of the morning. They must surely be legging for the burial of "the push."

The report, which Ulbricht, the winner of the time medal in the last Waukesha-Milwaukee road race, has circulated in Chicago that the medal on which a value of \$100 was placed by the donors, W. & E. Schmidt, has been examined by a Chicago jeweler and pronounced to be worth but \$25 at the most. Milwaukee Wheelmen are much wrought up over this matter and will investigate it thoroughly. If the report be true they will replace it with one of full value immediately and the local jewelry firm will be made to regret its little joke of palming off a \$25 donation to get about \$700 worth of new business direct from the club.

The sudden termination of the Telegram Cycling Club immediately after the collapse of the Sercombe-Bolte Company removes all doubt from the minds of the public that the club was nothing more nor less than an advertising organ of the wheel which they made and was retailed by P. H. Sercombe, and that its origin was wrought not so much by the company as by the one interested in the retail sale of its wheels. That it was a well-formed advertising scheme there is no question of dispute, but what an ill-flavor must be left in the mouths of those men who were called in to assist in its management and lend an air of independence to it can now be well imagined. Many prominent young business men of the city, independent of this bicycle industry, composed the officers of the club and with their prestige many other members were secured.

Among the pleasant things that one reads once in a while nothing was more pleasant to me than the deserved and well written discourse which "Telemachus" had in a recent issue of the *Bi World* about our local ex-champion, F. Terry Andrae. He says:

"The name of Terry Andrae, of Milwaukee, the 'Flying Badger,' is one that not so many years ago was familiar to every well informed wheelman in the land. It is with regret that I have noted his gradual dropping out of sight within the past few years, to be replaced in the public mind by members of the 'push.'"

"The career of Terry Andrae always had for me an interest, nay, a fascination, that I took no pains to dispel, as it was a pleasure to dwell upon his doings. His periodical invasions of Chicago and surrounding territory, in the days when the Windy City riders were "some pumpkins" in the racing world, and his successes on both road and track against Chicago's elect, had something of an air of mystery about them. For a while nothing would be heard

THE PNEUMATIC.

of him, and then he would suddenly swoop down and carry off the time prize in the Pullman, or score some other equally noteworthy success, and then retire to the obscurity which had previously enveloped him.

"Never having met him, or even seen him, and being able to judge him and his doings only from a distance, I was utterly at sea as to his personality, and, indeed, had formed no impression whatever regarding it. Meeting him at Milwaukee recently, my favorable impression of him was more than realized, and I shall never forget the pleasure derived from a few hours' intercourse with him. In appearance he shows considerable traces of his German origin and has become rather heavy; he must always have been big and powerful.

"It was soon evident that he was not merely a racing man who knew nothing but his hobby. He was well informed on all topics that interested wheelmen, and knew, theoretically, most of the prominent characters in our cycling world. He was modest to a fault, showed none of the usual inclination to dwell upon his past glories, and, indeed, only referred to them when questioned. My opinion that he was a man who had never been able to devote to it the time and money that his competitors had, was confirmed, as he evidently thought the same thing and deplored his lost opportunities.

"His achievements show plainly that he was a rare good man, and if it is true that he never got out of himself all that he was capable of it is by no means improbable that he was a world-beater who never arrived at maturity, a 'mute, inglorious Milton,' who was condemned to see other men receive the plaudits that were due him.

Evading a Law.

When Ben Butler was a young lawyer the selectmen of Lowell, then a town, issued a mandate that all dogs should wear muzzles. The next morning Ben walked down town, followed by his big Newfoundland dog, with a very small muzzle tied to the end of its tail. Ben remarked, "My dog is wearing a muzzle." A callow imitator of Ben living in Ward One has fastened a bicycle bell under his saddle and anticipates much fun when a bluecoat stops him because he has no bell on his "bike."—*Springfield Home-stead*.

He Was Stuffed.

Fenton S. Fox was recently interviewed by a local reporter on the prospects of the Telegram Club, and he filled up the newsgatherer with the following which appeared in his paper:

"The Telegram Club is corresponding with the Pope Manufacturing Company for the purpose of getting an equipment of their bicycle fire extinguishers. The principal is the same as that of our chemical engine. A Columbia bicycle built somewhat like a ladies' wheel has a boiler located directly behind and below the handle bars, which

contains the chemical fluid. A long yet light hose is also carried with the outfit. The club will endeavor to obtain quite a number of these machines which the Pope Manufacturing Company furnishes free for the purpose of advertising the Columbia bicycle. The club believes that with these machines they could put out many small fires before the fire department arrives. If they get them F. Fox will be made captain, A. A. Thomas, first lieutenant and Chas. Mortimer, second lieutenant. Mr. Fox is said to be the champion hose coupler of the world for two kinds of couplings."

At the World's Fair Exhibits.

The Raleigh exhibit at the World's Fair displays a few of the portable prizes won by A. A. Zimmerman. There are many pieces of silver and gold ware, such as drinking cups, knives, forks and spoons, rings, studs and cuff-buttons. There are twelve diamond rings and pins, and seven gold watches. Among the prizes not exhibited are eight pianos, eighteen bicycles, four city lots, a team of horses and a carriage valued at \$1,000. There are 105 medals, forty-two of them being gold. All told, the prizes represent a value of \$18,000, and a total winning of 348 races in less than two years, and a standing at the beginning of the year 1898 as champion cyclist of the world. Suspended above the case of prizes is Zimmerman's wheel, the Raleigh, which he rode while in England, and over the wheel is a large portrait of the plucky racer, appropriately decorated with the flag of his country.

The Pope Manufacturing Company and Overman Wheel Company have been fighting the appointment of Irving Miller as the judge to award the World's Fair medal to the company whose wheel is the best, claiming that Mr. Miller is interested in the Gormully & Jeffrey Company and cannot be an impartial judge. It is said Pope and Overman will withdraw from the competition unless another will be appointed in Miller's stead.

"Look here, young man," said the medical practitioner, "if you ride a wheel so much you'll get kyphosis bicyclis-tarum." "On this wheel?" "Yes, sir." "Well," replied the wheelman, "if I do, one of us will have to get off and walk."—*Washington Star*.



A Pneumatic.

Secret To Success.

Retail cycling houses are going under at a startling rate, like ten pins before a well rolled ball they go down under the first season of adversity.

Why is it that a short spell of dullness will carry so many before it and why after a good season will so many succumb?

The answers to these questions are many and varied, but the majority of retail failures are due to insufficient business tact and ability and ignorance of the demands of cycling. The bicycle business is unlike any other in as much as the percentage of dry goods and shoe dealers are accustomed to the wares they handle, while persons interested in all styles of business have attempted to handle the bicycle.

In a few instances the attempts have resulted successfully, but alas for the many, who if not actually in financial straights are woefully behind in their cycling department.

The bicycle business requires one thoroughly conversant with the details and construction of the wheel handled, a superficial knowledge of the wants of the patrons, a keen business tact and perception and economical ability.

In too many cases the sporting goods dealer sells wheels without looking ahead at the possibility of breakages and consequent demands on them to repair as guaranteed. The dealer has furnished no guarantee, but merely that of the manufacturer, he knows nothing of the construction or repair of the damaged part, and for the slightest injury is compelled to return the wheel to the factory, where too often they are crowded and the work does not receive the prompt attention the purchaser and rider expects.

All this redounds to the discredit of the dealer and the feeling of disgust that the rider entertains is directed immediately at the wheel as well as the dealer. Naturally enough too, for it is always in the riding season that the breakage occurs, and a week or a month detention of the wheel at the factory prevents the rider from enjoying his purchase at the season when most desired.

The business man who takes hold of the retail bicycle business, as one would the jewelry business, and studies his ware, its construction, the weak points and the strong, provides for the first mentioned and rapidly repairs on the premises any breakage, less than one demanding the immense machinery of the factory, is going to be successful, and it can be depended that at the first dark day he will not hang out his bankrupt sign, but be found year in and year out at the old stand and slowly but surely making while his less talented but more spasmodic neighbors will come and go, sink money and cut up the trade. — *American Athlete*.

The "13" Club's road race, held on the 13th of August, was won by L. F. Rhine from the two-minute mark. Edward Roth captured the time prize. Dave Anthony found second place.

Milwaukee Wheelisms.

G. Liebscher, former sketch artist of this journal, is rising here from Brooklyn.

Zimmerman avers that he will not race in Milwaukee again. He is not accustomed to the jeers and insults of our local hoodlums.

O. F. Thieme has been elected the new secretary of the Mercury Cycling Club to take the place of Hugo Westhoven, who has gone south for the winter.

The Cream City Wheelmen held a road race over the Whitefish Bay course, August 13. Willie Pfeleger won the race in 20:20 and J. Rafenstein the time prize; Fred Zander won second time, being two seconds slower.

The Bay View Wheelmen held their first road race last Saturday. It was run from South Milwaukee to Kinnickinnic avenue and Mound street. W. B. Duke won the race with a handicap of 2½ minutes and also won the second time prize, John P. Reitzner winning first time from scratch.

Milwaukee Wheelmen's club song:

"Higlee, highlow, Milwaukee, oh!
By uns gates immer, yeh lenger, yeh shlimmer.
Higlee, highlow, Milwaukee, oh!
By uns gates immer so.
Yah, yah, Mil-wau-kee."

That popular song and air, "After the Ball," was first sung at the Milwaukee Wheelmen's minstrel show last year by Sam Docter and was especially written for the occasion by Chas. K. Harris, at the request of Hal Coleman, then chairman of the club's entertainment committee and manager of the minstrel show. To-day the song is sung in nearly every known land.

The National Cyclist Association has cancelled its western racing circuit for this year. An eastern representative has been heard to say that the people are too "chilly" in the West and it will not run the chance of duplicating the loss of its first trip last July. Harry Quin, the local member of the association, feels greatly relieved.

The Milwaukee Wheelmen will have another minstrel show, with Nat. Oliphant and Hal Coleman in charge. The members of the club will give a hop in Fraternity hall some time very soon. The dues of the club have been raised to \$12 a year. Bi-weekly socials will be held at the rooms of the club this winter. The club will hold no more race meets this year.

Milwaukee is described by Bunnell as a crazy beer town where everybody is so far up in cycling as to know that Sanger rode a mile in 2:09 and something. Nothing suits them now, short of that time. At the cash prize races, where Wheeler rode in 2:30, they hissed and yelled "2:09, 2:09;" later at the International, when Zimmerman won in some ten seconds slower time, they hooted again. Even Sanger will have to run in 2:09 or better in order to please his townsmen. — *The Wheel*.

THE PNEUMATIC.

Roth Wins Time Medal.

The first annual Oshkosh-Neenah fourteen-mile road race, held on Labor Day, was a great success. The road was dusty, but in good condition and good time was made. T. F. Anderson, of Waukegan, showed up as the winner, from the 7-minute mark. E. W. Roth won time from scratch in 4:40.6; L. N. White, scratch, also from Milwaukee, got second time. The men finished in this order; T. F. Anderson, 7 minutes, first; A. M. Chandler, 8½ minutes, second; C. A. Barnett, 6 minutes, third; E. W. Roth, scratch, fourth; George Chittenden, 2 minutes, fifth; Charles Law, 3¼ minutes, sixth; L. White, scratch, seventh; W. Nugent, 4 minutes, eighth; F. M. Harbach, 6½ minutes, ninth; L. P. Olson, 3½ minutes, tenth; F. J. Luhn, 8¼ minutes, eleventh; A. W. Anderson, 5 minutes, twelfth.

Cedarburg Races Coming.

During the Ozaukee county fair, to be held September 21 and 22, the first afternoon will be given up to bicycle races. There will be five events, as follows:

One-mile Washington and Ozaukee County Championship—A \$45 silver cup is put up.

One Mile, 2:40 Class—First prize, diamond stud, \$28; second, solid gold sleeve buttons, \$12; third, set solid gold shirt studs, \$5.

One-mile Ozaukee County Championship—Gold medal.

Three-mile Handicap—First prize, gold watch, \$35; second, silver-headed cane, \$8; third, gold watch-chain, \$5.

One-mile Boys' Race, Under 18 Years—First prize, gold watch, \$20; second, nickel student lamp; third, gold pen.

Last Event of the Season.

The North Side Cycling Club will introduce several novelties in racing on the 8th of October, when they will have an open road race run from Thiensville to the Athletic park wherein they will finish on the track before a seated audience. Scorers will be positioned at the entrance and inside and each rider will have to ride several laps on the track before the finish. After this several female and boys' races will be run, for which good prizes are hung up. Then a game of ball will be played between a Chicago and Milwaukee club, which will finish the afternoon's program. Handsome prizes are being secured for the road race and a large list of entries is expected.

Mercury-Telegram Litigation.

The Mercury Cycling Club has garnished the gate receipts of the race meet which was recently run jointly under the management of the Mercury and Telegram Cycling Clubs. Part of the money is in the hands of the treasurer of the Telegram Club, who has had instructions from the board of directors not to give it up, as nothing is due them. The Mercury boys feel that they have not been treated right and that a certain sum is due them of the proceeds of the meet. A funny incident in this affair is that the

Telegram Club handled all the money, but only paid the bills which it contracted for the meet and would not pay the debts which were made by the Mercury Club for the same affair. And now they are at war and the end may be a long while in coming.

The Wind Up at Chicago.

After the two days meet at Chicago, October 6 and 7, the racing season will be virtually closed. The promoters have arranged for some original events such as a half and three quarter mile handicap, and a twenty-five mile open in which pacing will be allowed. Records will receive a shaking up at the close of each afternoon's program.

General News Items.

F. J. Osmond is on his way back to England.

Osmond and Stocks, on a tandem, recently rode 26 miles 156 yards in one hour.

Van Wagoner rode a mile at the Syracuse races with hands off in the record time of 2:29 2-5.

L. S. McIntjes, the South African, reduced the five-mile world's record, at Springfield, to 11:09 3-5.

Auton Johnston, a younger brother of John S., will be got in condition for next year's racing by Tom Eck.

Louisville, Ky., wheelmen have succeeded in nominating their own man for mayor of the city. They will work hard for his election.

A number of wheels played an important part in securing land on the Cherokee strip. It is said two young men distanced all horsemen in the race for claims.

The hour record was smashed at Springfield, Mass., by L. S. McIntjes making 26 miles 50 yards in the sixty minutes. Sanger paced him the last mile, which was ridden in 2:11 1-5.

Sanger now holds the mile scratch record of 2:11 1-5, in which he defeated Zimmerman at Springfield and is the possessor of the mile and two-mile competitive records of 2:08 1-6 and 4:46 1-5 respectively.

The Sercombe-Bolte Company.

The Sercombe-Bolte Manufacturing Company will soon be a name of the past. August 26 the company passed into the hands of a receiver, at the request of C. M. Mortimer and W. H. Momsen, two of the lightest stockholders interested. They claimed that because John S. George and W. H. Wolff held judgment notes against the company in the sum of \$21,000 and that they were planning a freeze-out, they felt justified in their actions. A general view of the affairs revealed nothing contrary to this story and everything looked plausible enough, but now facts are beginning to be brought to light, which casts a different aspect on the proceedings. It has been authoritatively stated that the report of the book-keeper, J. G. Easton, of the insolvency of the company was not correct, but that he was urged on by different interested parties to do so.

It now appears that the company will reorganize and that P. H. Sercombe, C. M. Mortimer and W. H. Momsen will not be connected with it. The name of the new firm may be the Telegram Cycle Company. Casper M. Sanger, W. H. Wolff, John S. George, F. R. Pingree, F. H. Bolte and another will probably constitute the new firm.

The appointment of a receiver was a great surprise to everybody and even eighty per cent of the stockholders did not know of or look for it. It seems that a gigantic scheme of some kind was being concocted by one or two of the interested parties, whereby somebody would have been a gainer, but things took a sudden turn in the affairs of the company, and now there is no question but that it will be running in full blast in another month.

Before the failure all preparations had been completed to begin the manufacture of its '94 wheels, on which many new features of improvement have been added.

A great deal of credit is due to P. H. Sercombe for the manner in which he managed to advertise the company, not alone in this country, but in England. Everywhere the Milwaukee house is well known, and it has often been said that next to the Pope Manufacturing Company the Sercombe-Bolte people were the best advertised bicycle people in the country. Of course, the change of the firm name may mar its effect to a certain extent, but it cannot be long ere the new name will be connected with that of the old.

In a Receiver's Hands.

The Roth-Kasten Cycle Company, of Milwaukee, passed into a receiver's hands September 14th. It was brought about by Edward A. Roth, who asked for a payment of \$274 back salary which he claims is due him and wants to get. The firm has done a large and profitable business the past season and the assets will four times exceed the liabilities, which are but \$4,000. Some slight trouble has arisen between the parties actively engaged in the business and it seems likely that Edward A. Roth will pull out and the company be reorganized under the firm name of The Henry Kasten Company. It may be a month or more before the business will be resumed owing to the difficulty in making collections; in the meantime Mr. Kasten may rent a temporary place of business and continue the repair shop. Lindsay Brothers are heavy creditors and took out some wheels the morning before the business closed which were there on consignment, but they will be replaced in a few days. Edward Roth may go East again when his affairs here are settled.

A Wisconsin man claims an invention whereby the weight of oneself seated on a wheel will propel it without any muscular exertion at all. By an attachment he can regulate the speed as desired.

Short Trade News.

H. J. Warner, of the Julius Andrae cycle works, has been a month in New York visiting his parents.

The entire stock of P. H. Sercombe's bicycles will be closed out at auction, Saturday, September 16.

The failure of the Racine Hardware Company is reported to be a bad one. The Monarch Company, of Chicago, lose heavily by it.

Fenton S. Fox, former representative of the Sercombe-Bolte Manufacturing Company, will in all probability be with an eastern firm the coming year.

The Standard Manufacturing Company, makers of the "Arrow" wheels, have made an assignment. The assets and liabilities are about \$60,000 each.

The Bradley & Metcalf Company are the sole western agents for the detachable cleat bicycle shoes. All the leading racing men of the country endorse them.

The depression in the cycle trade does not seem to affect the Julius Andrae cycle works very much. They are still doing a fair business and making preparations for next year's trade.

The Stearns Company, of Syracuse, N. Y., readily accepted the challenge made by the builders of the La-minum bicycles to test the strength of its wheels and the trial will come off soon.

P. H. Sercombe attributes the present condition of affairs entirely to the election of Cleveland and says but for that the Sercombe-Bolte Company would have been running along swimmingly.

George C. Cribb, a Milwaukee dealer in agricultural implements, carriages and bicycles, made an assignment on the 28th of August. Mr. Cribb thinks there will be enough money realized to meet all claims. He has an immense stock, with many outstanding accounts. Mr. William Mariner, who was made assignee, furnished bonds to the amount of \$200,000.



Race meet of the N. C. A., August 25th, in which C. Willis Brown distinguished himself.

THE PNEUMATIC.

P. H. Sercombe will soon be located in the cash register business on Wisconsin street. He has said that he made and lost \$50,000 in the bicycle business in three years.

W. R. Walpole, who has had charge of the bicycle business for the Ames & Frost Company, of Chicago, has left and will be connected with Chas. H. Sieg under the firm name of the Sieg & Walpole Manufacturing Company. Sieg's has been one of the few Chicago houses this year that has not felt the depression of business very heavily.

Late Facts About Everything.

Wm. Lachenmuier, the receiver for the Roth-Kasten Cycle Company, says it will be a long time before the business will be resumed, as the bulk of the outstanding accounts cannot be collected for many months.

A statement of the assets and liabilities of George C. Cribb, jobbers in Excelsior bicycles and carriages, who recently failed, has been filed. It gives the amount of assets as \$649,355.10 and liabilities \$851,921.64.

The charges which have been rumored against Sanger's amateur standing have been investigated by the I. A. W. but no truth found in them. At least he stands on a par with Zimmerman or any of the other known amateurs.

Henry Schmitz won the time medal in the Little Push road race, held over the Whitefish Bay course, September 9.



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We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure.

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THE PNEUMATIC.

LAST EVENT OF THE SEASON.

One Large OPEN ROAD RACE and Track Races

UNDER MANAGEMENT OF THE

NORTH SIDE CYCLING CLUB, of Milwaukee.....Sunday Afternoon, October 8, 1893

The race will be from Thiensville to Athletic Park, where the finish will be on the quarter-mile track.

The rest of the afternoon several Female and Boys' Bicycle Races will be run and a game of ball played between a Chicago and Milwaukee team.

For entry blanks address J. E. Reiter, 339 Third Street.

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