

THE PNEUMATIC

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

VOL. IV.

MILWAUKEE, WIS., OCTOBER 16, 1893.

No. 1.

▲ CASH ▲ PRIZES ▲

\$5.00

will be given to any one who will act as agent for THE PNEUMATIC in his town and secure 20 paid subscribers at the price of 50 cts. each.

Young Men, improve your time by securing subscribers for THE PNEUMATIC. Aim to be rewarded with \$5.00. If you fail in that, remember the other amounts can be claimed. It is money easily earned and you have a large field to work in.

\$2.00

will be given to any one desiring to be an agent and will send in ten paid subscriptions at the price of 50 cents per year.

Offers

Most Liberal.

Any enterprising young man can secure these Cash Prizes over and over again as a reward for a little work. The object of this offer is to more thoroughly circulate THE PNEUMATIC among cyclers throughout the country.

\$1.00

will be paid to any one for six subscriptions at 50 cts. each, and 50 cts. for four, money to be deducted from remittance in each case.

ADDRESS M. C. ROTIER, PUBLISHER,

505 EAST WATER STREET, MILWAUKEE, WISCONSIN.

HAVE YOU EVER
RIDDEN AN.....

"ANDRAE"

Those who know pronounce the "ANDRAE" machine perfect in its lines of construction and superior in Strength and Speed. It is built of the best imported steel tubing combining lightness and durability.

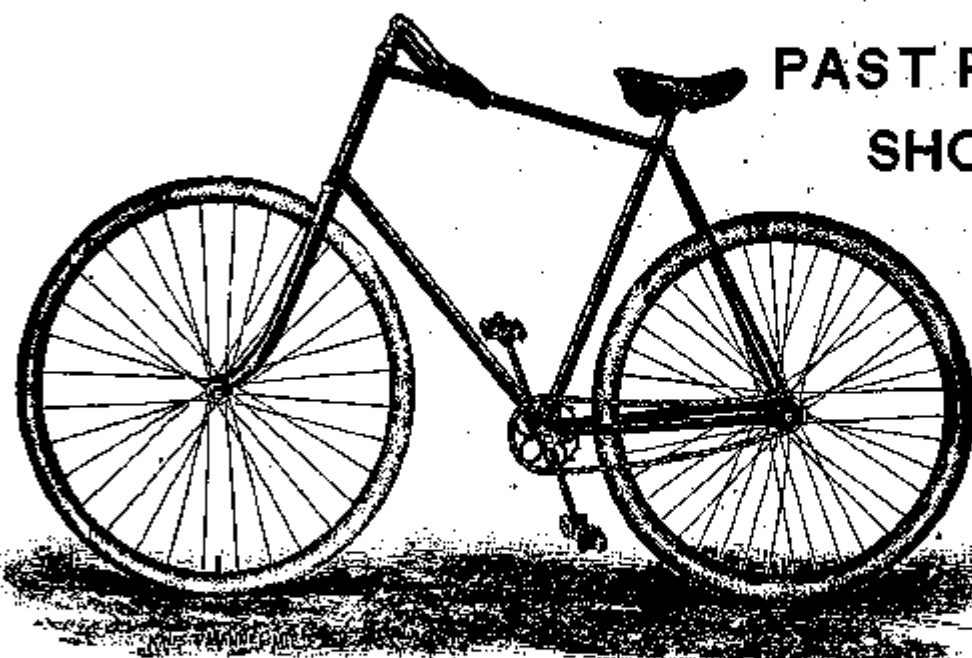
.....OFFICE OF.....
HORSFALL & PATZLAFF,
LUMBER DEALERS.

PRAIRIE DU CHIEN, WIS., September 29, 1891.

JULIUS ANDRAE, Milwaukee, Wis.,

DEAR SIR:—Wheel received by express this morning. To say that I was pleased with same would be an understatement. I am better pleased with it than any wheel I saw on exhibition at the World's Fair. Best of health. Would not exchange the "ANDRAE" for any other make.

Yours truly,
O. A. PATZLAFF.



PAST RECORDS SHOW.....

THAT THE
"ANDRAE"
HAS
MORE
THAN HELD
ITS OWN
IN THIS
PERIOD OF
CYCLE
BUILDING.

JULIUS ANDRAE, MAKER, MILWAUKEE

SAVE MONEY BY HAVING YOUR BICYCLES REBUILT

during the dull season. Long years of experience has enabled us to do our work in the most practical manner.

REPAIRING.....
RE-ENAMELING
RE-MODELING

AND SOLID AND CUSHION TIRE
MACHINES REBUILT TO
PNEUMATICS.

JULIUS ANDRAE

225 W. WATER ST.,

▲▲▲▲ MILWAUKEE



A MONTHLY JOURNAL DEVOTED TO WHEELING AND ITS INTERESTS.

SUBSCRIPTION FIFTY CENTS PER YEAR.

CONTRIBUTORS: NED. WOODMAN, MONROE, WIS. O. 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 year more than any other it has become very apparent that the wheelmen are permitting their favorite sport to run close to the ragged edge of popular disfavor. The manufacturing interest in races is likely to cause a revulsion of feeling against wheel racing, through suspicion that such events are advertising hippodromes, and in many bicycle clubs there also exists the stigma of trade influence, which many riders, independent and undesirous of being classed one way or the other, will refrain from having any connection with.

COUNTY fairs have introduced an innovation in setting aside one or two afternoons for bicycle racing, and horsemen look with jealous eyes upon its popularity. There has hardly been a fair held this year that did not have a few cycling events scheduled on its program, all of which naturally has caused the antipathy of the horse-breeder, jockey and sport against the wheelmen to become more pronounced, as the former scent danger to trotting interests. But in that case only will cycle racing prove to be a rival of horse racing. Amateur sports generally attract a different element of sport-loving people, because betting is a feature not tolerated in the amateur ranks and therefore draws its admirers and patrons from a class of people who will not patronize a turf contest.

OUR division's membership needs watching. The ranks that were so well filled last year at this time have been sadly impaired. This condition of affairs exists in a majority of the divisions this year. We wonder whether this is another form into which hard times has shaped itself, or whether it was not caused in some degree by a laxity on the part of retiring officers. It is but natural to suppose that at the end of several terms of faithful service they grow a bit weary of their gratuitous labor. But, whatever may have been the cause with other divisions, we hasten to exonerate the officers of our division of even this slight

human failing. Wisconsin, for three long years, has had its cycling interests carefully watched over by able men, whose patient industry and intelligent moves have yielded excellent results, but increasing business responsibilities and worries have made it impossible for them to accept another term which the members have been so anxious to press upon them again, and now, when the old veterans of Wisconsin bicycling lay down their scepters, may they be conscientiously assumed by their successors. The work of the incoming officers will principally lie in maintaining the harmony, good-will and average growth in the membership which has been so well mapped out by the retiring officers.

IT IS difficult nowadays to find any pursuit followed by men which has not been invaded by women. In bicycling as in everything else, the number of female devotees is rapidly increasing. The bicycle girl bobs up serenely at every turn but with her appears the pleasant anticipation of reading columns of stuff about choosing a cycling costume. Suggestions pour in from all. The girl is literally besieged. 'Would not this,' asks the male, 'be more sensible, even if less modest, apparel!' and he proceeds to unfold his model. 'Would not this,' asks the antiquated female, 'be more becoming a woman who is in duty bound to respect her sex, even while she repudiates it in mounting a wheel?' Then others step in and offer suggestions, and so it goes on until everybody is at sea what apparel to don and many quit the sport on account of this vexatious question.

Bicycles in '04.

Speaking of next year's machines, the *Wheeler*, of England, makes several good suggestions. It says:

"In former seasons fashion held full sway, but we are bound to admit that she is losing her hold over the votaries of the wheel. It may be fashion that causes cycles to be all wrought after the same pattern, just as men's nether garments are all made after the same style, or it may be merely an example of that natural law whereby the fittest pattern of cycle survives. We incline to the opinion that for next season the tubing used will be of somewhat larger diameter, especially as regards the bottom rear stays; that gear cases will enjoy an even greater popularity than has been the case in the past, and that the tendency will be to return to the lighter and easier-running block chain, instead of the heavy and rattling roller. We do think that a little more attention might be paid to chains. Too frequently, even in the best makes, the pitch is not dead true, and, as a consequence, the chain is not as perfect as it should be. We think it would pay many firms to devote some care to the present article. In such a matter as this, the public will insist on having the best, no matter what the cost may be; and we think it would also pay the makers, in consequence of the increased satisfaction likely to arise.

"Gear cases will have to be made easily detachable, and comparatively dust-proof. We regard the latter point as

THE PNEUMATIC.

of infinitely more value than that of containing oil. The chain can always be well lubricated if the case be comparatively dust-tight; and if it be easily detachable, very little trouble will allow of the chain being removed and thoroughly cleansed. For next season great improvements in tires may be expected, and from experiments made by the pioneers in the pneumatic movement, it would seem that as yet the wheel world has by no means got to the bottom of the tire question. Nearly all the tire companies have something new in hand for next year, whereof our readers will learn more anon. Cushions are dead for all practical purposes, as from the beginning we prophesied they would be ere long. Up to the present the puncture difficulty has not been grappled with in any thoroughly satisfactory way. It would seem as though speed and immunity from puncture are two entirely opposing characteristics, and the tire that has one cannot also possess the other. But more than one tire which can come unharmed out of conflict with nails and similar engines of destruction has been proved satisfactory for road use.

Previous experience has shown that early shows are preferable to late, on all accounts. It is, of course, something of an anomaly to have the '94 shows held during '93, but there seems no help for it, and merely sentimental reasons must not be allowed to weigh in the balance against practical utility. As a business, the cycle trade is essentially a bird of the summer, and it will be much better for the makers, as well as for the men they employ, if the trade can be made a permanent rather than a seasonable one; and early shows work toward this good end by practically making the end of one season the beginning of the next. There is an enormous class that will not order until the show is over, and demands of this class, coupled with the orders from agents, tax the makers' resources to the very utmost, because (if the shows be late) everybody wants his machine at once. Early shows do away with this immediate demand and tend to spread it over a more extended period. To revert for a moment to an earlier topic, we consider that next season will see the tire question consolidated somewhat, especially as regards the manufacture. The public has been well bitten this year over tire speculations, and though next season will see practically every machine pneumatic-shod, the manufacture will be in the hands of a few companies and those the best. As a matter of fact, the pneumatic tire is destined to cover the whole earth, but as yet we do not think it will be subjected to any impost in the way of ground rent.

An Erroneous Statement.

The alleged statement of Johnson, which was heralded in some eastern papers, in which it was claimed he confessed that his wonderful record of 1.56 3-5 was a fake, has been proven to be entirely false. Johnson made the record and every well-informed person does not doubt it, because Johnson has always shown marked ability, and under the conditions known it has been duly credited to him.

Echoes of the Path.

The record-breaking ride indulged in by an English young lady has made things tumultuously interesting over in England. It brings up the question: "Shall women break records and ride in competition before audiences?"

Harry Tyler's popularity among the stars of the path was manifested at Springfield, when he won that great mile race. Among the first who extended their congratulations were Zimmerman, Sanger and Windle.

Asa Windle, one of the largest, most powerful and best trainers who traveled on the circuit, always handled Zim in the push-off in a race where good talent was against him, and by his terrific start made it an easy thing for Zim to win, in short distance races especially; but at Springfield, in the big International race, Asa's start, for the first time, had no effect and Tyler came in a winner.

It appears that Harry Wheeler, the young pro, is not entirely infatuated with the National Cyclists' Association, under whose colors he has been riding all season. He avers that if the L. A. W. adopts the class B rule he will bid good-bye to the N. C. A. and join the League. At present he is on his way to France to compete in the French professional races.

A southern racing circuit has been arranged for the winter by the wheelmen of the South. Bliss, Birnberger, Bald and many other notable riders will attend and remain throughout the season, but it is certain that Zim, Sanger, Tyler and Windle will not follow it up. They will indulge in "life" this coming season of snow balls and ice.

The *Bi-World* in explaining why Zimmerman lost that mile International race to Sanger at Springfield, says that Zim had had it arranged with Meintjes to pace him up to Sanger on the home stretch but that Meintjes was suddenly seized with a cramp and failed to do his work at the right moment. From this statement we glean that Zim had not only arranged to beat Sanger at the tape but to score the greatest possible victory over his greatest rival by gaining the ten yards lead which he allowed him to get. If he had succeeded in this he would have completely overshadowed Sanger in the eyes of the public and his superiority would have been unquestioned.

Clifton S. Merrill who won some distinction on the path in 1890 and represented the Chicago Cycling Club at the Green Bay tournament that year, has gone bad. He was recently arrested for forgery in Boston. Merrill, it will be remembered, appeared to be one of the pleasantest and most agreeable fellows at that meet, but even then, or shortly afterward many stories were abroad about some crooked work in which he was the principal actor. He also had something to do with the ruination of young girls. His father is a minister in Springfield, Mass.

Commentator Commentates.

"O's" rather give me Commentators plain.
Who with no deep researches vex the brain;
Who from the dark and doubtful love to run
And hold their glimmering tapers to the sun."

The dealer who charges you two prices for a little screw or nut for your wheel sells it regardless of cost.

The "Asses' bridge" is the way the *Sporting Life* terms the class B rule. The N. C. A. fears its adoption because it will then surely break its tottering ranks.

The League's next president may be Mr. Gerould, of Chicago, it may be Luscomb, Mott or Willison but it surely will not be George Almighty Perkins, of Massachusetts.

Convict labor on public roads is the question of the day. Whether or not it is advisable to utilize the prison inhabitants for the improvement of our highways would be a good subject for debate among the wheelmen to while away the coming winter evenings.

How gratifying it is that the superiority of at least two of the supposed champion trick riders has been decided. There has been no end of "bluffing" all summer on the part of these champion tricksters and it is an excellent example of what professionalism is.

The prospects look bright, in truth are bright, for all the concerns interested in the cycle industry that weather the storm of '93. The field for the sale of wheels is continually increasing and it will be the old and reliable houses that will be sought out by careful and intelligent buyers.

We are threatened with the same division of opinion as regards the location of our national cycle show as England has been for so long a time, and it may be that it will also result in having two to support instead of one. It has been positively stated that the Madison Square Garden management, of New York is arranging for one on a large scale.

The report which appeared in the *Chicago Inter-Ocean*, some time ago that Zimmerman was hissed at by members of the Milwaukee Wheelmen when he competed in the International races here, has been proven to be entirely false by a statement over his own signature in several of the leading papers. Every member of the local club has the utmost respect for the king of champions and when he was here, done all in their power to show it.

The special assembly of the L. A. W. national board of officers held at Buffalo, September 25, called for the investigation of the executive committee on matters pertaining to the financial management of the league's affairs, resulted in nothing of importance except that the officers were cleanly

exonerated from the stigma of improper handling of the league's money. All the principal states in the union were represented by one or more delegates. Vice-consul H. M. Baldwin represented Wisconsin.

The book entitled "Zimmerman on training," has been laid on my desk. It has a vermillion-red cover and contains 132 pages of interesting matter. Upon opening the book to the first pages one encounters all the familiar faces of all of the leading racing men in the world. "All did I say? Well, nearly all. At any rate the compilers have not left out any second or third raters, but conspicuous among the absent is one who now stands on a level with Zimmerman himself—Walter C. Sanger! It must be that at the time the publication was issued in January '93, Sanger was not even classed with Dornje, Bliss, Gibbons, Munger, Nelson, etc., in spite of the fact that he repeatedly defeated all of these riders last year, without much trouble. Of course there may have been another reason for the non-appearance of Sanger's picture among the noted riders of America, but whatever it be, it is not pleasant for a western man to view the set and miss the sturdy face of Sanger.

Milwaukee has received some severe "roasting" in the press and by those who visited here in the interests of racing during the past few months. It has been described as a very "chilly" town where the people have no enthusiasm unless world's records are broken at every event. The press has stated that cycling has received a "black eye" and that racing men will steer clear of this town. There is no question but that the Milwaukee public are endowed with fickle minds in this regard, but this state of affairs can well be laid at the doors of the cycling clubs in the city who have been at war all this season, and in their spite dished up too many race meets to the indulgent public at sometimes very inopportune times and spiced with that antagonistic jealousy which must bring ruin to any sport. It is to be lamented that this state of affairs exists but it does, and not until an association of the cycling clubs in the city is effected will the sport be purified and the public be made to think as one, and not be taught to raise their voices against their favorite club's opponents.

It was generally supposed that Joseph Flanner had freely and unconditionally donated that piano for the North Side Cycling Club's road race lately run, yet everybody wondered at his marvelous liberality and many remarked that if his sole object was in receiving a good advertisement by this method, why he did not donate such a prize for an event run under the auspices of the Milwaukee Wheelmen, the club that can justly claim the distinction of possessing not only the largest membership, but an element who are leaders in everything they undertake. But the true facts in the case of this donation have been found out by an inquiring representative, and thereby hangs a laugh. Flanner

entered into a compact with the members of the N. S. C. C. whereby he would receive a certain percentage of the gate receipts at Athletic Park where the finish took place, but making a condition that the public would be kept in ignorance of this, and that they would do all in their power to advertise his house. As it was, he got neither money, nor advertising. The "gate" literally amounted to nothing and the advertising "nix." And thereby hangs a tale, but more anon.

In years gone by when bicycle riding was in its infancy and but one cycling club existed in this city it was often remarked that the name "Milwaukee Wheelmen" was excellent and well chosen in that it indicated a broadness in its sphere which would make its name famous as the father of Milwaukee cycling. The time has come when its members can look back and wish its name did not assume such vastness. The Milwaukee Wheelmen for years past was the only club which promoted racing. They have won fame and honor in this line. But now the other clubs have sprung up and made an attempt at race giving. The results were not so well. Many abusive comments resulted but the real management was not blamed by the unknowing public; no name was so familiar on their tongue as "Milwaukee Wheelmen"; they received the blame for the mis-management of the others. H. H. Wylie in the *Chicago Inter-Ocean* either ignorantly or maliciously lays the past season's happenings of all offences at the door of this one club when in reality it was not guilty of scarcely any. This is the "rot" he pens: "And now comes forward in a newspaper interview the man who wrote not 'Tarrar-boom-le'n,' but that other inflection, 'After the Ball,' and proceeds to lay his heinous offence to the door of the Milwaukee Wheelmen. This organization of besweated kyphosites have a lot to answer for if all that is said of them be true. They have hissed, mark the word, *hissed*, the modest and immortal Zimmerman; have called him a coward, he who has few equals as a game and honest sportsman; have tried to bring their pet and the great Jerseyman together on a dangerous track, and because the said pet refused to risk his reputation and his neck have turned his 'picture to the wall' and fired him bodily from their strongest organization; they are accused of juggling with the prize list of one of their races and over handicapping a Chicago road rider, these and various other sins are placed at their door." Verily, the parent of Milwaukee cycling has much to contend with.

Let Us Do It.

What means this wondrous clangor,
The cry of Sanger! Sanger!
That's rolling east and west?
He rode with Zim and beat him,
Prepare with songs to greet him,
In one great Sanger-fest.—*Bearings.*

Where the Old Wheels Go.

BY J. R. SMITH.

When I was young, (which is ever so many years ago), and likewise, ever so many years before I was born, there was an everlasting conundrum always being put and never answered. It was: "What becomes of the pins?"

Mathematicians—who must have been gentlemen of leisure, because no one else would have had the time or patience to go through such an interminable array of figures—have calculated that the daily and yearly output of pins is ever so many millions, yet there is still a scarcity of pins. The average girl or woman is eternally looking for a pin, and the average man never has one by any possibility when he wants it. Occasionally a pin is seen on the pavement, and a man has been known to pick up a pin—with his bare foot—when walking the bedroom floor in the midnight hour with his howling son and heir. Schoolmasters and other pompous men also have been known to find a pin on a chair, with the point up. But there are still millions and billions unaccounted for. This is doubly strange because pins are of no use except as pins. They are not a success as toothpicks or nail cleaners, they are too small for weapons of offense or defense, except for very small boys and an occasional irate female, and no ingenious fellow has yet found any way to convert them into kitchen utensils, or paving material.

So we must conclude that they are all lost, but that explanation only deepens the mystery. Where are they lost? Have they fallen into some chasm, or been washed into the ocean, or wafted to some undiscovered isle in the Pacific Ocean? If they have been lost in any accessible place within the hands of civilization, why doesn't someone stumble on a vast mine of old pins sometime?

In short, the pin mystery is inscrutable and only serves to call attention to another deep problem. What becomes of the old bicycles? Perhaps you think that is an easy one, but if you will reflect you will find that it is a regular riddle.

You must remember that the bicycle is rather a good sized object. You may have realized that, if you ever fell over one in a dark hall, or had one fall on you in a disastrous tumble. I should say on a venture that it was equal in bulk to a million pins, and it couldn't possibly get lost in a corner, or fall into a floor crack, or slide down a rat hole, or do anything else that pins do. Nor could it rust away to nothing in any time short of a century, and making all allowance for shipwrecks, there can't be more than five thousand at the bottom of the sea.

Then where are they? I don't mean the brand new wheels, which are pretty strongly in evidence on every street, but old ordinaries, the kangaroos and the solid tire safeties; and all the hundreds and thousands that are made prior to 1890, for instance. I remember the 54-inch Rudge I learned upon, and I suppose you—if you are anything like as old as I am—remember the darling old veteran, and what a marvel you thought it was. Quite proper, too, be-

THE PNEUMATIC.

cause it was a marvel then, and is yet in its way. When I look at the youngsters who ride, I am half inclined to think that they wouldn't dare to get up so high in the air. Why, the prsky, little, low-down—but no, that won't do at all, because I have a little safety myself now, and it won't do to malign it.

But as I was saying, the old ordinary was a thing of joy and delight and I hate to recall the day I parted from it. No matter whether I sold or bartered it, we parted company as I never saw it again. Where did it go? What became of it? Or to put the question more broadly, where do all the old wheels go? I asked that question before, but it is important enough to bear repeating.

They don't make them over again into new wheels do they? I am not mechanic enough to say that such a thing is or is not impossible, but I don't think they do. Is anybody keeping them somewhere for an ornament, or is somebody collecting bicycles like postage stamps, or corks, or anything else that anybody can think of? Is there somewhere a cellar, or a room, or a vast repository of a million old bicycles hoarded up by a crank who is going to leave them to his heirs as a memento of his insanity?

And this suggests another thought. Discarding the bicycle collecting crank, perhaps there is some place where the old ordinary is still regarded as a marvel and is ridden by young and old. Somewhere in Persia, or Cochin, China, or some other equally far away corner of the earth, we can imagine the people spinning along their well kept highways on the old wheels as happy as clams are supposed to be at high tide. They know nothing about the safety, and wouldn't care if they did.

But the trouble with the theory is that it is only a theory. Nobody has ever seen a hundred thousand people, more or less, in Cochin, China or anywhere else, riding the old wheels, discarded by American and English riders. This drives us to suppose that the wheels must be somewhere within the haunts of civilization.

Perhaps they have gone down in the scale and become vehicles of commerce and industry. A friend of mine who gets up at unearthly hours in the morning, sometimes before six o'clock, when I haven't begun to think of turning over for my early dose, tells me that he frequently sees workmen by the hundreds coming along the boulevards, with their dinner baskets or pails slung in front of them, spinning to work on the old wheels, solid tire, ever so high, and all that.

Can it be that the old wheels have all fallen into the hands of the toilers, who use them to save car fare? This theory is plausible, and at least has some backing, and therefore I am inclined to, in a measure, believe it. It strikes me rather pleasantly. Here is something like a complete vindication. The wheelmen of the present day cannot realize what martyrs their ancestors were. Contumely and cabbage, bricks and badinage were hurled at the peaceful man who ventured forth into strange localities, and in

those days a wheelwoman could hardly have escaped personal assault.

Now this is all past, and even the clergyman can take a ride without exciting remark except from the ultra critical. And now we have the wheel adapted to the wants of the honest artisan and laborer! I can see my old Rudge leaning against a grimy brick wall; or a lathe, or a carpenter's bench, waiting for its owner to bestride it, and I can also see the dusty or grimy rider coming home like anyone he used to throw missiles at, with no one to even look at him in derision.

What a triumph for the old wheel, and what an honorable ending to a long and useful career! I can imagine the poor old thing creaking with satisfaction over its vindication. And this, I think is the true explanation of what becomes of the old wheels. If it isn't I shall have to ask someone else to give a better one.—*Wheelmen's Gazette*.

A Pneumatic Skate.

The London Ironmonger is responsible for the following:

"A rather formidable competitor of the cycle has made its appearance in the Midlands in the shape of a pneumatic road skate. It has lately been seen in the streets of Birmingham, and, judging from the admiration it excites, is not unlikely to find its way soon into all parts of the country. The invention, which was patented a short time ago by a Scotch firm, is evidently derived from the old roller skate of skating rink celebrity, but, whereas the ordinary roller skate has four wheels, the pneumatic skate has only two, placed in line at either extremity of the skate. The wheels are rather larger than those of the roller skate and instead of solid rubber are covered with pneumatic tires. The patentees claim for them that one can skate over ordinary turnpike roads with them the same as on ice and at even greater speed, while at the same time they will easily ascend and descend hills. Six or seven miles an hour, however, is the maximum speed attempted in the streets of Birmingham, and that only on smooth roads. One obvious advantage of the pneumatic skate over the pneumatic cycle is that punctured tires may be readily replaced, as the skater may carry surplus tires, or even reserve wheels ready fitted, in his overcoat pocket."

On Illinois Bad Roads.

Here we publish a letter lately received from one of our rustic inhabitants who ridicules our effort in the cause of road improvements. The idea is laughable and displays some wit on the part of the writer. This is it:

"I see in your Pneumatic Paper that \$100,000.00 a year was lost in the State of Illinois on bad roads."

"Did you not mean that \$100,000.00 worth of Bicycles were lost in one year on account of bad roads in the State of Illinois?"

Respectfully,



The other parody:

After the race is over,
After the prize is won,
After the limit men finish,
After the day is done,
Many a wheel is broken,
Trying to keep the pace,
Many a hope has vanished—
After the race.

The fellow who is on pleasure bent invariably is the kiphosis bicyclist young man.

At the bicycle meet the riders make the motion and the timekeeper seconds it.—*Westfield Standard*.

The difference between a horse and bicycle is that the former is no good until it is broke and the latter after it is broke is no good.

"How does it come you place such an inflated value on your club-house stall?" "Because it contains so many pneumatic wheels."

Wheel tourists might do worse than pay a touring visit to Holland. Its people are hospitable, its bricked roads really good, and its scenery, though of course flat, is of a wondrously interesting character.

The nights are cold, the skies are gray,
The frost king now is on his way,
We miss the birds; we miss the bees;
We miss the flow'rs and leafy trees,
We also miss, 'tis joy to state,
The young wheelman who flirts with Kate.

Some "Don'ts" for Pedestrians.

Don't walk in one direction and look in another.

Don't talk in the middle of the street and expect wheelmen to turn out for you.

Don't carry an umbrella at such an angle that it may be ruined by colliding with the eye of a passing cyclist.

Don't walk on both sides of the street at once after you have been celebrating your wife's birthday; even cyclists are entitled to some portion of the road.

Don't start to cross in front of a rider and then change your mind; wheelmen are not mind readers, and the result in consequence would be unpleasant to you.

Don't walk at all if you can get hold of a bicycle by any means.

A Record-Breaking Salesman.

He had been in the bicycle business for some time, but had never been upon the road when he made an engagement with a house of considerable prominence. The secretary of the concern laid out his route for him, and in giving him his final instructions wound up by saying "when I was on the road I averaged three towns a day, and I shall expect you to do the same." The new salesman thought this was laying it on pretty thick, but said nothing as he was anxious to make a reputation and believed that he could visit as many different places in a given 24 hours as could his instructor. So he started out on a plan which would have made an experienced drummer smile; he rushed into a town showed his samples, jumped the first train out, and repeated the programme at the next point on his list. Then he sat up half the night writing letters and making out orders, for he was reasonably successful. But one day the head of the establishment inquired into affairs and disapproving of what he thought must necessarily be incomplete work, ordered the secretary to forward a telegram something like this: "don't try to cover the whole state of Pennsylvania in 10 days. We want you to sell bicycles, not to break the cross country record." And then the salesman at the risk of losing his position sat down and penned the aforesaid secretary a nice long letter in which he expressed his opinion of the secretary in forcible language.—*Philadelphia Cycling*.

A Physical Director on Training.

Physical Director Shaw, of the Young Men's Christian Association, Milwaukee, is a great lover of the sport of bicycling. In a conversation recently he expressed himself on that topic in this wise: "I think cycling is excellent. It is better than walking, as it brings most muscles into play and then you get over more ground. The interest awakened in the passing scenery is important, as well as skimming through the country. But I don't think the Waukesha road race is a good thing. First of all no person under twenty-five years of age should enter such a contest. The strain is too great. Then those who are fitted to enter, often do so only after two or three weeks' training. The time occupied in preparation should be as many months. The Greeks permitted no one to enter the arena except after nearly a year's training."

"What do you think of the use of the bicycle by women?"

"It is a splendid thing for them. They are not apt to over-exert themselves and they always sit erect. Bicycles do a great deal of injury to those who double over the handle. Some of them are so made that this seems necessary, but they ought not be made in that way."

A Cycling Editor Weds.

Mr. Joseph Goodman, editor of the *Cyclist*, and Miss Rosie Stearn, both of Hartford, Conn., were married at the home of the bride's parents, October 11. Mr. Goodman has the congratulations of his western friends.

THE PNEUMATIC.

Milwaukee Wheelisms.

Henry Kanaska, of the N. C. A., is back to Milwaukee. Traveling Salesman Harry J. Warner has returned from his eastern trip.

Otto Link, a club favorite, leaves in a few days to travel for a Brooklyn firm.

Many members of the Mercury Cycling Club have joined the Bay View Wheelmen.

John C. Schmidtbauer won a race (!) at Cedarburg. The prize was a small diamond.

Ed. W. and Phil. Roth have started a journey to Davenport, Ia., on their wheels.

Chas. R. Culver, Sanger's trainer has returned to Springfield, Mass., to reside.

Sanger will play football with the Milwaukee football team of which Alvin Kletsch is manager.

The Milwaukee Wheelmen will hold progressive cinch parties every other Thursday. Ladies will also attend.

The pool tournament of the Milwaukee Wheelmen is nearly over and L. M. Steiner has virtually won the prize.

In the North Side Cycling Club's road race, Ed. Roth, beat out Ulbricht for time medal by sixteen seconds. Gus Kirchner won the piano.

The Milwaukee Wheelmen had another hard time smoker on the 14th. It was largely attended and many interesting tramp make-ups were presented.

The "13" Club members tendered a farewell party to Dave Anthony at the home of W. L. White. Every member was present and the table was spread for thirteen.

The North Side Cycling Club's road race from Thiensville, finishing on Athletic park track, was postponed last Sunday on account of the terrible condition of the roads. It was held the 15th.

A bicycle belonging to George I. Place, of 275 Thirteenth street, was stolen from the Second Ward Bank building. It was also stolen a few months ago, but the police succeeded in recovering it then.

With many hearty handshakes and well-wishes the host of friends of D. H. Anthony bade him good-bye. "Davy" has left Milwaukee for his old eastern home in Rhode Island. He has been a resident here for six years.

The Mercurys will hold an entertainment and ball at Harmonie hall, corner of First avenue and Mineral street, October 22. A fine program is arranged for the entertainment and the ball will be of its usual interesting kind. The club will also hold a "hard times" smoker soon.

The minstrel performance of the Milwaukee Wheelmen, which was booked for November 8, has been indefinitely postponed and in its place on that evening the club will give its first annual reception at Recreation club hall, corner Nineteenth and Wells streets. It promises to be a brilliant affair and will be attended by the elite of the city.

Sanger Quits the Path.

Lovers of the sport and admirers of Sanger feel disappointed to learn that Sanger has quit racing for this year and may be altogether. He appears to be undecided what he will do next year. The prevailing idea that Sanger will get too heavy this winter to be a first-class man next year is not corroborated by Culver, who has trained him all season. He thinks that Sanger, if in the hands of a good man and some luck running his way ought to be on the top of the heap next year.

Culver has gone back to Springfield, where he will have charge of a gymnasium.

The Milwaukee Athletic Society.

The Milwaukee Athletic Society held its annual meeting last week and elected the following officers: President, J. B. Nichols; vice-president, W. J. Desmond; secretary, C. B. Pierce; financial secretary, William Zimmer; treasurer, Otto Recknagel; directors for two years, Spencer Hsley, G. W. Canner, Robert W. Chapin; directors for three years, C. W. Kent, J. H. Wassow, Will Hoffman. It was decided to increase the dues from \$9 to \$12 a year. The society has over three hundred members and is in a prosperous condition. Leonard Barnickel will be re-appointed instructor by the new board of directors.

A Brilliant Wedding.

Last Tuesday evening the marriage ceremony of Mr. Fred J. Schroeder to Miss Lulu Swartzburg was solemnized in St. John's Cathedral before the largest concourse of friends ever gathered in the edifice. The reception took place at a West Side hall, to which the intimate friends of the young couple were invited. The occasion was made merry by dancing. A. M. Patitz and H. P. Andrae lent their presence to complete the bridal party. Mr. and Mrs. F. J. Schroeder will reside in a pretty new home on the west side which has just been completed for them.

A Wheelman Chasing a Burglar.

A Milwaukeean's house was recently entered by a burglar, but was scared away before he secured much. A wheelman, passing along by the house, gave chase on his wheel and had nearly caught him when the foxycrook took to the fields and the rider had to abandon the chance of catching him.

Sanger's Record.

During the past season Sanger met Zimmerman in six races and beat him four out of the six; he met Tyler in twelve and took five; rode with Windie ten times and quit even, and was never beaten by Johnson or Bliss.

Kanaska, the local professional rider, has left the circuit of the N. C. A. and has won enough races to keep himself in clover all through the winter.

THE PNEUMATIC.

Fair Races and State News.

Racine has a "Hungry Ten Club," who recently rode to Milwaukee and tackled all free lunch counters on their route.

At Wausau, September 30, some spirited races were run between local riders. It served for one afternoon's good sport.

At the Beaver Dam races, September 28, Parker Sercombe won the quarter-mile open from E. C. Bode, of Chicago, in 35½ seconds.

DeHaven and Fleming, bicycle thieves, were recently arrested in Milwaukee by detective Gleason and were sent to Elkhorn, where they were sentenced one year each to the state penitentiary.

A fifteen mile road race between Charlie and Clarence Taylor in Barren, Wis., resulted in the former's defeat. Money was at stake.

The wheelmen of Oshkosh, have decided to build a track next spring. Funds for the purpose will be raised by a series of entertainments to be given during the winter.

At the Stevens Point races, M. C. Ewing, of Wausau, won a special gold medal by a flip, having been tied with O. E. Virum, for the best time made on the track.

A recent issue of the Fond du Lac *Journal* makes mention of a new-fashioned bicycle lately seen on its streets. The inventor is a man named Clark, of Denver. The mode of propelling the vehicle is with the arms.

A wealthy resident of Racine has bet \$500 that a bicycle cannot be ridden from that city to New Orleans, a distance of 1,200 miles, in twenty-five days. Charles Pugh and William Lugg have accepted the wager and start on their long journey October 16.

The Stevens Point races held October 3-4, finished up successfully. The sport is comparatively new in the northern part of the state and it drew big crowds each day. Virum, the local rider and Anderson and Chandler of Wausau carried off most of the honors.

At Janesville, September 14: one-mile county championship—first, S. T. Tallman, Janesville; second, E. V. Whiton, Janesville; third, H. Blodgett, Beloit. Time, 3:08. Half-mile handicap—first, Tallman; second, F. F. Lewis; third, H. A. Ford. Time, 1:17. Quarter-mile open—first, Tallman; second, F. Blodgett; third, Lewis. Time, 0:33.

A Waukesha newspaper tells of the performance of a little ten-year-old girl, Fanny Violet, who rode from Milwaukee to that place, eighteen miles, without a stop in two hours and five minutes. It seems that those who are responsible for preserving the good health and longevity of this child know nothing of the strain of such a ride for one so young, otherwise it would never have been allowed.

Some Prominent Candidates.

Louis Erhart, of Fond du Lac, state representative. An excellent man for any position, who if elected may perhaps succeed in regaining the lost membership in that city. He is a good speaker, a favorite and a hard worker for the promotion of cycling interests in his locality.

* * *

Ben Park, of Madison would make an excellent representative. He is an old L. A. W. member, very quiet in disposition but an effective worker and very popular among the wheelmen.

* * *

Irvin F. Strauss, of Ripon, is deserving of every members' support. His past record as a "hustler" is too well known to need farther comment. Ripon ought to have a state representative and among all of her cycling votaries there is none so ably fitted for the position as Irvin Strauss.

* * *

Among the other candidates nominated for state representatives are: Ex-chief Consul H. Van Arsdale, Racine; Dr. F. R. Zeit, Medford; N. E. Linquist, Marinette; Willibald Ott, La Crosse, and W. W. Luebkehan, Eau Claire. All of these gentlemen have shown by their past deeds that they are trustworthy, and hard workers for the good of the league.

* * *

It will be an interesting count for the teller of the ballots when checking up the number of votes for the vice-consulship. H. M. Baldwin, of Kenosha, who has held the position for several years is a nominee again, but only consented, after repeated entreaties by his friends, to allow his name to be used; F. E. Pearson, of Madison, his opponent is not so well known, but has proven on several occasions to be a good speaker, and Madison wheelmen say he has done a great deal for that town in bicycling ways. His friends are pushing him hard and the contest will be close.

Election of Wisconsin Officials.

The annual election for officers of the Wisconsin Division, L. A. W., will end November 15.

The nominations are as follows: Chief Consul: A. C. Morrison, Milwaukee, (no opposition). Vice-Consul, H. M. Baldwin, Kenosha; F. E. Pearson, Madison. Secretary-Treasurer, M. C. Rotier, Milwaukee, (Thos. B. Hutchings, nominated, declined to run). Representatives, H. Van Arsdale, Racine; Dr. F. R. Zeit, Medford; I. F. Strauss, Ripon; B. W. Park, Madison; N. E. Linquist, Marinette; Willibald Ott, La Crosse; L. A. Erhart, Fond du Lac; W. W. Luebkehan, Eau Claire. The four receiving the highest number of votes will be considered elected. F. J. Morawetz, H. J. Warner and Aug. Rutz have been appointed as a committee to count the ballots and declare the result.

The Associated Cycling Clubs of Philadelphia have decided to hold a national cycle show in December.

Short Interesting Notes.

New York park policemen are now regularly mounted on bicycles.

Johnny Johnson will probably represent the Chicago Athletic Association in European skating contests this winter.

In Australia wheelmen had a relay race of 218 miles with the royal mail train. They beat the train 1 hour 8 minutes.

The famous Joseph Pennell, of London, England, writer and artist of many stories and sketches, is taking in the World's Fair.

Englishmen are establishing a table of unpaced records. The idea is novel and good and American riders will not be slow to catch on.

British papers at last acknowledge that they are getting left, as far as producing cycle champions is concerned. America has at least six that are head and shoulders above the English champions.

The International circuit has come to a close and McIntjes, the only foreigner, is now at Herne Hill, preparing for a siege on English records.

The initial number of the *Cleveland Amusement Gazette* presented itself last Saturday morning. It proposes to deal in stage gossip, generalities and all athletic sport news. It has a short cycling column.

Zimmerman is at last the proud possessor of a record that will probably stand for years to come. At the Freehold (N. J.) meet he passed the century mark and now has 101 first prizes to his credit. And the end is not yet.

The *Scorcher* is the name which heads the pages of an excellently printed and edited new publication in Springfield, Mass. Like in a crowded street car, there is always room for one more, and we are pleased to herald the birth of such a promising paper.

J. W. Schofield, who recently landed in this country to win money and fame in the ranks of the N. C. A., has as yet not been able to defeat the champion Wheeler. Still, a match race is being arranged between the two for \$1,000 a side.

Some New Records.

Zimmerman's 101 first prizes won this season.

Tyler's standing-start mile in 2:00 2-5, at Springfield, October 10.

McDuffee and Clark cut the tandem flying start record to 2:01 1-5.

The two-mile record of 4:15 3-5 made by Tyler, September 29, still stands.

Windle's flying-start half, three-quarters and mile in 0:57 2-5, 1:26 3-5 and 1:56 4-5 respectively.

A Clergyman's Record.

A Wisconsin clergyman has shown how useful a bicycle is in his profession. He recently rode nine miles in fifty-four minutes and preached a funeral sermon. He announced that the services would be concluded at the grave and while the funeral procession was on its way to the cemetery he mounted his wheel and performed two marriage ceremonies in different parts of the town and then reached the graveyard ahead of the funeral.

Lenz' Letter from China.

Frank Lenz, who has been circling around this earth on his wheel, has at last emerged from the wilds of China. For a number of months it was thought he had met with some fatal accident or disease and perished in the strange land but his letter assured his friends of his safety. He writes as follows from Mandalay, Burmah: "My strong constitution broke down near the borders of China. God help the unfortunate cyclist or traveler who crosses China. I could never do it again. My wheel went over fifty ranges of mountain varying from seven to twenty-five miles across. The heat is terrible here and the greatest care is necessary to escape a sunstroke. Burmah is so badly flooded that I was compelled to swim several streams. One of my Chinese coolies was drowned thirty miles from the border."

Chicago Herald on Cycling.

Considering that bicycling in its present form is only four or five years old, the popularity it has obtained is surprising to the laymen. To the 'crank,' however, there is nothing astonishing about it. The modern bicycle offers a means of getting over ground that is at once healthful and economical. The silent steed needs no oats. A drop of oil now and then satisfies its appetite. It doesn't die, it isn't subject to spavin, ringbone or glanders. It doesn't run away and no stable is required to shelter it. Seated on its back the rider laughs to scorn the crowded cable cars and the elevated road. His cheeks glow with the ruddy health engendered by the exercise, and he would not exchange places with the fashionable in the dog-cart, whom he leaves far behind on the boulevard. Its no wonder, then, that all bicyclists are enthusiasts. They have a right to be. They enjoy advantages over ordinary people, and they are only human in showing that they possess them.

Drawn by a Thread.

One result of bicycle building was the introduction of pneumatic tires on trotting sulkies. Another is likely to be the use of ball bearings on vehicles. A carriage builder who has been experimenting in this direction found that the ball bearings on the axles of a horse car weighing eleven thousand pounds could be started and moved freely with three strands of No. 50 Conte's cotton thread.—*Exchange*.

Some Late Trade Topics.

What is known as the "Big Three" in the cycle industry is composed of Pope, Overman and the Rambler people. These firms are positive in their assertions that the prices of next year's wheels will not be less than \$150, but the overstock of '93 wheels will be sold at \$100. And yet from other sources—confidential, in a way—it seems that they will market their '94 product of high grade machines at an even hundred. Cycle makers and dealers are intently awaiting developments in this matter from the three leading makers whose decision one way or another will sway the cycle trade the coming year. And they in turn are "laying low," awaiting the outcome of the tariff question, which, if settled one way, will allow the foreign makers to flood our markets with wheels at prices way below the reach of the majority of makers.

Another month has elapsed and the defunct Sercombe-Bolte Manufacturing Company's affairs are still as certain and uncertain as it is possible to be where there is so much division of opinion among the creditors. It proposes that the present indebtedness of the company be either replaced with the company's notes, payable in four installments at one, two, three and four years each, with 5 per cent. interest, or to increase the capital stock to \$150,000 and have the creditors take stock at par to the amount of their respective claims. It is generally supposed that the latter proposition will be accepted by the creditors and that business will soon be resumed under the name of the Telegram Cycle Company, but the leading stockholders seem undecided or are non-committal on the subject.

It has often been remarked by people who feel called upon at every occasion to express their views on things transpiring, that the house of Julius Andrae was being overshadowed in the local cycling industry by the great splurge and boom with which Parker H. Sercombe undertook to run things bicyclic for a time. Now all things have changed. The panicky times have disclosed more than a few flimsily constructed enterprises and stamped those who have survived them with the brand of soundness and prosperity. Many business firms scarcely know where they are at these times, but it's the old story—they are where they started, and all because of their unnatural growth. The Julius Andrae Cycle Works has grown to its present size and excellent business standing not in one or two years, but after many years of patient and persevering energy and toil. To-day the firm stands the peer of Milwaukee's institutions.

A Pittsburg paper says that Zim came into the dressing room directly after winning a \$750 piano, and remarked: "I'll trade my piano for \$200 diamond." But no trade was made, and then Zim sighed and suffered in silence.

Rubber manufacturers report a falling off this year, in comparison with last, of over 50 per cent. in demand for rubber by tire makers.

Trade Items.

T. L. Paine & Co. will discontinue the bicycle business for the winter and will occupy office rooms for the sale of their "Yost" typewriter.

The Sercombe-Bolte plant is again in operation under the direction of receiver F. R. Pingree. The men are finishing up wheels that were left incomplete at the time of its collapse.

Rumor has it that the Stearns wheel will be represented by a new firm in Milwaukee the coming year. It is believed though that H. L. Kasten & Co. will make an effort to retain the agency.

There is a report current that Stokes' branch in Milwaukee will become a separate concern before long. A stock company may be formed in which J. E. Reiter and several others will be heavily interested.

H. L. Kasten & Co. is the name of the new firm taking the place of the Roth-Kasten Cycle Company. The company is in a position to take care of the cycle business again. Their repair shop has been remodeled and improved.

The Luburg Manufacturing Company, of Philadelphia, are completing arrangements to place a new tire on the market. It is similar to the Greyhound and Morgan & Wright, but possesses an advantage over others in that it requires no cementing to the rim.

For the next season great improvements in tires may be expected, and from experiments made by the pioneers in the pneumatic movement it would seem that as yet the wheel world has by no means got to the bottom of the tire question. Nearly all the tire companies have something new in hand for next year.

Let Her Go.

"Let me go, George. Let me go!" The shrieks rang out on the afternoon air. No, he was not trying to kiss the girl against her will, and she had not drawn herself up in the tragedy attitude. Again the cry rang out, "Let me go, George! Let me go!" The hero in the melodrama is always called George, and the heroine calls him George at his earnest request, which makes him so pleased and proud that he feels as though he could perish for her sake. He is a decent sort of a fellow, but his friends say he can just "perish" when put out. No; she was not afraid that he would either kiss or strike her. Her attitude was more supplicatory than defiant. And the cause of all the bother arose from the fact that George was going out for a ride, and his little sister wanted him to take her on the front seat of his tandem.—*The Wheeler*.

A Horse and Buggy for a Bicycle.

WANTED—To exchange, a horse, harness and top buggy, valued at \$125, for a first-class pneumatic bicycle. Address "C. G.," care THE PNEUMATIC, 505 East Water street, city.

Tramp Printers on Bicycles.

They are called tramp printers because they tramp from place to place, but the "world do move" and the last advance recognized by the craft is the bicycle. Probably no printer ever saw a tramp printer arrive in town on a bicycle until the present week in New London, Conn.

Shirt collars have occasionally been seen on the tramp printer, once in a while a silk hat or spectacles or something worn by other people, but a tramp printer astride a bicycle, bearing down on a country printing office, is distinctly a new thing.

The printing trade differs from any other because a compositor is paid for the amount of type he sets after he has corrected the errors, so that if he be fast or slow is no great matter to the office. If he be fast it is his gain, slow, his loss, but his work once done passes muster as good as another man's.

This feature of the trade makes them very independent and so they can go from one town to another getting employment for a day or week and on again, a feast one day a famine the next.

There are some great characters among them, and in traversing the country from one end to the other they see about all that happens and frequently have an interesting way of narrating their experiences.

The bicycle pioneer made a short stay in New London, arriving there Monday from Bridgeport, working a couple of days and going east. He is rigged in a white sweater ornamented with a yellow monogram, and the rest of his kit could be put in a cigar box. A light heart, a thin pair of breeches and a bicycle, what more can mortal desire?—*Am. Athlete*.

Beauty, Bicyclist and Boy.

"He was only a barefooted urchin, with a tin pail, and as he trudged along down Riverside drive he was laboriously whistling 'The Man That Broke the Bank at Monte Carlo,' but he stopped short to look at a bicycle rider in a gay suit who went whistling past."

"Suddenly a horse and surrey went dashing by and the small boy made a quick jump to get out of the way. The next moment he saw a bicycle rider pick up the driver, a young lady who had been thrown to the ground, and carry her to one of the nearby benches. The young man looked around as if for help and hailed to the barefooted boy."

"Let me have your pail, bub, quick!" he exclaimed; "I must have some water. The young lady is hurt."

"But the barefooted 'bub' thrust his pail obstinately behind him."

"Let me have that pail, I say. Can't you see, you little idiot, that the young lady has been hurt?" and he made a grab for the pail. But the boy dodged.

"Y'r aint agoin' to have my pail; not much," exclaimed 'bub,' eyeing him closely. 'It's got something in it!'

"Well, empty it, you young blockhead, you infernal little rat! I'll empty it for you!" and again he tried to snatch the pail.

"Oh, no yer don't," cried the urchin, as he started to run. "Them's crawfish!"—*New York Herald*.

"Sporting Life" Gossip.

When carried with all sorts of baggage in the ordinary cars the bicycle is something of a nuisance to the baggage master. It is an article which must be handled with care, and will not dwell in harmony with bags, boxes and bundles.

The bicycle for use in warfare is better thought of by the German than by the French authorities. The manoeuvres of the wheelmen at Metz were very satisfactory to the German staff officers.

A contemporary asks the question "How long ought a wheelman to rest after a meal?" If he is lucky enough not to have to work for a living, we should say, until his next meal.

We are promised full roadster safeties weighing but 14 lbs. It is stated that a large English firm is busy upon machines constructed mainly of an aluminium alloy.

Energy Always Wins.

ATLANTA, ILL., March 3, 1891.

Queen City Silver and Nickel Plating Co., East St. Louis, Ill.

GENTS:—The Queen Plater beats anything I ever saw to make money. When I received it, I put in a brass ring to test it, and to my surprise it was nicely silver-plated in five minutes. I made \$29.40 the first week and \$47.85 the second week plating jewelry and tableware. At the end of the first month I had \$197.45 clear profit. I now get all the knives, forks, spoons and jewelry one person can plate without going from home. I will let my son use the Plater I now have at home, and I am going out to sell Platers. I sold three to-day, at \$10 each, and did some plating besides. I sent \$20 to-day for four more Platers. I believe any enterprising person can make a grand success of this business. Very respectfully, J. C. BALDWIN.

If you want to make more clear money than you ever made in your life, send for circulars and price of the Queen Plater; for gold, silver, nickel, copper and brass plating can be used by any one. Plates beautiful and equal to the finest new work. Every class of goods, or metals. \$20 a day can easily be made. Address

QUEEN CITY SILVER AND NICKEL PLATING CO.,

East St. Louis, Ill.

Deafness Cannot be Cured

by local application, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube gets inflamed you have a ringing or buzzing sound of imperfect hearing, and when it is entirely closed, deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give One Hundred Dollars for any case of Deafness caused by catarrh that cannot be cured by Hall's Catarrh Cure. Send for circulars, free.

J. C. HENNEY & CO., Toledo, O.

Sold by Druggists, 75c.

THE PNEUMATIC.

WANTED—Agents, male and female, old and young; \$15 to \$25 per day easily made, selling our Queen Plating Outfits, and doing gold, silver, nickel, copper and brass plating, that is warranted to wear for years, on every class of metal, table ware, jewelry, etc. Light and easily handled; no experience required to operate them. Can be carried by hand with ease from house to house, same as a grip-sack or satchel. Agents are making money rapidly. They sell to almost every business house and family and workshop. Cheap, durable and simple, and within reach of every one. Plates almost instantly, equal to the finest new work. Send for circulars, etc. **QUEEN CITY SILVER AND NICKEL PLATING CO., East St. Louis, Ill.**

Call or write for Designs and Estimates on Medals or Club Badges.



Chauncey Simonds Co.

...SELLS THE BEST...

BLACK CHEVIOT

Double-Breasted

*** SUIT ***

TO BE FOUND IN THIS MARKET AT

\$15.00

382 EAST WATER STREET

SWEATERS, to close out, \$3.50.

....A LEAKY OIL CAN....
Is dear at any price. Experienced riders will tell you that the

"PERFECT" POCKET OILER

Is cheaper at 25 cents than any other oiler as a gift. The "Perfect" does not leak. It regulates the supply of oil to the exact amount needed. Be sure that the word "Perfect" is stamped on your oiler.



Price 25c each, handsomely nickel-plated.



...SAVE TIME...

By having your oiler or pump in one of our handbags. Always ready for use. No delay in opening tool bag. Easily attached to any wheel. Price 25c each, with leather strap. Handsomely nickel-plated.

CUSHMAN & DENISON,

172 NORTH AVENUE, NEW YORK.

PATENTS Procured in the United States and Foreign Countries. Trade marks, designs, labels and copyrights. Send description, with model, photograph, or sketch, and I will let you know whether you can obtain a patent. All information free.

W. E. AUCHINBAUGH,

MOGILL BUILDING, 205-26 "O" STREET.

N. W. WASHINGTON, D. C.

**All Foreign and American
Cycling Papers for Sale.**

Periodicals, Hand Books and Road Books.

SEND FOR LIST.

FLETCHER & CO.,

48 East Van Buren St., CHICAGO.

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 NICKEL-PLATED.

PRICE

Complete with New Coupling, - \$3.10
By Mail, Postpaid, - - - \$3.25

Tightest, Strongest, Hand-
somest, and most Effective
Pump on the Market.

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

Liberal Discounts to Dealers in Quantities.

S. F. HEATH CYCLE CO.

703 NICOLLET AVENUE,

MINNEAPOLIS, - - MINN.

RUPTURE

PERMANENTLY CURED OR NO PAY.

Financial References: MILWAUKEE HERALD. We refer you to 2,500 patients.

Written guarantee to absolutely Cure all kinds of Rupture of either sex without use of knife or syringe, no matter of how long standing. Examination Free. Send for Circular.

THE O. E. MILLER CO.

51-53 Merrill Building, MILWAUKEE.



The Grant Anti-Friction Ball Company.....

of Fitchburgh, Mass.



have the largest plant devoted exclusively to the manufacture of

STEEL BALLS

in the world. Catalogue and price list can be had on application.

Do not fail to try these goods in your '94 wheels.

JOHN J. GRANT,
Pres. and Gen'l Mgr.

Webster's International Dictionary

The New "Unabridged."

Ten years were spent in revising, a numerous staff of editors being employed, and more than \$200,000 expended in the preparation of this work before the first copy was printed.

Abreast of the Times
A Grand Family Educator
A Library in Itself

The work is invaluable in the household, in the schoolroom, and to the teacher, scholar, professional man, and self-educator.

Ask your Bookseller to show it to you.

G. & C. Merriam Co., Publishers,
Springfield, Mass.

Send for free prospectus containing specimen pages, illustrations, testimonials, and full particulars. The new big cheap photographic reprint of the Webster of 1897. They are for behind the times.



Do You Want to Win a Race?

We have discovered a remedy which will increase the powers of the lungs and numb the muscles of the legs so that a rider can do four times as much work, and faster, than he is naturally able to do. Our remedy,

CYCLOLA,

consists of leaves put up in a box. These leaves are simply chewed like tobacco, and the juice is swallowed. It is wonderful how it makes you sport without tiring yourself. We enclose a guarantee, and money will be refunded if not satisfactory.

Price, \$2.00 per box. Sample box \$1 by mail. Address,

CYCLOLA CO., 209 S. Third Street, Hamilton, Ohio.

For sale by.....

H. L. KASTEN & CO.,

517 GRAND AVENUE, MILWAUKEE.



**7 SUPERBLY EQUIPPED
FAST TRAINS**

MILWAUKEE and CHICAGO
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. NEWMAN, Third Vice-Pres. J. M. WHITMAN, Gen'l Manager. W. A. THRALL, Gen'l Pass. and Ticket Agt.

FOND DU LAC

OSHKOSH

NEENAH

MENASHA

CHIPPEWA FALLS

EAU CLAIRE



**PULLMAN
SLEEPERS**

ST. PAUL

MINNEAPOLIS

ASHLAND

SUPERIOR

DULUTH

CITY
TICKET
OFFICE

**100 WISCONSIN
STREET**



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.

6,100 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,

GEORGE H. HEAFFORD,

City Pass. & Tkt. Agt., Milwaukee

Gen'l Pass. & Tkt. Agt., Chicago

OUR COURSE OF ACTION



Commercial Printing

Cycle Printing

Club Printing.....

Designing

Electrotyping

has always been to produce the highest possible grade of printing at figures that will not exceed the price paid for inferior work.

Meyer-Rotier Printing Co.

505 EAST WATER STREET,

WE HAVE AN
ELEGANT LINE OF

'94 CALENDARS

FOR YOUR INSPECTION.

MILWAUKEE

THE PNEUMATIC



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

VOL. IV.

MILWAUKEE, WIS., NOVEMBER 15, 1893.

No. 2.

YOUR PRINTING

May be a matter of small moment to you. . . .
It is of great moment to us. . . . You know,
much of one's success in business life depends on
creating a favorable impression. . . . Create it,
by having even the least of your printing jobs
done up right—perfect and with taste. . . . We do
it. . . . At figures which do not exceed the price
paid for inferior work. . . . Try us.

MEYER-ROTIER PRINTING CO.

505 EAST WATER STREET, MILWAUKEE

HAVE YOU EVER
RIDDEN AN.....

"ANDRAE"

Those who know pronounce the "ANDRAE" machine perfect in its lines of construction and superior in Strength and Speed. It is built of the best imported steel tubing combining lightness and durability.

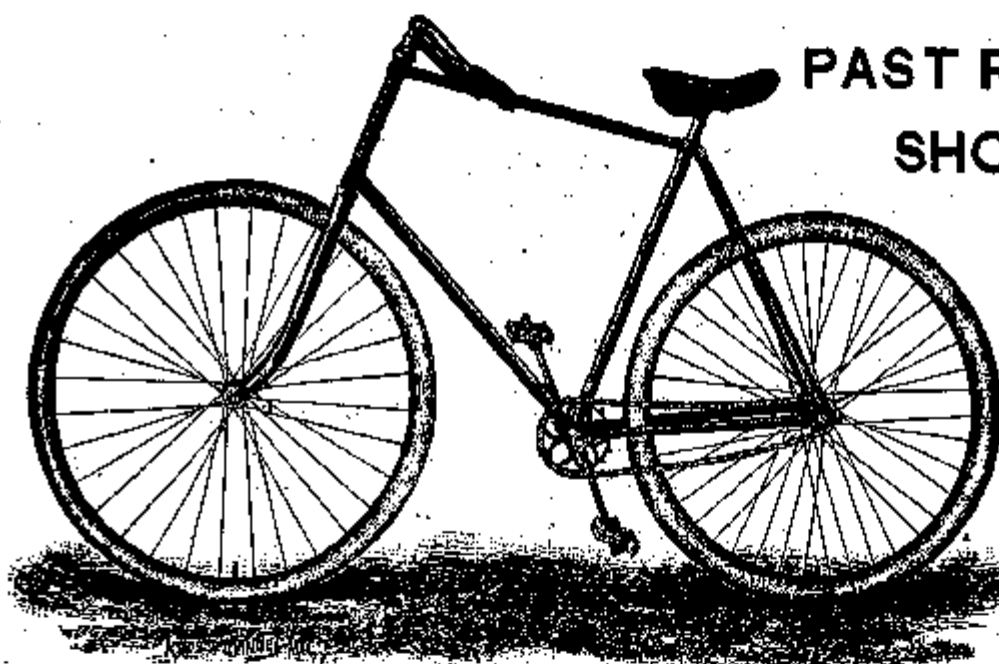
.....OFFICE OF.....
HORSFALL & PATZLAFF,
LUMBER DEALERS.

PRAIRIE DU CHIEN, WIS., September 29, 1898.

JULIUS ANDRAE, Milwaukee, Wis.,

DEAR SIR:—Wheel received by express this morning. To say that I was pleased with same would be expressing it mildly. I am better pleased with it than any wheel I saw on exhibition at the World's Fair. Runs smooth. Would not exchange the "ANDRAE" for any other make.

Yours truly,
C. A. PATZLAFF.



**PAST RECORDS
SHOW.....**

THAT THE
"ANDRAE"
HAS
MORE
THAN HELD
ITS OWN
IN THIS
PERIOD OF
CYCLE
BUILDING.

JULIUS ANDRAE, MAKER, MILWAUKEE

SAVE MONEY BY HAVING YOUR BICYCLES REBUILT

during the dull season. Long years of experience has enabled us to do our work in the most practical manner.

**REPAIRING.....
RE-ENAMELING
RE-MODELING**

AND SOLID AND CUSHION TIRED
MACHINES REBUILT TO
PNEUMATICS.

JULIUS ANDRAE

225 W. WATER ST.,

♦♦♦♦♦ **MILWAUKEE**



A MONTHLY JOURNAL DEVOTED TO WHEELING AND ITS INTERESTS.

SUBSCRIPTION FIFTY CENTS PER YEAR.

CONTRIBUTORS: MR. WOODMAN, MONROE, WIS. O. T. CAMPBELL, MILWAUKEE, WIS.

M. C. ROTIER, Editor and Publisher.

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

THOSE who have put off buying a wheel until next year awaiting a big drop in prices, we can safely say will be greatly disappointed. It is very positively asserted that the best wheels will still be sold at 150 "plunkers."

THIS is the time of the year when the young man who thinks he is tough, rides out into the chill morning air with summer underclothes on and then invests many dollars in cough syrups, but none in common sense.

STEALING bicycles seems to have become an art, and it has been brought to such a state of perfection that even the most exacting critic has no cause for complaint. The appointment of special bicycle detectives is a crying need.

ALREADY the public and press are congratulating themselves because of the postponement of the Milwaukee Wheelmen's minstrel show. They fear a repetition of the consequences by the production of a companion piece to "After the Ball."

"WHEELMEN in Milwaukee have more favors shown them by the daily press than riders are accorded in any other locality in the country." This, from the *Sporting Life*, is very true, and yet how few of our local wheelmen show their appreciation. The daily newspaper men of the city are deserving of a great deal of credit and every cycling club ought to show them every possible attention.

RUMORS have been floating promiscuously over the now becalmed sea of cycloedom. The perturbed spirits of some of the cycling clubs of lesser note have whispered their intention of scoring a point on the Milwaukee Wheelmen by running a large open road race over the Waukesha course, about a month before the annual one conducted by the M. W's. If this came to pass the results are not pleasing

to think of. While the combined efforts of all of the other cycling clubs would seriously impair the usual success of this annual road event, which is only second to the great Pullman, it is safe to assert that their's would not bear the fruit of their labors. Such an antagonistic feeling among the local cycling clubs must be stopped if they would not totally wreck the bright future of the sport of cycling. There is nothing to gain and all to lose. Again, we urge an association of the cycling clubs. Who will start it?

MISS ANGELINE ALLEN, whose scant bathing girth created such a stir in Grand Assbury park last summer, has now proven to be made up of good common sense stuff, but has again brought down upon herself the criticism of an exacting public. Angeline may be naughty, but she has the courage of her convictions, and now that she has taken to the wheel, she has discarded the flowing robes of the street dress for the loose knickerbockers while astride her wheel. This is the way she describes her costume: "This suit is not immodest. It is put together after ideas gathered from Paris fashions and is just what the lady cyclists are wearing there; and there are lots of them worn there, I know, because I saw them on the boulevards myself. The trousers, as you see, are made loose to below the knee, and are gathered there with a draw-string. They fit around the waist the same as a man's, and are made exactly in the same way. The shirt is just like a man's, but that is no innovation, because women have been wearing men's shirts a long time. The coat is short for convenience, and the leggings, which button from the knee down to the feet, are more for finish than anything else, although they are a good protection against dogs."

1:55 3-5. This is the news which greets the ear and meets the eye on every turn. It is truly wonderful. Especially so when it is considered that this fast mile was made by one who was hardly considered a second-rater in the racing circuit the past season. But his ability to carve into the record tables has now been proven beyond the shadow of a doubt. There however remains a few points of argument about Johnson's records. The first one is the pacing of a running horse. Has this mode of pace-making much or little to do with the fast time made? And then the track; its peculiar shape, and pronounced grade may have its effects, and the question arises could Zimmerman, Windle or Tyler under similar pace-making, and on this same track accomplish what Johnson has. One thing remains certain, Johnson's records, where paced by the running horse, will not be classed with the regular records, but will be placed in a separate record table. This time every precaution has been made to have these records clear to give no cause for dispute. Whatever men have said of Johnson's records heretofore, none can now well question them for he has not only once, but repeatedly, for a number of days, rode the mile under two minutes. He is the king of record riders.

THE PNEUMATIC.

'94 Styles in Wheels.

From present indications it would seem that very few bicycle manufacturing firms will attempt to make any radical changes in the style and build of next year's machines. The pneumatic tired, diamond framed safety has reached a very near state of perfection and there is no doubt but that for '94 at least, the safety will again be universally used.

Among the wheels which are slowly creeping into favor among fanciers of oddities in cycles there is the high safety. It is yet but a novelty but is built by several English firms. The machine carries its rider at about the same height that a forty-inch front driver or geared ordinary would. The position is similar to that of a safety, its steering is easier and to the ordinary safety rider the sensation while mounted and riding on one is quite novel. Its weight averages about thirty-six pounds. For speed, this machine will never become as applicable, it would seem, on account of the disadvantage of increased windage.

Very soon the geared ordinary will enter upon the third year of its career in the vain attempt of courting popular favor. Its manufacturers are few but still some persist in their efforts to popularize the wheel and in some localities are fairly successful. The great bulk of the present riders of the front drivers are old ordinary men who in that machine experience a recurrence of the old days except that the riding is more luxurious. The Crypto company who are the introducers of that type of a machine are a few of the firms that made the business a profitable one, and they, with perhaps one or two others will continue its manufacture in '94, but on considerably improved lines.

One of the novelties of the coming season will be a rear-steering front driver made in Europe. It is known as the *Feuner*. The rider is placed in a position exactly similar to that assumed on a Bronco or rear driver. Its handles are carried well forward quite clear of the knees and there is never any variation in the relative position of the saddle and the crank axle, so that in sprinting not an ounce of power is wasted.

There may be an important change in the build of ladies' wheels, that is, providing the full knickerbocker dress is adopted by the fair sex as a cycling garb. The great bulk of opinion appears to be in favor of a rational dress for women riders and the adoption of the new form of apparel is being attentively watched by makers of bicycles. There is no question but that the present mode of female garb is a hindrance to the advancement of the sport for lady cyclists and that its devotees are actually decreasing on account of this seemingly insurmountable obstacle. Many of these riders are by no means satisfied with their mounts because of their weight and which is a necessity on account of the dropped frame, besides the needed dress guards, and gear case. But now if the impending knickerbocker fashion comes in—which appears very favorable that it will—it will result in the adoption of the diamond framed machines by the women here, as some have already done in France.

The reformed and improved dress will materially assist in increasing the number of lady riders.

The pneumatic tires on wheels in general will not be very much improved upon; all experiments have resulted in the same thing that a very resilient tire must necessarily be easily puncturable because of its purity and thinness of rubber and one that is made non-puncturable has no life for speed. The principal thing which can be and is being improved upon is the method of quick repairing.

About the Local Club Rivalry.

There is war to the knife in Milwaukee between the Milwaukee Wheelmen and North Side Cycling Club. It is said that Captain Ed. W. Roth, of the Milwaukee Wheelmen, was expelled from that club for riding in the North Side Club's road race, in which he took time prize. He afterward joined the North Side club.—*Bearings*.

Reading the above and lots of other newspaper comments of the same nature leads us to believe there must be something in this, for there is no smoke where there is no fire. But, in spite of diligent inquiry from the best sources we feel positive in stating that this rumor was instigated by one or two characters in Milwaukee cycling who sought this means to create a stir and "get square" with the Milwaukee Wheelmen. The North Side club has felt that they have been slighted on more than one occasion by the Milwaukee Wheelmen, and now, since its recent Sunday road race, many of its members feel positive that they are endeavoring to discourage everyone of their efforts, because, out of the 200 members of the M. W. only one entered the race. Without a second thought it would seem that the N. S. C. C. was justified in feeling embittered towards them, but when it is considered that the Milwaukee Wheelmen as a club and its members never approved of Sunday racing and always upheld the true principles of the L. A. W. in this respect, it is not so much to be wondered at. As to the report of the expulsion of Ed. W. Roth from the club, it is without the slightest foundation for he still enjoys the hospitality of the club house and the good will and respect of the members.

Can Not Get His Prize.

"Say, you know that suit of clothes I won at Milwaukee at the Mercury-Telegram meet. Well, do you know I haven't been able to get that suit any way I could make out. Why, they've got more racing boards and officials in that town than any place I know," said polite little Peck; "but don't roast them, that wouldn't be right, you know. I'm going to give them another chance. I've gone all over that town twice, from one to another, as many as fourteen in a day, and I can't get any satisfaction. Now, please don't roast them, but really, don't you think they ought to give me my prize? You won't roast 'em, will you?" and he was gone. Polite Peck, "he'll ne'er do harm to no man."—*Bearings*.

THE PNEUMATIC.

Commentator Commentates.

"Oh! rather give me Commentator's plate,
Who with no deep researches vex the brain;
Who from the dark and doubtful love to run,
And hold their guttering tapers to the end."

Unlike others of our wheelmen who have tied themselves up in connubial bliss, our friend, Albert Moyer, stole a march on his unsuspecting friends by being quietly married on the evening of November 1, to a West Side young lady. In spite of his little trick his host of friends wish him well and extend to him their congratulations. It is generally presumed now that he will no longer be a frequenter of the club house for a time at least, but—time changes all things.

* * *

The second half of the League year began November 1. All applications for membership made now and until the beginning of a new year need only be accompanied by \$1.50 instead of \$2.00. Prospective members will do well to avail themselves of this opportunity.

* * *

In a timely treatise on advertising, Stearns' "Yellow Fellow" remarks: "Every day the circulation of the recognized periodicals devoted to bicycling are increasing. If you look about you will find copies of one or another of them on the tables of the riders, as well as on the counters of the agent. Take it as you find it the wheelman is not a numbskull. Hence he thirsts for a literature for his favorite pastime. The editors of these periodicals are alive to the crying needs of their diversified readers, and are sending out numbers week after week and month after month which deservedly rank with the best that sporting impulse does in journalism. I have no hesitancy in urging agents to be on the subscription lists of these periodicals."

* * *

Cycling Life has scored a point. President Skinkle, of the Century Road Club, has notified the *Bearings* that owing to its attitude taken in the non-publication of some official letter, the C. R. C. has appointed the *Cycling Life* as the official organ in its stead.

* * *

The question of Walter C. Sanger's amateur standing seems again to be agitating the minds of a few space writers in the cycling press. Recently the *Referee* darkly hinted that Sanger's European expenses were paid by some one other than Caspar M. Sanger, the father of the champion, and endeavored to convey an impression that Parker H. Sercombe individually paid to Sanger and his trainer upon his departure for England, the sum of \$1,300. It says "such open handed generosity, if from no other standpoint than a true sporting one, should be rewarded." Indeed it should and would if 'twere true, but is it? We believe not. This report has not been confirmed by one responsible person and even Mr. Sercombe avers that he never made such a statement. Plenty said but little done.

* * *

"Hello Parker, how's foot-ball?" Such was the greeting of at least half a dozen friends of P. H. Sercombe while

he was standing on the corner talking with the writer. While the bicycle business of the firm, of which he is a member, is being adjusted, he is out every afternoon engaged in some athletic sport and since his connection with the Milwaukee foot-ball team, he is fast winning fame as an expert player. He still rides a wheel of course, but does not talk Telegram and Sanger Race very much. Speaking about the affairs of the company, he says he cannot say what the future will bring forth, but believes that the prospects look bright for a resumption and that he may not be actively connected with it, but if he were, the company would have different management and a new superintendent which would enable them to put out a better machine than their last product.

* * *

Club elections are again commanding some attention in cycling circles. The Milwaukee Wheelmen may have a new president, may have a new treasurer, and a new captain, not because they have not been able and all that, but they decline a re-nomination. The president of the North Side Club, Gerhard Aussem, declares he will not allow his name to go up again for president; but his friends have something to say. This is his second year. Louis Pierron, the club's secretary must remain, positively; he is too valuable a man in that capacity to lose. President Gus Simmerling, of the Mercury Club, stands an excellent show for re-election, but Edward Meissenheimer may be nominated against him and the contest will prove interesting. Popular Richard S. Baird still remains president of the Comets and, it is well. The Telegrams will have ——— "nuff said."

* * *

The question has often been put, why the bicycle papers enjoy such a liberal advertising patronage from business houses, large and small, and not only from those connected with the bicycle industry but from many others who cater to the wants of the people. It must be true what a very prominent business man regarding this said: "In all my experience of advertising I have found the fraternal and trade publications the best advertising mediums in the land. They are read by those who take them from A to Z and not merely glanced at as with the ordinary daily or weekly paper." This, coming from one of the oldest and most successful business men in the country bears great weight and is, perhaps, the best explainable reason why the bicycle papers receive their full share of business.

—————
"Take back the heart that thou gavest,
He wildly did implore,
He held then four goal clubs,
And needed just one more."

—————
"Would you call the fellow who has a bicycle to sell, a liar because, he told you his wheel weighed twenty-three pounds, and it weighed thirty-three?" Old Vet—"It would entirely depend upon how much he weighed."

A Frenchman on Cycling.

Cycling has its votaries in every clime and a great deal of literature is becoming devoted to the pastime. A Frenchman in Paris has just issued a long essay and it contains some very original thoughts. Here are some extracts:

PSYCHOLOGICAL.

Cycling appeals to the soul. I have spoken above of the physical enjoyment to be found on the machine. But there is another sort of pleasure to be derived from it, of an order purely intellectual. The liveliest is assuredly the feeling of doing something different from what everybody else is doing; to look down upon the crowd from one's saddle; to move more rapidly than those on foot or in carriages; to be balanced upon one's two wheels knowing that those who pass by laughing would fall ignominiously should they attempt to bestride them. The safety, besides this, calls for a special costume; the taste of dressing is innate with man; cycling indulges it marvelously, and artist tailors like Manby have greatly favored this inclination of the two sexes.

THE EVOLUTION OF THE WOMAN CYCLIST.

The ways which lead to cycling are numerous. When one is young one pedals for the sake of movement and in imitation of one's comrades; others recognize the necessity of moving rapidly from place to place, and, in addition, the advantage which cycling offers of hygienic exercise; contagion always plays its part in the development of this sport; and those who have once tasted its joys become ardent apostles of this new culture, somewhat like the soldiers of the Salvation Army, though better uniformed. Love, which reigns everywhere, has determined more than one vocation, through the desire of following the beloved object over distant routes or covered ways; and behind love stalks his grinning ghost, jealousy, who counts upon the pedal for surprising the faithless.

Thus does the innocent machine play its part.

FUTURE OF THE SAFETY.

The safety of today has not only a recognized place among our customs; it may be said that it plays its part among the necessities of our modern civilization, in the category of the telephone and the electric light. In ten years the number of cyclists will at least be as large as that of pedestrians, in proportion as the price of machines falls. Municipalities will then be obliged to do what the cyclists already demand, namely, establish special tracks, where the cyclists will not have to guard against the careless and dangerous promiscuity of the cab or tramway, and where, in addition, it will not annoy the few walkers, who, at that time, will still persist in following the primitive method of locomotion—of "footing it."

"Is it advisable for the League of American Wheelmen to assume a stand in national politics." This would make a first-class subject of debate.

Some American Clubs Might Profit By This.

In the last issue of our contemporary, the *Scottish Cyclist*, there appears a very sensible and timely article on the manner in which agents are taxed by clubs who give race meetings. Some clubs seem to think that they have an absolute and inalienable right to fleece agents to the fullest possible extent on such occasions. Our Caledonian contemporary deals with the matter from the agent's point of view, which is reasonable and cannot be objected to even by those who hold with us that it is to his own interest and benefit that the agent should assist in every possible way to encourage the sport. We believe that the agent should give reasonable help, but we do not think that he should be subjected to an intolerable tax. There is, however, another point of view, and one which we prefer to adopt. In our opinion the club that goes around touting for subscriptions and prizes loses a considerable share of its dignity and standing. Clubs that cannot afford to give sports without this kind ought to refrain from holding a meeting till such time as they can.

It is very easy for a treasurer of a club that has been run on other people's money to present a glowing financial report at the annual dinner, amid much clattering of spoons and waving of glasses; but it is all done at the expense of dignity. We are quite aware that going around with the hat in the name and cause of amateurism has become quite fashionable, but we have never supported that system, and never will, whether it be employed on behalf of prospective international teams, or the most humble club in the country.—*Wheeling*.

Very, Very Country.

M. R. Jenkins has a new Columbia wheel, and a bright, new dandy it is, too. It is made of good stuff, too, for he has hunted over two or three electric wire poles, or tried to. He has a rear brake on and can stop his wheel in a distance of six inches, dead still, but he frequently makes several lengths on his own hook after the wheel stops.

John Van Henkelon is the proud possessor of a Cleveland wheel, but John will need to procure a chain and padlock before he leaves the steed standing outside in a certain locality very long, for there is a move on foot by the gentler sex to "swipe" it at the first opportunity. But they will have to wait awhile, for he hasn't caught onto the knuck of pushing it up the hill through the sand yet.

A. A. Haeper exults over a new fore and after wheeler with side propellers and modern steering propensities. She is a daisy, and carries A1 with ease—when he puts on steam enough. In a good hard place she draws about two inches of sand, but that's nothing with the tiller in the hands of a strong youth.

John Hoffman is improving, and has become so efficient in wheelmen's lore that, as soon as the cycle reporter enters the door, he exclaims in the manner of a dam by the mill site, or something that sounds like it.—*Merrill, (Wis.) News*.

THE PNEUMATIC.

The Present Situation.

"To sell, or not to sell, that is the question:
Whether it is better to send the goods and take the
doubtful risk of *sometime* payment:

Or to make sure of what is in possession,

And by declining, and hold them.

To sell—too cheap, perchance to lose—*nye*, there's the
rub;

For when the goods are gone what charm may win
them back from slippery debtors?

Will bills be paid when due?

Or will the time stretch out until the crack of doom?

What of assignments?

What of relatives?—aunts, uncles and mother-in-
laws—

With claims for borrowed money?

What of exemptions, bills of sale and compromise,
that coolly offers dimes where dollars needs should be?

And of lawyers' fees—which eat up even this poor
pittance?

Yet, sell we must.

Or, sooth to say, our creditors will clamor at our door
for present payment.

Hence must the die be cast for weal or woe,

And sell we will, though twice ten thousand sheriffs
stand twixt us and what is ours by right.—*Wheel.*

Socrates on Sport.

Words of the great Grecian philosopher to his pupils
spoken a year before his death. Translated from the Greek
by Robert Brucc.

"The races of men who have been born in luxury and
reared in idleness have not been those whose deeds will be
recorded for the benefit of posterity; but rather those who
have borne the heat of summer and the cold of winter, and
whose spirits are incased in breasts of iron. Compare the
Persian, or indeed any Barbarian with a Greek. Give me a
thousand Athenians and the swords of five thousand of the
bravest of the Persians would aim in vain at the life of
Socrates. The Persian stays at home and spends the days in
luxury and idleness, while the Greeks scatter abroad over
the all-powerful sea, dotting it with their triremes and
founding colonies beyond the setting sun. The fame of
Athens and her people will live when the memory of the bar-
barians shall have ended like a tree whose root is cut in
twain.

"Why are these things so? The Greek youth gets
strength and agility by the employment and discipline of
his body. The Persian youth gets weakness and stupidity
because the powers of the body are never active and they
fade like a flower before the north wind. The Athenian
takes pleasure in rambling beyond the limits of his home,
and even studies the stars, while the barbarian is a suppliant
at the food of his master, confined to the court or the harem.

"The glory of Greece is her public games and athletic sports.
While the Athenian and Lacedaemonian keep the strength of
youth, the flower of Hellas shall bloom in the splendor of
noonday. I will speak again on the prizes at the games."

Vain Imaginations.

There is a mutual understanding and mutual charity
behavior sadly needed between the pedestrian and the
cyclist.

A young fellow with a small salary and sportive pro-
clivities buys a wheel on the installment plan. He leaves
to ride.

"Whiz-z-z!" Around the corner he sports, his wheel
careering at a deadly angle. "Whish, bling!" and a pedes-
trian is missed by a hair's breadth.

Then the pedestrian is righteously indignant and pro-
perly sore on the bicyclist.

The bicyclist who "sprints," as the wheel fraternity has
it, through crowded streets is, beg pardon, a fool.

The pedestrian who imagines that the cyclist is a
dangerous crank and a public nuisance is prudish and
behind the times.

The latter reminds one of the spirit in which the Chinese
regarded steam locomotives.

The cyclist must slow down.

The pedestrian should get in the game and learn that
cycling is the healthiest, purest and best of all athletic
sports.—*Athletic Journal.*

Wheel Movement.

The venerable problem "Does the top part of a wheel
travel faster than the bottom?" was recently hashed up
again in a contemporary, says the *Wheeler*. We thought
the ancient conundrum was for ever laid to rest, seeing that
the solution is so explicit. The assertion that it does, and
yet, does not, are both true, enigmatised as they may seem.
If the wheel is revolving on a stationary axis, it is obvious
all parts of the circumference are moving at the same rate
of speed; but when the axis move straight forward, the
center of the wheel must be entirely discarded and only the
vertical diameter considered. This diameter lies between
the highest point of the wheel and the point touching the
ground, and when the wheel moves forward this diameter
swings on the lower point, which for an inexpressibly short
space of time becomes stationary on the ground and prac-
tically forms the center of a circle. The upper part being
further removed from this momentary center thus the
motion of the wheel is simply made up of a succession of
these swings, for each point as it touches the ground is
really the center of a circle. This solution is substantiated
by the fact that in many of the snap shots taken of racing
cyclists the spokes at the bottom of the wheels are seen quite
plainly, whilst those at the top are entirely obliterated.

Denver, Colo., is making a hard fight to secure the next
national L. A. W. meet.



"Where are you going, my pretty maid?"
 "I'm going a-wheeling, sir," she said.
 "May I go with you my pretty maid?"
 "If you have a wheel sir, yes," she said.

The boy stood on the race track tape,
 His eyes flashed flames of fire—
 But still he stood on the race track tape;
 For busted was his tire.—*Ex.*

The man who shuts his body up like a jackknife when
 riding a bicycle draws sick benefits.

Young girl sighed,
 Nearly died,
 Doctor prescribed
 Bicycle ride.

A noisy fellow annoys a fellow.

In the language of English riders, hills are known as
 pimples.

Front Wheel—"Why will you follow me so closely? You
 are always on my track."

Rear Wheel—"Don't get angry. I only do it because
 one good turn deserves another."

Teacher—"What can you tell me about Washington's
 time."

Willie Twowheels—"Nawtin! I never know'd he was
 a rider."

Away from the office and desk at last,
 The business-haunted room,
 The roar of a city, hurrying past,
 The heat, the worry, the gloom;
 To the glorious red of the sun-set sky,
 The sweet, cold wine of the air,
 On the frozen road, my wheel and I,
 A dusty, a dusty pair.—*Outing.*

Bicycling on Sunday.

The ministers of Cohoes—or some of them—have devised
 the latest method of "Puritanizing" Sunday in that thriving
 manufacturing city. Recently a number of them joined
 in a crusade to stop the use of bicycles on the first day of
 the week. No valid reason can be offered against the use of
 bicycles on Sunday which does not apply with equal force
 to walking for pleasure on the same day, and the Cohoes

ministers, accordingly, are meeting with little success in
 their crusade. In point of fact the bicycle is a blessing to
 thousands of persons on Sunday, who, but for it would not
 have the chance to see God's fairest creations, the summer
 fields, and even if unconsciously to worship them in those
 revelations of His goodness that have done more to
 strengthen Christian faith than the most convincing utter-
 ances from the pulpit. Again, the body is the shrine of the
 Lord, and in its development to the physical strength and
 serviceability He has designed for it as true a religious
 duty is performed as in sitting for a stated interval once a
 week to listen to the dull utterances of men who fail to
 understand that God reveals Himself to men according to
 the capacity of each to understand. Pulpit thunders
 against out-of-door life on Sunday, whether it be on foot or
 on the bicycle, are long years behind the spirit of an age
 which no longer makes God's day a day of terror to the
 young and to the old a day of discomfort or stupid indo-
 lence. The bicycle will not be harmed nor will its use on
 Sunday be checked, but the sharp spirit of criticism and
 challenge against the usefulness of the pulpit itself will be
 evoked by this unreasonable attitude.—*Albany Argus.*

An Episode.

She used to ride a tricycle.
 She passed him on a bicycle,
 She froze him like an icicle,
 And sped upon her way!

Her wheel it struck a stone upon
 The highway. She was thrown upon
 Her head. He sped his own upon,
 And picked her up, they say!

(The rascal worked a loan upon
 Her governor next day).

—*Truth.*

The Gospel of Cycling.

Cyclists, of all persons, should have a gospel; and their
 glad message to a conservative world should be the redemp-
 tion from conventionality; for the very essence of our sport
 is its freedom. The absence of restraint one feels as soon as
 he glides into the saddle should be enough to inspire in a
 wheelman's heart a sympathy for every one who aspires to
 the enjoyment of freedom. We have often seen, when on
 tour, a couple of men coming along the dusty road with
 their coats off and strapped to the handle-bars, with their
 sleeves turned up, and a general impression of "what's the
 odds, as long as you're happy?" about them. Well, strict
 conventionality would point out the propriety of retaining
 their full attire; but they are cyclists and therefore free.—
Sporting Life.

The song "After the Ball," which is said to have origin-
 ated through the efforts of a member of the Milwaukee
 Wheelmen, is now raging in Ireland.

THE PNEUMATIC.

Interesting Local Items.

Considerable Milwaukee Wheelmen stock exchanged hands lately.

Chas. R. Culver, Sanger's ex-trainer, is now considered a specialist on muscle and how to develop it.

Casper M. Sanger has departed for California to look after some business interests. He will be gone a month.

The Mercury Cycling Club will give another entertainment and dance at Harmonie hall, New Year's eve.

The Bay View Wheelmen will give their first annual dance, November 28, at the South Side Kindergarten hall.

John Jay Baumgartner will soon leave for a long stay in Mexico. His health is poor and the doctors have prescribed a change of climate.

The recent hard times smoker of the Mercury club was well attended and presented many tough costumes characteristic of the common "vag."

F. Ed. Spooner, of 24-hour record fame, will attempt to break the Chicago-Milwaukee record in a few days if the weather and roads will permit.

At the Mercury club's hard time smoker, Mr. Thieme took first prize for the most typical tramp representation; Tom Nevill, second and Joe Wellstien, third.

Mrs. Coraline Daniels, authoress, bicycle enthusiast and sister to Chief Consul A. C. Morrison, has returned to her home in Franklin, Mass., after spending a month in the city.

During 1893, Sanger rode in thirty-nine races, of which he won twenty-two. He finished second seven times and third four times. The value of his prizes aggregate \$5,000.

Two bicycle thieves who were captured in this city were each given a year at hard labor. One of them tried to tunnel his way out of jail a few days ago, but was discovered just in the nick of time.

Kanaska is to go in for speed skating this winter, his new trainer believing that the exercise thus gained will be of great advantage to the lad later on, when he is made fit for the season's campaign on the race track.

The first reception of the Milwaukee Wheelmen passed off very smoothly at Recreation hall, Wednesday evening, November 8. The affair was well attended. A feature of the evening was the fancy dancing of the Misses Folsom and Hutchings. The former is a daughter of the club treasurer, T. E.

The Chicago-Milwaukee road record, formerly held by Fred Nessel, of Chicago, is now held by Emil Ulbricht, also of Chicago, and winner of the Waukesha-Milwaukee time medal last summer. On last Tuesday Ulbricht left Chicago alone and made the run to this city, without a stop, in 5:56:03, lowering the record of Nessel by 3 minutes. Upon his arrival here he was entertained by G. Anssem, president of the North Side club. Ulbricht left for Chicago that night.

The Mercury club is trying to close a deal with the owners of the Heuni club house, corner of Third avenue and Scott

street to rent the building for a period of years. The place is a model for club use. It contains a bowling alley, billiard and pool rooms, dancing and assembly hall, handsome furniture and everything complete. The Mercury club is now in a very flourishing condition having about 150 members. If this change is made it will probably be called the Mercury Athletic Club.

North Side Club Doings.

The North Side Cycling Club will have their second annual club guess race on the White Fish Bay road, Thanksgiving day at 3 p. m. Six turkeys and a hooby will be the prizes. A specified secret time will be put on every prize.

The club has abandoned its old quarters and have temporarily leased Neumeier's hall, corner Third and Lloyd streets for meeting rooms. Its board of directors are still negotiating with the Y. M. C. A. people to rent their North Side building which has been vacated by them. This building would make a model club house.

The Use of Our Convicts.

A new line of amusement has been introduced into the club house of the Milwaukee Wheelmen. It is in the form of a musical programme and debate. It will be held Saturday evening, November 18, and every wheelman interested is invited to be present. The subject of debate selected is: "Shall convict labor be used for the improvement of our highways." This subject is an important one and will prove very interesting, but to make the evening doubly pleasant, a fine musical programme has been prepared. This affair will be the first of a series, and it may be the means of developing new talent for the proposed minstrel show.

Sanger down on the Farm.

Walter C. Sanger is now on his father's farm in Waukesha breaking colts and enjoying rustic life. From his appearance one would judge him to be in the full glow of health and strength. He is not increasing one pound in weight and with the present prospects of activity for the winter there is not the slightest danger of flesh piling on him to cause his muscles to being slowed and clogged with fat.

But his great weight is a matter of concern in another respect. *Roman Wheel*, regarding him says: "A fall to one of his avoirdupois is fraught with more risk and danger than comes to the man of average weight. Because of this he has refused to ride on tracks which he deemed unsafe. For this, the thoughtless have condemned and berated him. It has added to his unpopularity, but it is unfair. We do not say this in defense of all the disappointments Sanger may have caused, but many indeed were justifiable; self-preservation is the first law of nature. The men who race take their lives in their hands, and those of Sanger's mould and weight must needs be cautious. Sanger is one of the most peculiar men on the path, but let credit be given where credit is due."

The Cause.

I saw a gentle maiden's pain,
The teardrops glistening in her eye,
The quivering lip—'twas all too plain;
No, no! I could not pass her by.
I said: "Fair maid, why thus distress—
What dread unhappiness is thine?
What trouble weighs upon thy breast—
Pray, what has dimmed those orbs divine?"

"A gentle mother, mayhap, gone
To sleep, a rest within the tomb?
Is't that thy mind now dwell'st upon
With sorrow and ungrateful gloom?
"Or hast thy lover left thee here
To weep and wait for his return?
But months fly quickly—do not fear;
Come, smile again—no longer mourn."
But still she stood disconsolate,
And in a tone of smothered ire
Exclaimed impatiently: "Taint that!
A nasty nail has bust my tyre!"

—Irish Cyclist.

Advertising Bicycles.

Only a few lines of goods are more widely advertised or more vigorously pushed than those in the bicycle trade. It is surprising how many rival concerns are making bold bids for popular favor and patronage.

Now, competition has become so keen that advertising is a necessity. Every bicycle manufacturer has not only his agents all over the country, but he gives exhibitions and employs fancy or trick riders to show their cycling skill and dextrous use of a certain kind of machine.

Some of the largest and more enterprising western manufacturers have put forth pictorial pamphlets of their machines; others have issued humorous pamphlets. One firm produced a "Riders' Directory," intended to be humorous, as the following will show:

Castings.—Same as above, with the "O" left out, but a hole left in. Malleable castings, fourteen karats fine, and "piping" constructed of English pig-iron poured around American holes, are not to be found in the "Sylph."

Indeed the amount of money expended in fine catalogues would run into the hundred thousand dollars. About half of which is wasted. Somehow, the dealers thought that a sumptuous catalogue, as thick as a magazine, would bring customers. That will do in the trade, but a catalogue will not take the place of a newspaper advertisement.

However, I am inclined to think that the catalogue idea is overdone. The agent of one of the largest manufacturers of bicycles tells me that his house will put very little money into catalogues this year. "We are making," said he, "a big display in trade and sporting papers. The great

points in my business now are the new wrinkles and improvements. If I wish to show that our machines are better than others, it must be done in the newspapers."

The mere picture of a bicycle means little to prospective purchasers. Thus, there are many cameras but only one "press the button;" many scales, but only one "pays the freight;" many soaps, but only one Pears, etc.

And so it should be in advertising bicycles. Have a distinctive advertisement—one that will attract wide notice.—*Printers' Ink.*

Saw an Elephant.

A missionary in the Indies wrote the following: "I got my bicycle all right, and it has created a sensation. The people cannot understand how a man can sit on two wheels without getting a fall. When I went out at first the people fled as if from his Unholiness, their looks of unutterable terror being most amusing. Some of the old ladies started to pray, but they are getting over it now, and when I am out they come running to see the two wheels and their master. I visited one of our churches eighteen and one-half miles off, and the further I went inland the more terror my appearance created. The people rushed off the road and struck into the jungle—a thing I could have done once myself when I saw a monster of an elephant trot on to the road. Just when I was going to apply my brake and begin an unceremonious retreat, he went off into the jungle, to my great satisfaction. The roads in this part of India are very good, and there are miles upon miles of them covered by lovely trees. The scenery, too, is exquisite. I am going on Saturday to a church thirty-six miles off, then down to Trevandon, forty-five miles, then to the large hospital of our society at Neyoor, thirty-five miles off, to welcome a new doctor from England. My cycle has been of great service to me."

A Chance for a Bargain.

Small boy (rushing in)—"Oh, mamma, I know where I can buy a bicycle very cheap. Won't you give me some money?"

Mamma (doubtfully)—"How cheap?"

"Well, I don't know. I haven't asked, but I can get it for 'most nothing, 'cause Mrs. Nobbs hasn't any use for it any more."

"Mrs. Nobbs?"

"Yes. Johnny Nobbs had it, you know."

"But where is Johnny Nobbs?"

"Why, in ridin' down hill just now he struck a post an' killed himself."—*Boston Globe.*

When Governor McKinley was in Cleveland some time ago he visited Wade park, and on his return was escorted by over 300 wheelmen, who, when his carriage turned off on a particularly bad road, stopped, saluted and shouted with one voice, "Good roads!"

Of General Interest.

The L. A. W. will now accept ladies' records.

W. A. Skinkle will, it is said, resign as president of the Century Road Club.

A. V. Linton, on the Herne Hill track, England, lowered the 100-mile record to 4 hours 29 minutes 39 1-5 seconds.

Bicycles are now entitled to free entry into the United States, as they are personal effects, by a circular just received at the Custom house.

A. A. Hanson, St. Paul, Minn., now holds the 24-hour record of the northwest. He rode from his home to Blooming Prairie and return, 224 miles, in 23 hours and 55 minutes.

There is a man in Chicago who advertises himself as a recoverer of stolen wheels. It is a new business and one that promises well at the present rate of reports of missing bikes.

The Christmas number of the *Bearings* and the *Referee* promise great things. The *Bearings* will contain a number of full page plates in colors, of prominent path stars, and the *Referee* will contain some literature from prominent L. A. W. officials.

A Mile in 1:55:3-5.

John S. Johnson, the Minneapolis phenom, has again stirred up the sporting world by the performance of a mile in 1:55:3-5 over the Independence, Iowa kite shaped track. This beats his best last year's record by a second. He was paced first, by a running horse, second by a triplet and the last stretch by a quadruplet, beating the latter in by two wheel's lengths. Johnson now holds every record up to a mile. A few days before this he rode two miles in 1:56:3-5 each, not five hours apart. He is now on his way home to take a rest and prepare for the skating season.

This is a complete set of his records which has never been equaled:

One hundred yards, flying.....	31 34
One hundred yards, standing.....	30 15
One-eighth mile, flying.....	32 34
One-eighth mile, standing.....	37 15
One-fourth mile, flying.....	34 34
One-fourth mile, standing.....	38
One-third mile, flying.....	31 35
One-third mile, standing.....	39 35
One-half mile, flying.....	35
One-half mile, standing.....	39 35
Two-thirds mile, flying.....	1:21
Two-thirds mile, standing.....	1:26 25
One mile, flying.....	1:55 3-5
One mile, standing.....	1:58 14

The Late Mayor Harrison.

The death of Carter H. Harrison by the hand of an assassin has left Chicago shrouded in gloom. He not only, during his career as mayor of the city, proved an efficient and zealous worker, but was particularly a good friend to the wheelmen. He was one of the first executives to issue orders, some eight or ten years ago, to the effect that a wheelman be permitted the same rights on public thoroughfares as horsemen. Mr. Harrison attended their banquets, spoke enthusiastically about the sport and was

ever ready to listen to any reasonable plea of the wheelmen. His last official act was the appointment of a special policeman to look after stolen bicycles and cycle thieves.

Notes of State Interest.

The Waukesha Wheelmen gave a social hop last Thursday evening.

The second annual reception of the Winnebago Wheelmen, Fond du Lac, at Armory E., takes place November 15.

The Winnebago Wheelmen, of Fond du Lac, have lost their individuality by withdrawing as a league club. Its L. A. W. number had been "400."

The members of the Merrill Cycling Club have purchased the old skating rink at that place and are fitting it up into a gymnasium, and will also have a covered track for racing.

L. J. Berri, of Baraboo, Wis., passed through Sioux City the other day on a solitary ride to Silver City, Idaho, for his health. He carries a sail which he unfurls when the wind is favorable.

The Merrill Cycling Club will soon hold their inaugural ball. The members are desirous of securing some cycling lithographs to decorate the hall with. Any one sending them such will receive their lasting thanks.

General.

The New Rider's First Ride.

A daren't-look-round young man,
A slog-on-and-pound young man,
A couldn't-keep-still,
A mouse-in-a-mill,
A wobble-up-hill young man.
A "look-at-me-now" young man,
A "you-don't-know-how" young man,
A nose-in-the-air,
A frigidly-stare,
A "what-do-I-care?" young man.

LAMENTABLE SKEWEL.

A sorry-and-sore young man,
A try-it-no-more young man,
A pain-in-the-head,
A grovelly-fed,
A "put-me-to-bed" young man.

—Irish Cyclist.

Annual Scramble for the Meet.

The board of officers of the Wisconsin Division, League of American Wheelmen will meet some time in December in Milwaukee to consider the propositions from the different towns relative to the location of the next state meet. It promises to be as interesting as last year and representatives who intend making a bid will come well prepared for a hot contest. Fond du Lac's men say they will not make a bid for it this year, but Marinette, Appleton, Waukesha,

THE PNEUMATIC.

Neenah, Madison and Janesville will be right in the fight. It is more than likely if the Madison boys show the same spirit they did last year in the affair, they will get a shade the best of it because they have for three consecutive years been after it and such persistency ought to be rewarded. Waukesha's representatives will again be in line, and many Milwaukeeans favor that place on account of its close proximity to their homes which will enable them to attend the meet without much loss of time.

Interesting Trade Notes.

The S. P. Heath Cycle Co., will have an improved ball pump on the market for next year.

It is estimated that the safety of 1893 is, on the average, from seven to ten pounds lighter than that of 1891.

Thomas B. Jeffery, one of the brainiest inventors in the cycle trade has been allowed forty-five bicycle patents up to May 1, 1893.

Dealers and manufacturers alike are agitating the question: "How can we protect ourselves and the bicycle riders against the cycle thieves?"

Chicago acknowledges that never in the history of the cycle trade has it been so dull. The sale of bicycles has virtually come to an end for this season.

At Coventry, England, 15,000 men are employed in the manufacture of bicycles. Tricycles is also an important adjunct to the wheel manufacturing industry.

Things are moving past the door. This seems to be the cry in cycle business in every city. Things, vulgarly speaking, are flat, and very few of the dealers are doing any business. Things are at a standstill.

A very neat cyclometer has just been brought out by a French firm. The peculiarity of the thing is that instead of telling you how far you have traveled, it shows you at a glance at what rate you are progressing. The cyclometer itself is not much bigger than a watch, and is attached to the handle-bar, and connected with the front wheel by a bit of silk or fine catgut. This little instrument is wonderfully accurate, and has been thoroughly tested on the road and path. The dial is marked for kilometers and miles, and the whole thing is wonderfully well got up.

Anent The Trade.

H. L. Kasten & Co. are kept busy with repair trade.

The Julius Andrae Cycle Works have sold a half dozen ordinaries the past month.

Ed. Roth, ex-member of the Roth-Kasten Cycle Co., has resumed his occupation of wood engraver.

The factory of the Julius Andrae Cycle Works is already humming. Their output of the "Andrae" wheels will greatly exceed last year's and the new wheels promise to be beauties.

P. H. Sercombe is trying to gather together the stock holders of the company to have a meeting. Several propositions will be submitted which may bring about a successful result.

The Reitzner-Prichard Cycle Company have already under way, plans for manufacturing a 26-lb. high grade bicycle to be known as the Mercury Flier. Machinery is now being prepared.

The affairs of the Racine Hardware Company are still very unsettled. A great deal of litigation is connected with it, and the prospect is that if it resumes business at all it will be more than a year before matters will permit it.

The great bicycle plant which was to have been started near De Pere, and for which an immense building was already in course of erection, will never materialize. The sudden business depression and the dubious outlook for the cycle business of the coming year has apparently caused this abrupt change.

The Layton Park Novelty Company which went to the wall some time ago, was last week sold under the hammer. Its stock was largely bought up by the Julius Andrae Cycle Works and the Reitzner-Prichard Company, and the plant went to the hands of the assignee of the Plankinton bank which had carried the company during its career in business.

Among the patents recently granted to Wisconsin inventors are the following:

505,701. Vehicle-Wheel. John Dean, Racine, Wis., assignor of one-half to John P. Davies, same place. Filed Jan. 10, 1893.

508,626. Bicycle. Alexander H. Clark, Fond du Lac, Wis., assignor of one-half to Louis H. Clark, Denver, Colo. Filed June 30, 1893.

506,685. Driving-Gear for Bicycles. Richard Fryer, Waupun, Wis., assignor to Charles G. Perkins, Hartford, Conn. Filed June 3, 1893.

Zola, the great French novelist, classes unpractical physicians' prejudices to the sport of cycling with the wild assertions made long ago against the St. Germain railway: "That the wheels would revolve without gripping sufficiently to move the train," and considers that absurd objections to cycling will be proved false in the same degree.

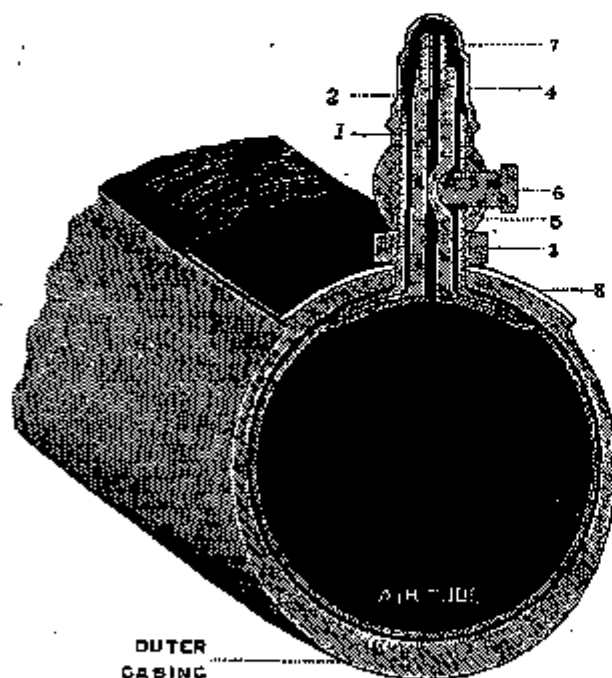
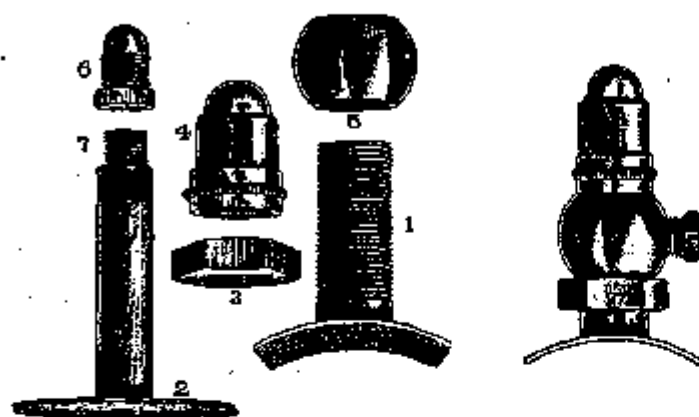
An English maker declares that at least \$500,000 of English money has been lost in the cycle trade in America during the last two years. It is rumored that one firm has lost \$50,000 there this year, and there were several "sticks" of \$20,000, \$25,000, and even \$35,000. The maker further stated that he supplied no American orders until he received the cash.

"Out of sight, out of mind," is not true of the escaping air from a punctured tire.

THE PNEUMATIC.

Luburg Manufacturing Co.'s New Tire.

The accompanying illustrations represent the construction of the new tire which the Luburg Manufacturing Co., of Philadelphia, are about to place on the market.



The following are some points which they claim for their tire:

- Adapt themselves to wooden rims as well as iron.
- No cement required.
- Will fit all crescent rims.
- No creeping, thereby preventing cutting off valve stem.
- No complicated or leaky valves.
- No studs to creep out of position.
- No hooked couplings to break.
- No levers to shake loose or get strained.
- No wires to break.
- No tools to get loose.

The Luburg tire is of the Morgan & Wright pattern, and is placed only in one place.

A New Sundry.

Cushman & Denison have just placed on the market their new "Star" Oiler which is an excellent oil can at a low price. It contains a number of improvements on the cheaper oilers now in use. They guarantee the "Star" to be as good as any oiler on the market except the "Perfect".

The "Perfect" Oiler will be made in larger quantities than ever. With the recent improvements it is even better than the old style which has so long been the leading favorite. The "Perfect" has just taken the highest award at Chicago.

Morgan & Wright are experimenting with a non-puncturing device to be applied to their tires. It is not dissimilar to the English puncture-proof band principal, but is molded into the tire. The early experiments were not satisfactory, as the added matter deadened the tire. Later experiments have been more satisfactory and it is not at all unlikely the M. & W. non-puncturable pneumatic will be known as favorably the coming season as have all their tires in the past. Mr. Morgan is constantly striving to improve the tire, and in a band of Sea Island cotton lately secured, he is sure he has just the article for strength.

STATE OF OHIO, CITY OF TOLEDO, [Seal]

LOCAL COUNSEL.
FRANK J. CHESNEY makes oath that he is the senior partner of the firm of F. J. CHESNEY & CO., doing business in the city of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of BULL'S CATARRH CURE.
FRANK J. CHESNEY
Sworn to before me and subscribed in my presence this 6th day of December, A. D. 1891.

A. W. GLEASON,
Notary Public.

Bull's Catarrh Cure is taken internally and acts directly on the blood and mucous surfaces of the system. Send for testimonials free.
F. J. CHESNEY & CO., Toledo, O.
Sold by Druggists, etc.

Call or write for Designs and Estimates on Medals or Club Badges.



THE KLEIN STUDIO.....

8. E. Corner MILWAUKEE and
MASON STS.
MILWAUKEE, WIS.

We Photograph Everything
Under the Sun

WE'RE
STILL
ALIVE
COME
AND
SEE
US

CHAUNCEY SIMONDS CO.

For....

OVERCOATS and
ULSTERS

SEE THE

CHAUNCEY SIMONDS CO.

386-388 East Water Street.

NEW STORE.
NEW STOCK.
BOTTOM PRICES.

SPECIAL DRIVES IN...

UNDERWEAR

517 GRAND AVE.

H. L. KASTEN & CO.

....A LEAKY OIL CAN....
Is dear at any price. Experienced riders will tell you that the

"PERFECT" POCKET OILER

Is cheaper at 25 cents than any other oiler as a gift. The "Perfect" does not leak. It regulates the supply of oil to the exact amount needed. Be sure that the word "Perfect" is stamped on your oiler



One half
Bla.

Price 25c each, handsomely nickel-plated.



...SAVE TIME...

By having your oiler or pump in one of our holders. Always ready for use. No delay in opening tool bag. Easily attached to any wheel. Price, 25 cts. each for either size. Handsomely nickel-plated.

CUSHMAN & DENISON,

172 NINTH AVENUE, NEW YORK.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph, or sketch, and I will let you know whether you can obtain a patent. All information free.

W. E. AUCHINBACH,

MCGILL BUILDING, 205-24 "Q" STREET.

N. W. WASHINGTON, D. C.

All Foreign and American
Cycling Papers for Sale.

Periodicals, Hand Books and Road Books.

SEND FOR LIST.

PLETCHER & CO.,

48 East Van Haven St., CHICAGO.

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 NICKEL-PLATED.

PRICE

Complete with Hose Coupling, - \$3.44
By Mail, Postpaid, - - - 3.55

Lightest, Strongest, Hand-
somest, and most Effective
Pump on the Market.

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



Liberal Discounts to Dealers in Quantities.

S. F. HEATH CYCLE CO.

703 NICOLLET AVENUE,

MINNEAPOLIS, - - MINN.



RUPTURE

PERMA- NENTLY CURED OR NO PAY.

Financial Reference: MILWAUKEE NATIONAL BANK.
We refer you to 2,500 patients.

Written guarantee to absolutely Cure all kinds of Rupture of either sex without use of knife or syringe, no matter of how long standing. Examination Free. Send for Circular.

THE O. E. MILLER CO.

51-53 Merrill Building, MILWAUKEE.

The Grant Anti-Friction Ball Company.....

of Fitchburgh, Mass.



have the largest plant devoted exclusively to the manufacture of

STEEL BALLS

in the world. Catalogue and price list can be had on application.

Do not fail to try these goods in your '94 wheels.

JOHN J. GRANT,
Pres. and Gen'l Mgr.

Webster's International Dictionary

The New "Unabridged."

Ten years were spent in revising, a numerous staff of editors being employed, and more than \$300,000 expended in the preparation of the work before the first copy was printed.

Abreast of the Times
A Grand Family Educator
A Library in Itself

The work is invaluable in the household, in the schoolroom, and to the teacher, scholar, professional man, and self-educator.



Ask your Bookseller to show it to you.

G. & C. Merriam Co., Publishers,
Springfield, Mass.

Send for free prospectus, containing specimen pages, illustrations, testimonials, and full particulars.
Do not buy cheap photographic reproductions of the Webster of 1880. They are far behind the times.



Do You Want to Win a Race?

We have discovered a remedy which will increase the powers of the lungs and numb the muscles of the legs so that a rider can do four times as much work, and faster, than he is naturally able to do. Our remedy.

CYCLOLA,

consists of leaves put up in a box. These leaves are simply chewed like tobacco, and the juice is swallowed. It is wonderful how it makes you spurt without tiring yourself. We enclose a guarantee, and money will be refunded if not satisfactory.

Price, \$2.00 per box. Sample box \$1 by mail. Address,

CYCLOLA CO., 200 S. Third Street, Hamilton, Ohio.

For sale by.....

H. L. KASTEN & CO.,

517 GRAND AVENUE, MILWAUKEE.



**7 SUPERBLY EQUIPPED
FAST TRAINS**

MILWAUKEE and CHICAGO

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. NEWMAN, Third Vice-Pres. J. M. WHITMAN, Gen'l Manager. W. A. THRELL, Gen'l Pass. and Ticket Agt.

FOND DU LAC

OSHKOSH

NEENAH

MENASHA

CHIPPEWA FALLS

EAU CLAIRE



**PULLMAN
SLEEPERS**

CITY
TICKET
OFFICE

**100 WISCONSIN
STREET**

ST. PAUL
MINNEAPOLIS
ASHLAND
SUPERIOR
DULUTH



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.

2,100 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, City Pass. & Tkt. Agt. Milwaukee. GEO. H. HEAFFORD, Gen'l Pass. & Tkt. Agt. Chicago.

HOLIDAY EDITION

PRICE 10 CENTS.

THE PNEUMATIC

A JOURNAL OF CYCLING, CYCLES, AND TRADE NEWS.

VOL. IV.

MILWAUKEE, WIS., CHRISTMAS, 1893.

No. 3.



HIGHEST BICYCLE HONORS--FIVE MEDALS AND DIPLOMAS

AT THE WORLD'S FAIR

Were awarded to the manufacturers of

Rambler

BICYCLES.

INCLUDING THE HIGHEST TIRE AWARD ON G. & J. DETACHABLE LEVER BASE PNEUMATIC.

Catalogue free at any Rambler Agency.

GORMULLY & JEFFERY MFG. CO.

CHICAGO.

BOSTON.

WASHINGTON.

NEW YORK.

COVENTRY, ENGLAND.

MENTION THE "PNEU."

THE PNEUMATIC.

THE ONLY RECOGNIZED AMERICAN

WHEEL SONG

...Now Before the Public...

"SINGE KATIE RIDES A WHEEL"

BY

CHAS. K. HARRIS,

Author of the Famous Song,

"AFTER THE BALL"

Entrancing! — Sweet! — Simple!

WALTZ MELODY, WITH CATCHY, REFINED WORDS,
PERTAINING TO THE WHEEL.

NO WHEELMAN—Or his wife, his sweetheart, his sister, or his cousins and his aunts,
should be without a copy of this beautiful Wheel Song.

A world of pleasure in a song.

FOR SALE AT

FLANNER'S MUSIC HOUSE — WM. ROHLFING & SONS

AND ANY MUSIC HOUSE IN THE CITY OR THE UNITED STATES.

Don't Fail to Buy a Copy.

THE PNEUMATIC.

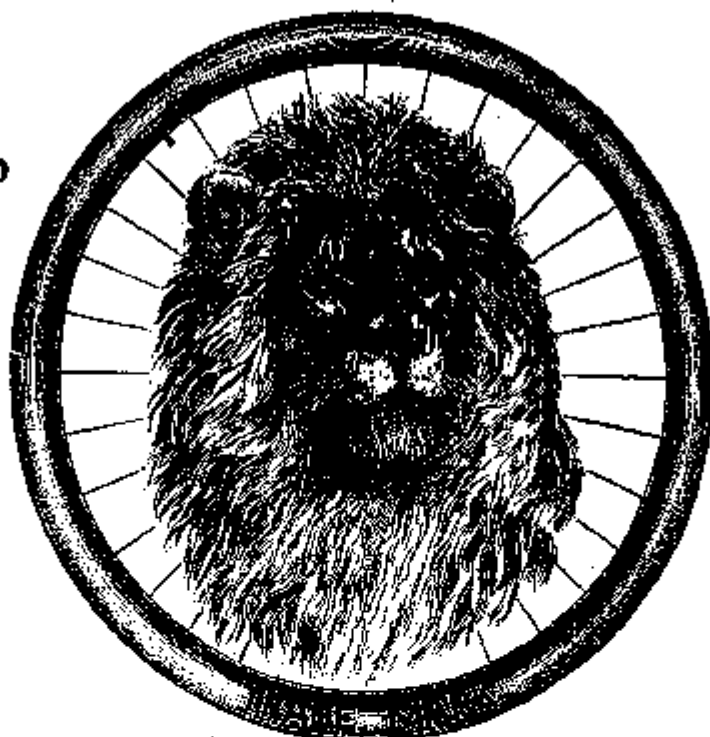
— MONARCH BICYCLES —

Possess MORE HIGH-GRADE FEATURES than any Wheel in the American Market.

**Workmanship
Unsurpassed**

**Proper
Design**

**and the
Finest Material
Throughout**



**Live Agents
Wanted**

**Let Us Have
Your Name
for our**

'94 Catalogue

**RETAIL SALESROOM,
No. 280 WABASH AVE.**

MONARCH CYCLE CO., Lake and Halsted Sts., CHICAGO, ILL.

MENTION THE "PNEU."

**ARTISTIC AND PERFECT
WRITE FOR PRICES
IT WILL PAY YOU**

**STATIONERY
CATALOGUES
COMMERCIAL WORK**



PRINTING



**605 EAST WATER ST.
MILWAUKEE
WIS.**

**MEYER-ROTHER
PRINTING
CO.**

"There's a Reason for Everything"

WILL you drop us a postal card giving your address? In return we will mail you our Catalogue, which will explain why

You Should Ride

THE Andrae
CYCLES

WE ARE ARRANGING TERRITORY FOR 1894.
WRITE SOON IF YOU WISH TO BE IN IT.

Western Distributors for the CRAWFORD LINE of Medium Grade
Cycles. None better.

Julius Andrae Cycle Works,
225 WEST WATER ST.,
MILWAUKEE, WIS.



A MONTHLY JOURNAL DEVOTED TO WHEELING AND ITS INTERESTS.

SUBSCRIPTION FIFTY CENTS PER YEAR.

CONTRIBUTORS: Ned. WOODMAN, MONROE, WIS. C. T. CASPARY, 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, 506 EAST WATER ST., MILWAUKEE, WIS.

BY the adoption of Class B by the L. A. W., the N. C. A. will not have a promising season to look forward to. It is just possible that it may be the death-blow of the cash prize system.

WB are threatened, aye, have it upon us, another song, written by the inimitable Charles K. Harris, which seems as promising an infliction as his other. What is to be done? Wheelmen, especially, will receive the full benefit of this piece because its title is suggestive of a wheel song. It is, "Since Katie Rides a Wheel."

THE much mooted question of excluding the negro from the ranks of the L. A. W. it would seem will come very near being adopted at the next National Assembly meeting if it be held in Louisville, Ky. The antagonistic feeling against the colored man originated in the southern states and now the agitators will be able to fight in their stronghold.

IN place of the happy, sanguine countenances we saw in the early part of the year among the cycle trade people, we now see naught but wrinkled brows, denoting the hard struggle through which they have lived in the business arena. Every one has been called to toe the mark and many have not been equal to the demand and have fallen by the wayside. The men engaged in the cycle business have passed through an ordeal of the severest kind and those who are still on top can well be proud of it.

CLASS races have been a good thing to keep up the sport and encourage many riders onward in their speed for faster company, but all through the past season many had ridden too fast for the class next to Zimmerman and Sanger and as a consequence were winners of comparatively few races. Principally among them have been Hoyland Smith,

George Banker, A. T. Crooks, Bliss and Rhodes, all of whom have shown themselves to be remarkable men, but just lacking the last stroke to be classed with the champions.

WITH the prospects of Denver, Colo., being selected for the '94 league meet, comes a query: "Will the racing men be able to make a creditable showing of time in the championship races in the dry atmosphere of Denver?" We believe some of our two-minute men will not be able to do a mile better than 2:15 at the best. It will require about a month's training in that rarified air before eastern riders could consider themselves at all equal to compete against those who live in that country. One mile above the sea level is quite near to heaven and it cannot be wondered at that the climate would seem a bit strange for our simon-pure(?) amateurs.

"PROVIDING cycling be taken up rationally and the bodily powers be never overtaxed, few branches of athletics," says *Health*, "possess so many advantages. It may not exercise so many muscles as swimming or boating, but it possesses the advantage of being capable of being undertaken almost at all times. It enables the pent-up city clerk to get away from the din and bustle of town into the fresh and open country, for, in an hour he can easily be ten miles away. It, however, does not develop the chest or exercise the great muscles passing from the trunk to the upper limbs, and hence, cannot be recommended as the constant mode of exercise for tall, lanky lads; but it, however, has a beneficial effect in relieving chronic constipation, dyspepsia, hemorrhoids, etc."

OUR country will not be outdone by England in anything and she, too will have two cycle shows. During the entire month of January scarcely anything else will be thought of, by eastern trades people and manufacturers throughout the country, but cycle shows. They will be the destination of enthusiastic wheelmen and eager business men from far and near. Many are wondering which will be the better show, the National Exhibit at New York, or the Fourth National Cycle Show at Philadelphia. Our attitude in the dispute of which should be supported has been neutral, and while we believe one show would have been the thing, we believe both will be fairly successful. Both have obtained good support in the way of entries and it now largely remains for the public to attend one or the other, or support both in turn. There will be attractive, interesting and instructive features at each and as to which will be the better show from a business point of view, subsequent events alone can prove.

A LOCAL paper editorially proclaims that the market for horses is in a noticeably depressed state and cites as the reasons for this the present business paralysis and the miraculous workings of electricity. These certainly are im-

portant points of argument why this is so, but we hold that the bicycle must also shoulder part of the blame for decreasing the demand for horses. The bicycle as a mode of conveyance, for business or pleasure, finds no equal in horse or electricity. In many eastern cities messenger boys, mail carriers and even policemen have discarded the horse and adopted the bicycle, and throughout this entire land physicians, clergymen, salesmen and business men ride about doing their errands of business mounted on the air-shod steed. And now in the German army they have supplanted the horse in many instances for military work. A wheel is much cheaper to keep than a horse, is always ready and is an acknowledged factor in curing disease and all human ills the body is heir to. This brings to mind what the Reverend Skeele, of Chicago, once said: "In the good old times the country minister bought a horse and carriage * * and gave the beast the benefit of his exercise, but in these better times, he buys a wheel horse, and takes the benefit himself." And so the world do move, in every clime and in every walk of life the bicycle comes to the front and the horse becomes less useful.

A MERICAN makers have been given an idea of what the the present Democratic administration intends to do in the way of regulating the tariff on bicycles, and parts of bicycles and raw material for bicycles. A question confronts us that if the bill, as it now stands, is passed by congress, what result will it have on our bicycle manufacturers? The new list does not specifically provide for bicycles, but under the head of "Metals and Manufacturers of Iron and Steel," it properly belongs, and this would lessen the cost of importing, from 45 to 35 per cent, ad valorem, on a complete machine or parts thereof, while on tubing, which many home manufacturers have been constantly getting from Europe, because of its superior quality and cheapness, the duty has been raised from 2 1/2 cents per pound to 25 per cent, ad valorem, or equal to an increase at the rate of 150 per cent. This will greatly handicap our American manufacturers, it would seem, because it will scarcely allow them to compete against foreign exporters. There is but one redeeming feature about this new tariff bill regarding this one question, and that is, that it may have an incentive to produce tubing equal to other countries and be responsible for many new factories to make it. But there is no cause for immediate alarm; the bill as it now is, may be shaved, cut and hacked a great deal yet before it will be acted upon, and it may be the year 1895 before it will materially effect the trade.

The racing board of the L. A. W. which recently met in Cleveland, has decided that cycling records paced by horses are unnatural, artificial and not conducive to the best interests of the sport. And so Johnson's, Bliss' and Dirnberger's records will be turned down and Windle's and Tyler's records stand.

A Popular Wheelman.

The series of portraits in this journal, of prominent lights in the cycling fraternity, would be incomplete without that of Louis Pierron, the secretary of the North Side Cycling Club. His



earnest work in the multitudinous duties of his office has made him liked by everyone who knows him.

His first experience on the wheel dates back to '84, when he was the proud possessor of an all-around wooden bicycle, and upon which he made many memorable "short" trips. Upon the introduction of the safety, Mr. Pierron resumed his activity upon that type and ever since then became

an ardent devotee in the sport and a worker for its interests.

In the early part of 1891, the North Side Cycling Club was formed, largely through his efforts, and a large share of credit should be given to him for its present prosperity.

Mr. Wm. Pierron, his father, ex-assemblyman of the Wisconsin legislature, undoubtedly received some valuable pointers from Louis, for he was a staunch supporter of everything for the betterment of our highways and introduced a road improvement bill in '91, which contained many valuable points, but, as usual, was not adopted.

Louis Pierron's re-election for another term as secretary of his club seems inevitable, and it is well.

Must Do More Recruiting.

The tendency which all large bodies have when work has temporarily ceased is to be on the decline. This has been noticeable with the Wisconsin Division, L. A. W., and it is time its members pull themselves together and begin a systematic siege in recruiting. We must not lose sight of what the League of American Wheelmen is doing for the sport of cycling and for the good of civilization in general, by fostering the rights of wheelmen and effectively working for the improvement of our public highways. We have not yet got strong enough to wield a very mighty influence in politics, but the time will come, and in the mean time "let us saw wood" and get members. The inducements which the league holds forth are sufficient to warrant the membership of everyone who rides a wheel. Let the L. A. W. also become better known and appreciated by the people at large and its prestige will grow with it.

HISTORICAL SKETCHES OF CLUBS.

MILWAUKEE WHEELMEN.

In the early days of cycling, dating back to August 21, 1884, the bicycle riders of Milwaukee in common parlance met and ushered into existence the Flat Foot Bicycle Club, which then constituted the entire aggregation of riders in the city. April 28, 1885, the members were again called together and then they formally organized and became known as the Milwaukee Wheelmen, the name of which has since won honor, glory and renown in the cycling world. The first officers were: President, W. L. Simonds; vice-president and captain, Charles Wood; secretary, H. P. Andrae; treasurer, F. J. Schroeder; lieutenant, W. C. Wegner; bugler, Leo Dorsch; quartermaster, Con. Kracmer, Jr., and among the members were F. J. Morawetz, Jul. and Terry Andrae, W. Kassuba, A. J. Mayer and others. Until 1888, no club rooms had been occupied, and all runs, meetings, etc., were usually called at the court house square.

The principal features of those days were the club runs and parades. The attendance was always complete and the appearance presented when in line was handsome, all clad in blue-grey uniforms and mounted

on high wheels. Since June 1, '88, the club has been living in various rented rooms, each succeeding location being an improvement over the other. But with the beginning of '98 the club grew tired of this constant changing, and immediately set about and organized a stock company, and then purchased the old Morawetz homestead on Milwaukee street, which they now occupy and which is a model of a club house for wheelmen.

The largest membership the club ever had was in 1891, under the administration of A. C. Morrison, as president. The succeeding year, N. E. Oliphant served through a very successful term, but decreased the membership considerably by weeding out a large number of members who never paid their dues and consequently were undesirable. To E. A. Savage, the present president, however, belongs the credit of founding the permanent home of the club. His determination and energy, with the assistance of some of the

other officers, brought to a focus what had been in an embryo state for some years. And thus the club has prospered and will for years to come.

NORTH SIDE CYCLING CLUB.

In June, 1891, several wheelmen residing in the northern part of Milwaukee, began talking of a bicycle club for that locality. All seemed impressed favorably with the idea but nothing came of organization until April 6, 1892, when Gerhard Aussem, Louis Pierron and several others assembled by appointment and organized under the name of the North Side Cycling Club. Since then the club has grown rapidly and now it is numerically one of the largest clubs in the city.

The first venture of the club was in a social way, a May ball, which was a great success. The second event of importance in its history was their first annual century run, which, out of twenty-one starters, developed seventeen centurions, each receiving a fine gold medal. The first annual club road race was held on August 20, 1892. It had twenty-seven starters, twenty-five finishing. Prizes to the amount of \$450.00 were given the contestants.

During the winter of 1898, February

7 and 9, the club conducted an amateur skating tournament, the first of its kind ever given in Milwaukee, but owing to the weather it was not a very great financial success. John S. Johnson, of Minneapolis, won all open events from a large field of excellent men and F. Dahlquist won the Milwaukee championship medal.

The first annual election of officers occurred April 6, '98, which elected the present officers.

The second annual club road race was held on August 20, '98, over the Thiensville course. Ed. Harnish won the race, A. C. Runkel, second place and time, and J. P. Reitzner, best time in 34:08.

An open road race over the Thiensville course and finishing on Athletic park track was run October 15. There were seventy-nine entries and nearly all starting. First place was won by a North Side member, and time prize by Ed. Roth, captain of the Milwaukee Wheelmen.



HOME OF THE MILWAUKEE WHEELMEN.

The present officers whose terms expire in January, '94, are: President, Gerhard Aussen; vice-president, A. Bunke; secretary, L. Pierron; treasurer, J. E. Reiter; board of directors, the above officers and A. C. Runkel, H. Heller, E. E. Miller, and John Stark; captain, Herm. Janssen; lieutenant, H. Heller; racing board, A. Bunke, chairman, Wm. Knester, Julius Zimmerman, John Stark and Ed. Rothweiler.

The club is temporarily located in Neumeier's hall, corner Third and Lloyd streets, where semi-monthly meetings are held. Negotiations are now under way for permanent quarters.

BAY VIEW WHEELMEN.

The most recent arrival of cycling clubs is known as the Bay View Wheelmen, pleasantly situated in a cosy home at 1172 Kinnickinnic avenue. The club was organized July 18, '93 with twenty-two charter members, and emanated from the membership of the Mercury Cycling Club. Largely due to the efforts of Geo. J. Walter, the president of the club, this organization came into existence. Since then it has made rapid strides towards popular favor and prestige and now holds a prominent place in the cycling arena. Its present membership is sixty-three. The club held one successful club road race September 16, and proposes to hold several open events the coming year.

The regular meetings are held every Tuesday evening, and every wheelman is cordially invited to visit the club.

Old Crony's Meditative Hour.



At a bicycle auction keep your mouth shut.

Neither men nor bicycles steer well with tight heads.

It is said a pin will make one jump. The same instrument has been known to make a fellow walk seven miles.

A stone or a hole invites the front wheel of a new rider.

The world, like a bicycle, would soon come to a stop, were it not for the cranks.

The wise world is a fool in road building.

Grill makes a man but mars a bearing.

The true course of a wheel is to turn around.

It is a wise thing to know thy machine.

He who talks about bicycles most, rides least.

Ambition is like a bicycle saddle. Though frequently sat upon, it generally manages to be on top.

Like a friend in need, the handle-bar is only appreciated when the roads are rough.

Fall by the wayside and you will know your friends.

Every wheelman, no matter how proud, rides a bicycle beneath him.

Pedals and Troubles.

BY WM. M. FORSTER.

Push them down, push them down,
Is the burden of my song;
Push them down, push them down,
That's the way to move along,
Though the road is long and rough,
Though the hills are steep and high.
Hills surmounted, you descend,
Roughest ways will have an end
If you but push down enough.

Push them down, push them down,
Still the burden of my song;
Push them down, push them down—
Surest way to get along.
Troubles constantly, to dread,
Something always to overcome.
Trouble underneath his feet,
Who would fear then for defeat!
Push them down and go ahead.

Coming Events Cast Shadows.

The year of years—1893—is drawing to a close. What a flood of failures crowd the mind of the looker-back. The sudden collapse of nearly all that seemed bright and prosperous in the spring, has dampened the ardor of even the most energetic and most enthusiastic. But new life is already dawning upon the horizon of the coming year. Nearly every business institution in the country has received attentive care in adjustment for future trade. The weak and poorly constructed have fallen by the wayside and the strong and well-built, although it has cost the severest possible strain, have weeded out what there was left of bad trade and business, have set the screws a great deal firmer and are now in the healthiest condition, full of buoyancy and hope, full of life and activity. Certainly it must be admitted that the trade now is in a state of quietness, but this is only characteristic of the season, and when we run our mind back to last year at this time and think of the unusual splurge and hurrah with which everything was being conducted we may then be thankful that this year business men, profiting by the experience, are a deal more conservative in their movements, which betokens prosperity from the beginning.

That no great changes in the construction and production of next year's wheels will be made will, on the whole, have an advantageous effect. It will instill a confidence in the bicycle by prospective purchasers heretofore unknown. Many are the people who have held off purchasing a mount because of the constant changes which showed naught but imperfections. The slight improvements will show that bicycles have neared a state of perfection and that it is no longer necessary to make a change every year in order to keep pace with the times. We believe everything tends toward a prosperous year.



Christchurch, New Zealand, possesses over a hundred women who ride the silent steed. It is becoming a popular pastime with the best of her fair sex.

"You must be fond of riding, Miss Pneusy?"

"Do you know the reason?" she asked enthusiastically.

"Not unless it's because you always have a couple of fellows around."

And then he dodged her tool bag.

Makers must have a care in building ladies' machines. They are very apt to forget that they are dealing with short-armed riders, who always sit straight, therefore requiring a much higher handle than the average man rider.

Girls should never ride endurance or time races. If they don't know enough not to try, there is a good opening for a stern parent with either moral or physical suasion.

ELLEN LE GARDE.

"Mowbray House Association," is the name of a working girls' association in London, England, whose object it is to purchase bicycles for its members, allowing them to pay for the machines in installments. The scheme has proven highly successful and many are benefited by it.

It may be noted as a curious physical fact that, as a rule, men can stand more heat than women, while the latter can correspondingly endure cold better. During the warm days of summer but few wheelwomen keep up their exercise.

An Irish lady says that Lady Collin Campbell cycles in national costume. We wonder whether that is a kilt!

The rational dress boom seems to be dying out in England, being killed, no doubt, like many a better thing, by being too much written about.

The *Sporting Life* says: "We have more than once remarked that the average American wheelwoman is not a beauty. In this opinion we have not been upheld by others, but now George Augustus Sala comes out in his 'Journal' and wants to know why so many ugly women cycle in England, and declares that a pretty girl on a bicycle is quite

the exception, while in France the opposite is the case. This encourages us to believe that we are not so far wrong in our formerly expressed opinion in this matter."

"Whither thou goest," says the invisible Goddess Consequence, "I will also go. You may refuse to be housed with her, you may deny her claims and take your wheel and flee from her, but at the first turn in the road you will meet her, and when you sit down to your hearth you will find her there awaiting you."

Fashion and house-incarceration and wealth are refusing our women to sad specimens of bodily and muscular ill-health, flabbiness and undevelopment. Either publicly, or in private to parents, every physician can point out the truth, and by his advice for women to become riders of the wheel, may help to avert the crop of coming disease, or, in some degree, to cure the pathetic instances that fall under his cure.

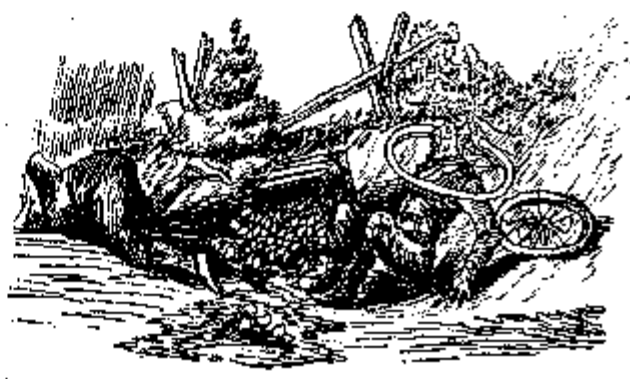
Classes A and B.

At the meeting of the National Racing Board, November 27, held in Cleveland, O., it was decided to recommend for adoption to the National Assembly of the L. A. W., class A and B rules, to classify our pure amateurs from those of the makers' amateurs.

Class A will not only not be allowed to accept payment of any kind from any firm or individual connected financially with the sport, but will be debarred from accepting expenses from the clubs under whose colors they ride. For any violation of the rules which divide the two classes, an A rider will be transferred to the ranks of the B class. The class B riders may accept payment from any firm or individual financially interested in cycling and may ride for prizes of any value, the only restriction being that the prize shall not be money. Clubs may pay their traveling, training and racing expenses.

It is claimed rice is a strong diet and is used entirely by wrestlers and other athletes in Japan.

Popular Songs Illustrated.



"The Stealing of the H.M. Side."

Charles K. Harris.

It is with unfeigned pleasure that THE PNEUMATIC presents to its readers the excellent portrait of Charles K. Harris, the well-known composer of music and popular airs. His production, "After the Ball," which was specially written for a minstrel show of the Milwaukee Wheelmen, has



won for himself a popularity such as few song writers ever enjoyed. The air has traveled into all foreign lands and the demand for the music never ceases.

Now again, the public is promised another production, which many critics claim will even overshadow "After the Ball." The song is entitled "Since Katie Rides a Wheel" and also runs in waltz time. The song tells the story of a young

woman stricken with bicycle fever, and it is sure to have a great run among the wheelmen. Some English publishing house is anxious to get the copyright because it believes it will have a tremendous run in its country where everybody rides a wheel.

Mr. Harris has always been a friend to the wheelmen in Milwaukee, having assisted them on several occasions in rendering a fine musical program at entertainments and they have reason to be proud of his attention.

The Bulletin Once a Month.

The official organ of the League of American Wheelmen, the *Bicycling World* and *L. A. W. Bulletin*, has announced that for three months, at least, the paper will only be sent to the members once a month. The publishers hold that the executive committee have allowed several divisions to violate their contract, in the publication of state organs, and that they do not feel inclined to abide by the contract anymore.

It appears that the real fact of the matter is that the Wheelman company's contract with the L. A. W. has been a constantly growing elephant on their hands with each additional member of the league and that they now saw a loop-hole of escape and took advantage of it.

During the flourishing times of last year their contract was considered an enviable one by the other cycling publications, but now, in these hard times, where little advertising can be obtained and that only at low prices, it is very

apparent why the publishing company seeks this means of printing 36,000 copies only once a month instead of weekly.

After the expiration of three months, which will be in February, the meeting of the National Assembly will decide what to do with the organ, and possibly will consider bids from other publications.

The discontinuation of the weekly will decrease the value of it as an advertising medium fully 75 per cent., but still the publishers must believe they will be the gainers by it, or they would not have made such a move.

Merrill Members Made Merry.

The new gymnasium hall lately purchased by the Merrill (Wis.) Cycling Club was dedicated and opened, November 17th, by an elaborate dancing party, one hundred and eleven couple being in the opening grand march.

The hall was beautifully illuminated and it showed off to a great advantage the many gymnastic implements possessed by the club, which they used in the way of decorations. The ceiling was literally covered with streamers, cut in a triangular shape, and made out of paper of every imaginable color. A large canvas at the head of the hall bore the inscription, "Merrill Cycling Club," and just below this was the representation of a large bicycle made out of evergreens. A little in advance of the last was another inscription bearing the name "Gymnasium," while on the sides of the wall were hung bicycles of every kind and make, artistically decorated with evergreens and bunting. Dumb-bells, Indian clubs, horse, poles, bars, rowing machine, striking bag—in fact any kind of an athletic implement that is found in first-class gymnasiums was in some way handsomely displayed and decorated, which made a very creditable showing.

The wheelmen, who are at the head of this new gymnasium movement, have worked hard to bring about the above event and they feel greatly pleased at the flattering success met with.

The bright little paper, the *Scorcher*, issued in an elegantly equipped Springfield, Mass., office, had its entire November edition destroyed by fire, besides the whole plant with which it was printed.

The Salvation Armyists in some of the eastern cities can be seen mounted on wheels going about their work.



A Half-Mile Open.

THE PNEUMATIC.

To that Army of Sturdy Riders

MORGAN & WRIGHT PATENT PNEUMATIC TIRES

You are respectfully requested to send in your mileage for the year ending December 31, 1893.
We wish to properly record your performances and incidentally to make

OUR ANNUAL PRIZE DISTRIBUTION

To those having acquitted themselves most meritoriously.

Your immediate reply will be your Christmas Offering to Us. Our New Year's Gift to You. (Providing you have earned it) will be

First Prize—Cost value,	\$100.00	For greatest mileage on one set of M. & W. Tires during 1893, the rider having made his own repairs.
Second Prize—Overcoat,	\$5.00	
Third Prize—1 set M. & W. Tires.		
First Prize—Cost value,	\$50.00	For the most meritorious single ride. Distance, weather and character of roads to be considered.
Second Prize—Cost value,	\$25.00	
Third Prize—1 set M. & W. Tires.		
Prize—Cost value,	\$100.00	For fastest mile in competition on M. & W. Tires.
Prize—Cost value,	\$25.00	For best mile made in 10-mile road race on M. & W. Tires.
Prize—Cost value,	\$25.00	For best time made in 25-mile road race on M. & W. Tires.

L. A. W. and C. R. C. of A. Rules to Govern all Competition.

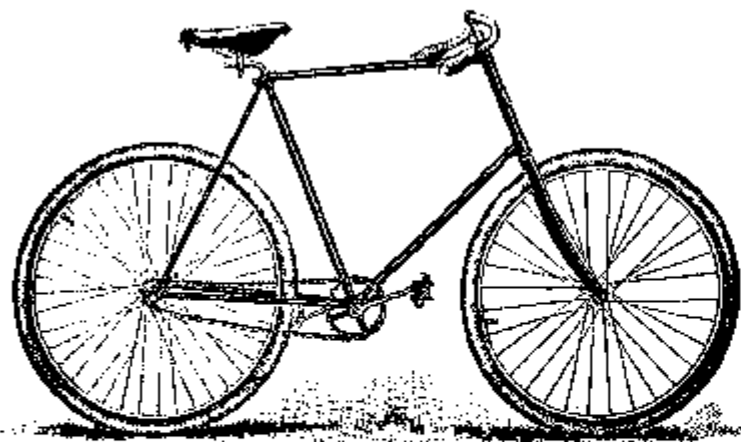
CONTEST CLOSES DEC. 25, 1893.

Send in your name, age and weight; name and weight of wheel, and have your application attested by a Notary Public.

Your compliance with the above is earnestly desired.

CATALOG CONTAINS WHOLESOME AND INSTRUCTIVE INFORMATION.

Morgan & Wright, 331-339 West Lake Street, **Chicago, Ill.**
MENTION THE "PNEU."

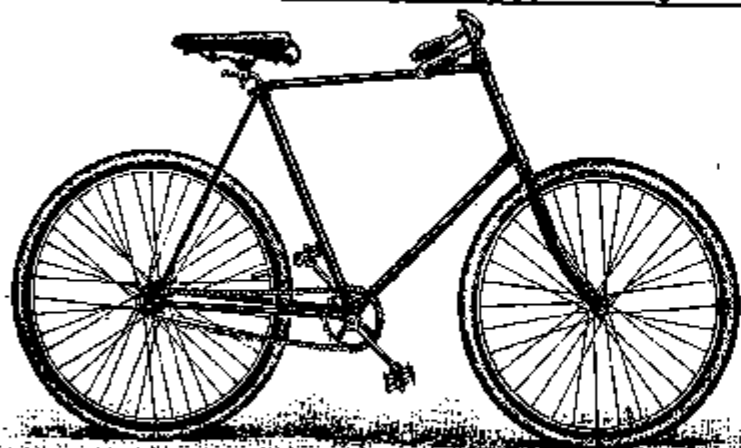


EAGLE-ALTAIR No. 6—PRICE \$135.00.
Aluminum Rims—Weight 25 lbs.

FRIESE BOAT
AND CYCLE CO.

410 Milwaukee St.,

AGENTS FOR MILWAUKEE.



EAGLE-ALTAIR No. 7—PRICE \$115.00.
Steel Rims—Weight 31 lbs.

1894 PATTERNS NOW ON EXHIBITION

1894 EAGLE - ALTAIRS

....ARE IDENTIFIED BY....

Eagle Aluminum Rims—Eagle Cold Swaged Frame
—New Design in Construction—
Larger Tubing—Deep frame—Added Strength
TANGENT or ERECT SPOKES

COLD SWAGED FACTS

EAGLES continue to LEAD with New Features—departures all of them. With added facilities we extend our lines and offer CYCLES FOR ALL CLASSES.
OUR STATEMENTS SHOW RESULTS—NOT REITERATIONS.

THE EAGLE COLD SWAGED FRAME.

We have ascertained by experiment that by treating light gauge, weldless steel tube to a process of COLD SWAGING, the strength and toughness is increased to a WONDERFUL DEGREE.

Experts have testified and made affidavits affirming that the process of COLD SWAGING adds a large percentage to the strength of metal.

The metal in its cold state is condensed or compressed, improving the grain or fibre and rendering it many degrees tougher. In featherweight bicycle where lightness and strength are demanded this is a very desirable result.

In the EAGLE COLD SWAGED FRAME we obtain increased lightness, added strength, and, furthermore, new symmetry in outline.

In applying the above process to the tubing, we taper it gradually at each end, enabling us to insert larger and, consequently, stiffer tubing into small and delicately shaped forged frame joints.

The reduction is so uniform that the antifel curves prove very pleasing to the eye.

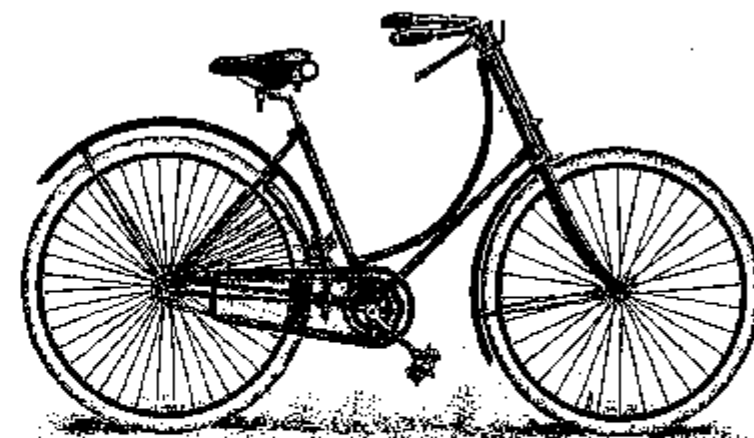
"We leave the ends the original size; the wire and SWAGE down the intermediate portion, A MORE EXPENSIVE BUT BETTER METHOD.

The continual breakage of spokes was avoided by the now almost universal use of COLD SWAGED wire.

The new Eagle Altair is lighter, stiffer and even more attractive than the old.

Send address for copy of 1894 Catalogue, illustrating new patterns.

1894 PATTERNS NOW ON EXHIBITION

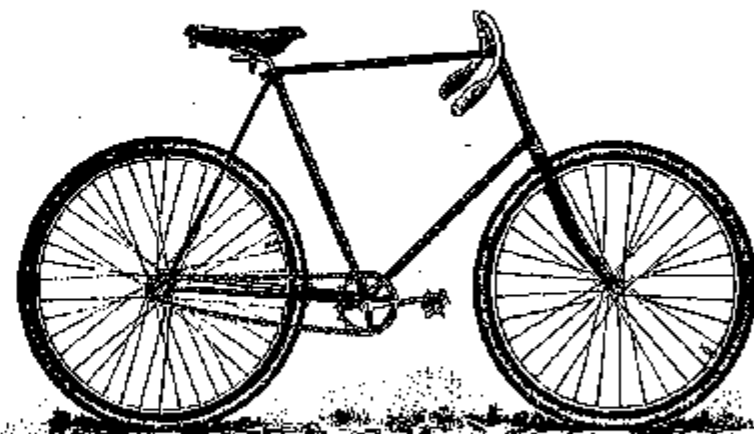


LADIES' ALTAIR No. 8—PRICE \$135.00.
Aluminum Rims—Weight 31 lbs.

WOODROUGH &
HANGHETT CO.

CHICAGO, ILL.,

WESTERN AGENTS.



EAGLE-ALTAIR No. 9—PRICE \$150.00.
Aluminum Rims—RACER—Weight 21 lbs.

THE PNEUMATIC.

CYCLISTS NOWADAYS

ARE . HAVING . HARD . TIMES . IN . DECIDING
THE . ALL . IMPORTANT . QUESTION . WHICH
WHEEL . TO . RIDE . FOR . THE . COMING . SEA-
SON THEY . CAN . EASILY . SETTLE . THE
QUESTION . BY . SELECTING

ONE OF OUR
LINE OF HIGH GRADE CYCLES.

We handle the HIGHEST GRADE at LOWEST PRICES.

JOHN - MEUNIER - GUN - CO.

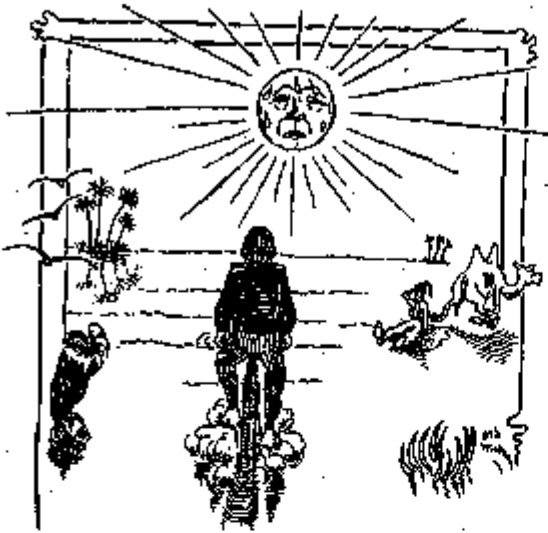
272 West Water Street,

MILWAUKEE, WIS.

MENTION THE "PNEUMATIC."

WRITE FOR CATALOGUES.

Cycling in Many Climes.



Clime II.—Sahara.

Wisconsin Division Notes.

Oshkosh laments the loss of several league members caused by the mysterious disappearance of the renewal monies sent through the mail to Secretary Bassett. If he has not already done so, it behooves the local consul at Oshkosh to institute an investigation and if unsuccessful to report to the division officials for a more vigorous action.

Of the half thousand members of this division only 136 cast their ballots for the election of officers. It lies within the province of the local consuls to stir up those apparently dead members. Let their be life instilled in these members and the division will have a healthy growth.

As a general thing towns that have once held the state meet are not clamoring for it anymore, but here we have the littlered-hot town of Ripon again on the division's heels, with more money, more promises, more guarantees, etc., than last year, to convince the wary board of officers, that it is again entitled to the sanction for next year. Ripon holds forth many inducements for the members of the division and other towns must rise early to give as successful a meet as was held last year, but it can be done. Let them try.

Chief Consul A. C. Morrison is now in Germany in the interests of his firm. As yet he has had no opportunity of interesting himself in his newly elected office, but upon his return, it is safe to predict that he will commence some earnest work in behalf of the division. Vice Consul Baldwin is now ably serving in his capacity.

The report in the Official Bulletin of Wisconsin's election was not thoroughly understood it seems in regard to the election of representatives. The four highest of the eight

are in office. They are: H. Van Arsdale, Racine; W. W. Luebkehan, Eau Claire; B. W. Park, Madison, and I. F. Strauss, Ripon.

The Election of New Officers.

The results of the election of the Wisconsin Division, L. A. W. officers was as follows:

Chief consul, A. C. Morrison; vice consul, H. M. Baldwin; secretary and treasurer, M. C. Rotier; representatives, H. Van Arsdale, I. F. Strauss, W. W. Luebkehan and B. W. Park.

The vote in detail was: Chief consul—A. C. Morrison, of Milwaukee, 136 (no opposition). Vice consul—H. M. Baldwin, of Kenosha, 80; F. E. Pearson, of Madison, 51. Secretary and treasurer—M. C. Rotier, of Milwaukee, 136 (no opposition). Representatives—H. Van Arsdale, of Racine, 100; Dr. Zeit, of Medford, 66; I. F. Strauss, of Ripon, 78; W. W. Luebkehan, of Eau Claire, 93; B. W. Park, of Madison, 81; N. E. Lindquist, of Racine, 32; L. A. Erhart, of Fond du Lac, 43; W. Ott, of La Crosse, 52.

Denver for '94.

The location of the National league meet has become a question that must soon be settled. Asbury Park, San Francisco and Denver want it. Denver was the first in the field and they have really more to offer than the others. First, its immense population on wheels. Everybody rides a wheel there and the town has many fine clubs. Second, its very desirable location, it being nearly central between the extreme east and west. Third, its beautiful country. The high mountains and fine scenery is hardly equaled anywhere. Fourth, the membership of the League deserves a consideration. The '94 meet in Denver, and the west would grow remarkably in membership.

Cycling in Many Climes.



III.—Coasting down the Pyramid of Cheops.

THE PNEUMATIC.

They Travel Together.

Hardly anyone who gazes upon the handsome illustration which adorns the center of this page, can fail to recognize in the good-looking young man and equally good looking bicycle, "the pair"—Warner and the "Andrae." Harry J. Warner is the representative bicycle salesman in the north-west, and, January 1, enters upon his second year with the Julius Andrae Cycle Works, of Milwaukee. His long connection with the trade and many visits to the towns in Wisconsin, Michigan and Minnesota, have made him well known, and, naturally, popular. He has a jolly disposition, can talk a good bit and is a hustler, and when he starts out with his '04 line of wheels, which, by the way, it is said, is a beautiful line, his success in closing deals is assured.

Harry J. Warner was raised among the grain fields and fruit trees of the state of New York, beginning twenty-four years ago. In the fall of '88 he came west, entering into the bicycle business at Madison with his brother, D. D. Warner, and representing him on the road with a line of saddlery hardware, until he became engaged in his present occupation.

He leaves his many Milwaukee friends January 2, for an extended trip through the north, remaining away for a month or more. He anticipates an excellent business season and predicts that the Andrae bicycle will be the leading wheel in the state. The Crawford line of medium grade wheels which his firm will handle will also be shown through the state by Mr. Warner.

An Interesting Letter.

Mr. H. G. Lord, of the firm of Ostrander & Lord, Bagley, Mich., recently wrote a local house that he had ridden his wheel 6,000 miles the past season. He narrates some novel uses to which he put the machine and how it served him. The letter runs: "The roads here are simply horrible, and it takes an expert road rider to ride at all, as they consist of rocky hills and corduroy roads through swamps. In fact, when we could, we always preferred to ride on the railroad tracks, between the rails. Between Mr. Ostrander and myself the wheel was on the go almost all the time, and we are both heavy men. We live about one-half mile from the mill; we both ride at the same time, one in the saddle and the other on the step behind. In addition to this, I had four

straps made, each six feet long, that we used to strap on loads with, in addition to the bundle carrier. You may not believe me (if you doubt it I can prove it), but I have carried 300 pounds of provisions strapped on at one time, over a rough road, three miles and rode the wheel myself. I weigh 165 pounds. In fact we carried all of our supplies on the wheel this summer, but 300 pounds was the heaviest load. At another time I strapped on a deer weighing 218 pounds and my rifle, and rode the wheel a distance of over five miles." The machine was an Andrae Roadster.

A Letter by "Willie Green."

HOT SPRINGS, Ark., December 7.—Leaving Milwaukee three weeks ago for New Orleans, I went by rail to St. Louis

and mounting my "Andrae" road machine have since by easy stages, covered 600 miles of an extended trip. The roads and the weather have both been good, having experienced but little rain and no snow, and the last two weeks have been like September in the north-west. My route has been along the Mississippi river as far as Memphis, Tenn., and then west to Little Rock, making the last forty miles through the Ozark mountains to here.

Cycling is in its infancy in all but the larger cities of the south, most of the wheelmen being new riders and with few exceptions riding the heavy wheels of '91 and

'92 pattern. Since leaving the river, have passed through some sparsely settled districts, where my machine, sweater and knee bloomers are of as much interest to the people as a country circus. One old fellow asked me in all sincerity if I "dare ride into town with them tugs on."

I notice by the Hot Springs *Sentinel* of today, a ten mile handicap road race will be run here Saturday of this week, and said to be the first bike race run in Arkansas. So far there are thirteen entries, and as a proof of the enthusiasm in cycling the editor states that there are but fifteen wheels in the town, nearly all having entered the race.

There is here a portly hotel man entered for the race who reminds me of the one, who, by the aid of a train won the Berlin-Ripon road race, which was run between the two towns during the Wisconsin state meet last summer. The Hot Springs' editor, after giving the correct handicaps for the various contestants, states that this gentleman has been allowed one week, with a privilege of a flying start,



HARRY J. WARNER.

and guarantee of no police interference in case of accident to his red tights.

A member of the Chicago pot hunters is here and will ride from scratch. I will witness the race, leaving here next Monday by wheel for New Orleans, a 700-mile ride.

WILLIE GREEN.

Commentator Commentates.

"Oh! rather give me Commentators' plain,
Who with no deep researches vex the brain;
Who from the dark and doubtful love to run,
And hold their glimmering tapers to the sun."

Among the various details in pattern revision for next season's wheels appears a general increase in the size of tubes. In many instances the top and lower tubes are increased one-eighth of an inch, and in some instances we have noticed the handlebars constructed of tubes one-eighth of an inch stronger than the stem, which we think to some extent effects the uniformity of the build, and as a natural result somewhat offends the eye for neatness. This, however, is only a question of detail.

* * *

Detachable brakes are constructed abroad in such a manner that every trace can be removed from the machine when desired, and the objectionable and unsightly lug at the top of the front forks has been done away with. This is a real improvement in appearances, and one which will be much appreciated by the more youthful members of the cycling community, who wish to combine the advantages of a road racer and a touring mount in one machine.

* * *

The cycling press moulds the opinion of the cycling world. It creates and alters as it sees fit and keeps the trade, in the smaller towns especially, at fever heat continually, and manufacturers, who derive the benefit of this condition of things, can scarcely hold back from supporting in some substantial way the efforts of these journals. They owe it to them, to themselves and their customers to advertise in these journals. They can ill afford to remain out.

* * *

That wheelmen are beginning to wield considerable power in national politics is evidenced in Detroit when Mayor Pingree, who was out for re-election, sent forth a circular letter to the wheelmen calling attention to the various movements, undertaken during his administration, which has been of benefit to cyclists. Their apparent power is an excellent example of what organization will do. Without the League of American Wheelmen, cycling associations and clubs, we would have no rights, even on the highway to-day, and its devotees would not number in the hundreds of thousands.

* * *

There is great rejoicing in certain circles over the announcement of the *Bicycling World* that it will no longer

be mailed weekly to the 36,000 members of the League of American Wheelmen. Cycling publications feel, that the monopoly which the Wheelmen company has had in the advertising field has been permanently broken, and that they now can look for a larger advertising patronage as well as for a great increase in their subscription lists. While all this jubilee is going on, not one serious thought seems to be given to the effect this may have on the membership of the League. Workers for its welfare and increase, believe that it will materially decrease the membership if no weekly paper is issued to them, because many new names are added to the list on the strength of the promise of a weekly journal, and at the coming assembly this point ought to receive careful consideration.

* * *

Proper gearing, is a matter of very little consideration to the average rider and yet it deserves every attention if one rides a wheel for pleasure and not to overtake Father Time with. Scorchers, of course, and the would-be scorchers will have a high-g geared machine every time, and an occasional strong man too, but to see the average rider tugging and working to get up a hill or through the sand and mud of our American roads, makes the pedestrian glad that he is not a rider. While it is true that light mounts will drive easier than the heavy ones have done, the physical condition of the average rider will not warrant him in using gears above fifty-six. Those who have never tried it will find a heap of comfort in riding a low-g geared machine for general use. Try it.

* * *

There is possibly no business in which greater chances are taken in matters of credit, than in the cycle trade. At least this has been the existing condition of things in the past. The first cost in the production of a bicycle is large and to the maker it does not require very large shipments to extend a very appalling credit to the buyer. But this has seldom been truly realized by the anxious disposer of his wares, and with little inquiry will ship a lot of wheels to very often irresponsible agents, trusting to chances for their pay. Where an agent has had a successful season, the makers' money is forthcoming; but in the majority of cases local agents have overestimated the chances of sales and in the fall find they have taken too large a bite. The result of the past year has been a model example of this state of affairs, and, we believe, it has had a tending influence to do a far more conservative business in the future.

* * *

A purer amateur never saw the light of day than Lawrence S. Meintjes, the African champion, who spent last summer in America. His expense on that trip and his visit to England, it is said amounted to about \$3,600. On account of this, he says, he will not do much more racing. The sport is too expensive and he values his amateurism too highly to accept the numerous offers made by the manufacturers.

WILL THEY ASSOCIATE?

Much Interest Shown in a Cycling Association by Local Wheelmen and Others.

The formation of an association of cycling clubs seems to be well under way. Already delegates from the four leading cycling clubs in the city have been selected and are holding meetings to bring about this apparently much needed movement. There, however, seems to be a stumbling block in the way towards its successful structure and that is the difference of opinion on who should conduct the annual Waukesha-Milwaukee road race. This important event has of late years not only netted a handsome profit but has been a success in every detail, and if there is one thing more than another that the Milwaukee Wheelmen prize it is this road race, to which it has given birth and which it has nursed and supported until it has reached that place where it stands on a par almost with the great Pullman. Now this club desires to keep complete possession of it, and "there's the rub." If an association were formed and its board of control vested with the power of sanctioning all races, the Milwaukee Wheelmen would be at the mercy of this board in regard to this event, and, as all the other clubs are very desirous of receiving a percentage of this source of revenue and honor and glory alike, it seems plain that harmony does not exist on this question. On the other hand, the clubs of minority membership want this association to control all open events and the clubs to be interested in each enterprise in proportion to their representation on the board.

What the probable outcome of all this will be it does not seem hard to fathom. Unless the other clubs concede to the wishes of the Milwaukee Wheelmen in regard to this one question there will not be an association, or if there be, the M. W.'s will not be in it. It is to be lamented that this association cannot be brought about, because if it were well and thoroughly organized and it had good officers, the results would be very agreeable to all concerned. At the last meeting held of the committee on constitution and by-laws these are some of the rules prescribed: It was decided to call the organization the Associated Cycling Clubs of Milwaukee, the objects of which shall be to secure friendly relations between the clubs and concentrated action; to protect the legal rights of wheelmen and secure the enactment of better road laws and to extend proper courtesies to visiting wheelmen. The association will control all open events and shall sanction all club events. It was mutually agreed that the sliding scale in representation will prevail, although such a clause has not been formally adopted.

Of Local Interest.

It is not probable that Sanger will attend the Mid-Winter races, in California.

Local wheelmen will find enjoyable skating on Tippecanoe lake, south of the city. The Russell avenue street car

line, with a transfer on Kinnickinnic and Howell avenues, will take them right to this beautiful sheet of ice.

It is probable that Henry Kanaska will accompany the Blwell tourists through Jamaica next February.

"Shall convict labor be used to improve our highways" was a subject of debate at the club house of the Milwaukee Wheelmen.

The familiar Columbia Calendar for 1894 has again come to our desk. It is a valuable addition to the office and its wise sayings on each leaf are pleasant things to consider.

If an association of cycling clubs be formed in the city the delegates will undoubtedly elect H. F. Andrae as president of it. They realize his ability and enthusiasm in this direction.

At a meeting of the North Side Cycling Club last Tuesday, the following candidates for offices were nominated: President, Louis Pierron, A. C. Runkel; vice president, J. E. Reiter, William Kuester, E. A. Roethe; secretary, Louis Pierron, Herman Kellner, Henry Heller, William Neubert; treasurer, J. E. Reiter, A. Bunke, Herman Janssen, John Stark, Charles F. Schuetz; captain, Hugo Reiter, Robert Herman, L. Lanereng, Gustav Kellner, A. C. Runkel; first lieutenant, E. A. Roethe, Charles F. Schuetz, Louis Pierron; second lieutenant, Henry Heller, Charles Haisch, Charles Schuetz, Charles Heller; board of directors, A. C. Runkel, L. Pierron, Charles Haisch, John Stark, J. E. Reiter, A. Bunke, E. A. Roethe, Gustav Kellner and Ed. Harnish.

A Fellow Wheelman Gone.

Many are the friends bowed in grief at the sudden and apparently untimely death of Harry Fountain, of this city. Typhoid fever and pneumonia were the diseases which caused his death.

To those of the wheelmen, who had the privilege of his acquaintance and friendship, it is a sad loss. He was but a recent arrival in Milwaukee cyclingdom, but had few equals as a hard, earnest worker in behalf of the sport, and the North Side Cycling Club, of which he was a member, very appropriately paid a farewell tribute to his remains.

More Horse-Paced Records.

Bliss and Dirnberger, under the leadership of Atkins, have been invading the south for some time past, looking for records. Last week Tuesday, Dirnberger, with the aid of horses as pace-makers, succeeded in reducing the flying mile record to 1:51 flat, and Bliss, after several attempts, scored a decided success by making a mile with a standing start in 1:54 4-5.

Frank Lenz, the Pittsburg round-the-world cyclist, reached Calcutta September 30, and writes the transportation companies had sold his trunk and all its contents, he being over six months behind time in calling for it. Lenz, however, found the purchaser, and bought back his effects.

THE COLUMBIAS WITH G. & J. TIRES.

Gormully & Jeffery Tires for '94 to Be Used by the Pope Manufacturing Company.

Announcement is made that the great corporations of the Pope Manufacturing Company, makers of bicycles, of Boston, and the Hartford Rubber Works Company of Hartford, Conn., manufacturers of rubber tires for bicycles, have, after a year of negotiation, been finally licensed by the Gormully & Jeffery Manufacturing Company, to manufacture pneumatic tires under their line of patents covering this new universally adopted type of tire. This will no doubt be a surprise to all interested in the bicycle business, as the two firms named have for years been bitter litigants in the United States courts, over patents, and this license result will no doubt go far to solve the prices and tires for next year, as by the agreement either of the parties named have the right of selling the G. & J. pneumatic tires under these patents to the trade in general.

The taking of this license by these two great companies settles almost conclusively the validity and value of the Gormully & Jeffery Manufacturing Company's pneumatic tires, as the Pope Manufacturing Company and the Hartford Rubber Works Company did not take this license until after they had made a thorough search among the patent systems of this and all of the other countries in Europe, to ascertain if there had been any previous description of this invention of these patents, nor until they had personally and practically tried and investigated every other style of pneumatic tire to supply their trade, without success.

ALSO LICENSED TO B. F. GOODRICH COMPANY.

The deal has just been closed whereby the B. F. Goodrich Company, of Akron, O., has been granted a license to manufacture and sell the Gormully & Jeffery tire.

The object of the Gormully & Jeffery Manufacturing Company in licensing all these firms to make their tires is, that there will then be no trouble to supply the large demand.

The tires in future will be for sale and can be procured from the Gormully & Jeffery Manufacturing Company, and from all their branches; from the Hartford Rubber Works Company, of Hartford, Conn.; from the Pope Manufacturing Company, of Hartford, Conn. and Boston, Mass.; from B. F. Goodrich Company, Akron, O., and from their selling agents, the Columbia Rubber Company, of Chicago, New York and elsewhere.

Chicago's Cycle Row.

The depression of business has almost entirely wiped out what has always appropriately been called Cycle Row, on Wabash avenue, Chicago. Even the past summer there were twenty-three stores, magnificently arrayed in the cycle line, within a distance of two short blocks. The display in the windows and interior of these stores was equal to any

in the world and nearly comparable to the exhibit at the World's Fair.

But now all things have changed. Out of more than a score of these stores but eight remain.

The only ones now left are the sale and exhibit rooms of large manufacturers. Retail agencies have about concluded that the locality cannot successfully take care of them all and so have moved away, gone out of business or made an assignment.

Among those gone are the Coventry Machinists Company, Chicago Bicycle Company, Century Cycle Company, Progress Manufacturing Company, Stover Bicycle Manufacturing Company, F. L. Douglas Cycle Company, A. Featherstone, Marble Cycle Works, Taylor Cycle Company and John Hoyle's repair shop. It is said more will follow.

Those who will remain to resume Chicago's Cycle Row in '94, as at present seen, will consist of the Quadrant Cycle Company, Stokes Manufacturing Company, Pope Company, Horace Dell, agent, Monarch Cycle Company, Ariel Cycle Company, Sieg & Walpole Manufacturing Company and Thorsen & Cassady.

Cushman & Denison, who have taken space No. 100 at the New York cycle show, will place on view their World's Fair exhibit. Although many oilers were shown at Chicago, the "Perfect" was the only one that received the medal. This firm will also show a full line of oiler and pump holders as well as their new "Star" oiler which they claim is second only to the "Perfect."



At the Indianapolis G. A. R. Encampment.—"Say, Jersey, that man we've just passed was Banger, I'll bet a term. Didn't you see his medals?"

THE PNEUMATIC.

Cycling News Reviewed Briefly.

Fred. J. Osmond, England's ex-champion, has married.

Minneapolis will have the next Minnesota Division meet.

Oskaloosa will entertain the Iowa Division meet next season.

Frank Lenz, does not expect to reach America before late next fall.

Skating engages the attention of a majority of cyclists. They will have out-door amusement.

A prominent street railway man says that the bicycle takes away a great deal of their trade.

Would not a pneumatic tire on a wooden rim, to serve as a hoop, be a novelty for a child's toy?

President Burdett will decline to accept a re-nomination for the high executive's office of the L. A. W.

Meintjes has seriously told the Englishmen that he is very suspicious of American amateurism!

Joe. Donahue, the skater, is anxious for another match with Johnson. After this he says, he will turn professional.

The famous Herne Hill track has been taken up and stored for the winter. It holds nearly all English records.

The annual meeting of the National Assembly of the L. A. W. will probably be held at Baltimore next February.

P. A. Elwell, the well-known New York tourist, will take a party of wheelmen on a tour to Jamaica next February.

The German army has definitely adopted the bicycle. Each infantry battalion, or body of chasseurs, will have two machines.

In most all of his flying start records at Independence, Ia., Johnson used a 72-inch gear on his machine; in the standing starts a 68-inch.

Miss Johanna Jorgenson, of Denmark, has again been heard from. She recently covered 103 miles in six hours. She is now touring in Italy.

The new style of the *Bicycling World* is of an improved character and it is to be hoped they will remain in this form for few months at least.

There is scarcely a trade or business in this country which receives so much attention in writing and displaying its advertisements as the bicycle industry.

Paderewski, the great pianist, rides a bicycle, but some over-anxious friends are trying to make him believe that the vibration of the handle-bars is injurious to his artistic touch.

Recent tests of chains, with and without gear cases containing oil baths, have shown that a chain rolling in oil has one-tenth less friction than one which is lubricated in the usual way.

The racing board of the L. A. W. has suspended F. S. Coleman, Benjamin J. Shockley and Charles Pringle, of

Decatur, Ill., for six months for competing in unsanctioned races. The racing season will open about the time their suspension runs out.

The *American Wheelman* will remove from Buffalo to New York, the first of January. W. J. Morgan will become its editor, while D. H. Lewis, will attend to the business management.

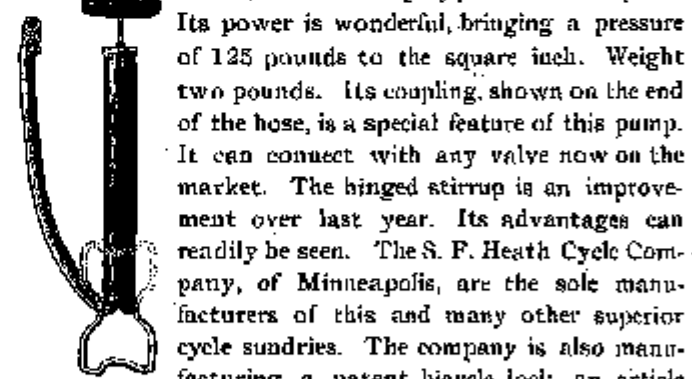
There is some talk of reducing the membership of the national racing board of the L. A. W. from six to three members and have the chairman of the division boards act in their place.

An effort is being made to arrange a series of bicycle races in connection with the Mid-Winter fair in California. Overtures will be made to Sanger, Zimmerman, Taylor, Johnson, Bliss, Dirnberger, and Tyler to participate.

Michigan has again had a dispute over the election. This time it was caused by one of the candidates' election, who was not at the time a member of the league, but again became one before the ballots were counted. The case, however, has already been decided in his favor.

Improved Heath Ball Pump.

This illustration represents the Heath Ball Pump, with its Universal Coupling. The size of the barrel is 1½ by 12 inches, finished in highly polished nickel plate.

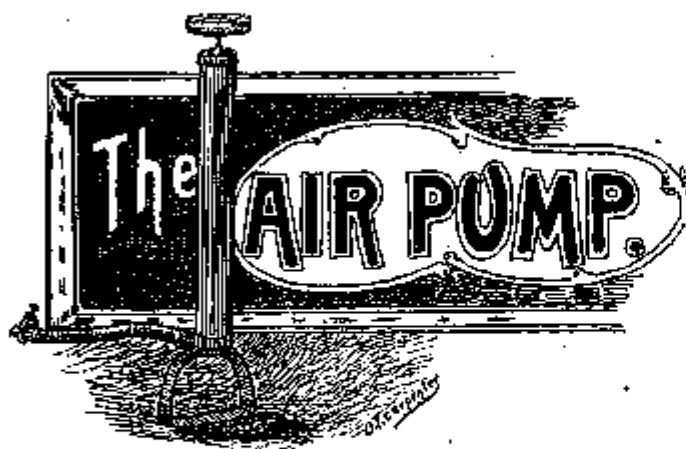


Its power is wonderful, bringing a pressure of 125 pounds to the square inch. Weight two pounds. Its coupling, shown on the end of the hose, is a special feature of this pump. It can connect with any valve now on the market. The hinged stirrup is an improvement over last year. Its advantages can readily be seen. The S. F. Heath Cycle Company, of Minneapolis, are the sole manufacturers of this and many other superior cycle sundries. The company is also manufacturing a patent bicycle lock, an article which promises to sell well because it has a valuable improvement over any other.

The Derby Cycle Company.

The Derby Cycle Company, of Chicago, Ill., have absolute control of the Pease clincher tire and are prepared to supply the trade. The tire has proved a winner during the past season. All Derby wheels will be fitted with them. The Derby Cycle Company is running its factory full force; and has arranged to put out twenty-five hundred wheels. They have made substantial improvements in their wheel. The dust cups are excellent, having an oiling device in them, that does away with oil cups entirely. And their sprockets are far superior to what they have been using. See their advertisement on outside of cover.

The John Meunier Gun Company will again handle the Derby in this city.



F. H. Bolte has interested himself in other inventions.

F. Terry Andrae now has entire charge of the Andrae manufacturing plant.

The Bidwell-Tinkham Company will manufacture the Tourist machine now.

"The Munger Arrow" will be the new wheel made by "Birdie" Munger, at the Indianapolis factory.

It is reported the English makers of the Excelsior wheels sustained a severe loss by the failure of George C. Cribb.

Broncos are being sold in Chicago on Wabash avenue at \$10.00 each. One firm has still an immense stock of them on hand.

The Friese Boat and Cycle Company are congratulating themselves on securing the state agency for the Eagle Altair bicycles for '94 again.

Wheelmen should remember that our "official timer," R. P. Wheeler, handles a beautiful line of fine jewelry for holiday presents. Pabst Building.

The Plankinton bank owns the bicycle manufacturing plant known as the Layton Park Novelty Company. It is looking for a buyer to resume the business.

"Bob" Lennie, formerly of the Stover people, is now connected with the Hill Cycle Company, of Chicago, taking the place of E. C. Bode who has gone with the Sterling Company.

Morgan & Wright will soon be in a position to double the capacity in the manufacture of their tires. The firm is engaged in the construction of an annex to its already large factory.

Phillip Goetz, who for six years has been interested in the Stokes Manufacturing Company, will begin, January 2, his active connection with the Indiana Bicycle Company, of Indianapolis, in the capacity of treasurer.

Haynes & Son, of Waukesha, Wis., have made an assignment to A. W. James. The firm has been in business for many years, but only during the last year or two they were agents for the Arrow, Cleveland and other wheels.

Built-to-reach machines are finding a great market now and small makers will find this a profitable business to

pursue. Milwaukee deserves the credit, we believe, of introducing this style and Mr. Bolte's invention on the Sanger Racer is a model of perfection.

That the Monarch Cycle Company, of Chicago, are preparing for a large '94 trade is evinced by the fact that their pay roll now amounts to \$3,689 per week. The company's new wheel will weigh twenty-eight pounds for light road use and for heavy work a thirty-one pound machine will be built.

Catarrrh Cannot Be Cured

with LOCAL APPLICATIONS, as they cannot reach the seat of the disease. Catarrrh is a blood or constitutional disease, and in order to cure it you must take internal remedies. Hall's Catarrrh Cure is taken internally, and acts directly on the blood and mucous surfaces. Hall's Catarrrh Cure is not a quick medicine. It was prescribed by one of the best physicians in this country for years, and is a regular prescription. It is composed of the best tonics known, combined with the best blood purifiers, acting directly on the mucous surfaces. The perfect combination of the two ingredients is what produces such wonderful results in curing Catarrrh. Send for testimonials, free.

F. J. CHENEY & CO., Props., Toledo, O. Sold by Druggists, price 75c.

The Celebrated Andrae For '94.

The first '94 pattern of the Andrae machine is completed. In the language of those who see it "It's a bute." The machine has some very important improvements over last year's, among them being a tubular crank hanger made of drop forging with easily adjustable dust proof bearings; detachable rear sprocket wheel, screwed on hub with right hand thread and locked with a left hand nut. It will have a nine-inch steering head, high frame, with pedals well-raised from the ground; the same size of large gauged tubing (three-fourths of an inch) will continue to be used for the lower back stays, it having been conclusively proven that this was an especial feature on last year's Andrae, making it much stronger than the average wheel. A T seat post will be used. This will enable the rider to adjust his position backward or forward to a greater degree than with the old style.

Call or write for Designs and Estimates on Medals or Club Badges.



THE KLEIN STUDIO.....

S. E. Corner MILWAUKEE and
MASON STS.
MILWAUKEE, WIS.

We Photograph Everything
Under the Sun

THE PNEUMATIC.



PAINE IS THE MAN

who handled the ARROW bicycles that had such a run last year. When you think of buying your wheel for the coming season, don't forget to call on or write him. He will save you money on the easiest running and strongest light wheel in the world—The Arrow. T. L. Paine & Co., State Agents, Room 2, Old Insurance Bldg., Milwaukee.

CHAUNCEY SIMONDS CO.

Lots of Elegant
FURNISHINGS for the Holidays

Drop in and examine our
Neckwear, Hosiery,
Umbrellas and Underwear

386 EAST WATER ST.
CHAUNCEY SIMONDS CO.

"PERFECT" POCKET OILER

Best and Neatest Oil Can in the world. Does not leak. Regulates supply of oil exactly. Highest award, World's Fair, Chicago, 1893.



Price 25c each, handsomely nickel-plated.

"STAR" OILER.



Price 15 cents each.

GUSHMAN & DENISON, 172 Ninth Ave., New York.

PATENTS Protected in the United States and Foreign Countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph, or sketch, and I will let you know whether you can obtain a patent. All information free.

W. E. AUCHINBAUGH,

MOGILL BUILDING, 808-24 "Q" STREET.

N. W. WASHINGTON, D. C.

PATENTS

We secure United States and Foreign Patents, register Trade-Marks, Copyrights and Labels, and attend to all patent business for moderate fees. We represent patentability free of charge. For information and free hand-book write to H. W. WILLSON & CO., Attorneys at Law, Opp. U. S. Pat. Office, WASHINGTON, D. C.

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 NICKEL-PLATED

PRICE

Complete with Hose Coupling, - \$3.00
By Mail, Postpaid, - - - 3.25

Lightest, Strongest, Most-
compact, and most Effective
Pump on the Market.

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

Liberal Discounts to Dealers in Quantities.

S. F. HEATH CYCLE CO.

703 NICOLLET AVENUE,

MINNEAPOLIS, - - MINN.

RUPTURE

PERMA- CURED OR NO
NENTLY CURED PAY.

Financial Reference: MILWAUKEE NATIONAL BANK.
We refer you to 2,500 patients.

Written guarantee to absolutely Cure all kinds of Rupture of either sex without use of knife or syringe, no matter of how long standing. Examination Free. Send for Circular.

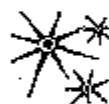
THE O. E. MILLER CO.

51-53 Merrill Building, MILWAUKEE.



The Grant Anti-Friction Ball Company.....

of Fitchburgh, Mass.



have the largest plant devoted exclusively to the manufacture of

STEEL BALLS

in the world. Catalogue and price list can be had on application.

Do not fail to try these goods in your '94 wheels.

JOHN J. GRANT,
Pres. and Gen'l Mgr.

Webster's International Dictionary



The New "Unabridged."

Ten years were spent in revising, a numerous staff of editors being employed, and more than \$200,000 expended in the preparation of the work before the first copy was printed.

Abreast of the Times
A Grand Family Educator
A Library in Itself

The work is invaluable to the household, in the schoolroom, and to the teacher, scholar, professional man, and self-educator.

Ask your Bookseller to show it to you.

G. & C. Merriam Co., Publishers,
Springfield, Mass.

Send for free prospectus containing complete pages, illustrations, testimonials, and full particulars.
Do not let any cheap phonograph records of the Webster of 1847. They are far behind the times.



ATTORNEYS ATTENTION.

The Wisconsin Lawyers' Diary for 1894

IS READY FOR DELIVERY. CAREFULLY
REVISED AND IMPROVED.

PRICES.

Full Page, Cloth.....	\$2.50
" Leather.....	3.00
Half Page, Cloth.....	1.50
" Leather.....	2.00
" Pocket, Leather.....	1.50
" Extra Pocket, with Flap.....	1.50
" Morocco and Gilt, Pocket, with flap.....	2.50

Name stamped on Extra Pocket and Morocco and Gilt Editions without extra charge.

SEND ORDERS TO

LOUIS SCHROEDER, 505 E. Water St., Milwaukee.



C. & N. W. RY.

7 SUPERBLY EQUIPPED
FAST TRAINS

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

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. NEWMAN, J. M. WHITMAN, W. A. THRALL,
Third Vice-Pres. Gen'l Manager. Gen'l Pass. and Ticket Agt.

FOND DU LAC

OSHKOSH

NEENAH

MENASHA

CHIPPEWA FALLS

EAU CLAIRE



PULLMAN
SLEEPERS

CITY
TICKET
OFFICE

100 WISCONSIN
STREET

ST. PAUL
MINNEAPOLIS
ASHLAND
SUPERIOR
DULUTH



Electric Lighted and Steam Heated Vestibuled
Trains, with Westinghouse Air Signals, be-
tween 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 North-
ern Wisconsin and the Peninsula of Michigan.

Finest Dining Cars in the World.

The best Sleeping Cars. Electric Reading Lamps in Berths.

6,100 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, GEO. H. HEAFFORD,
City Pass. & Tkt. Agt., Milwaukee. Gen'l Pass. & Tkt. Agt., Chicago.

The BEST Tire --ON-- EARTH PEASE Detachable Pneumatic

Patent issued November 14, 1903. No. 808,746.

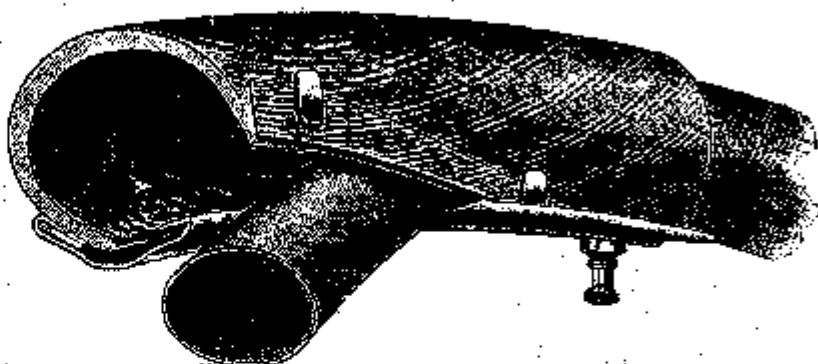


It Will Not Puncture from contact with the spoke heads. Should it do so, it is the most easily repaired Tire extant.

It Will Not Creep; the method of fastening to the rim makes it impossible.

It Will Not Explode, because the material used is the best obtainable.

It is Easily Removed—It is Easily Replaced. The valve is made perfectly tight by the packing under the head of the cap, as shown in cut. The cuts also show how perfectly the tube is protected from the rim.



This tire is without question the easiest to replace after removing from the rim, as it simply requires the placing of the edge of the outer casing back on the rim and the inflating of the tire. These tires are now put on all our wheels and our guarantee covers them in every particular. We are ready to supply the trade.

DERBY CYCLE CO., 161 to 167 SOUTH CANAL ST., CHICAGO.

THE BEST WHEEL --ON-- EARTH-- THE DERBY

Double Diamond Frame. Manassman's Spiral Fibre Tubing. Best Drop Forgings. Front sprocket removable without removing crank. Rear sprocket hardened and reversible; held on with a jam nut. Dust cups with an oiling device in them, doing away with the old-fashioned oil cups and crank box and hubs. And all wheels are fitted with the famous **PEASE CLINCHER TIRE**, which is acknowledged to be the best tire on earth.

'94 Wheels and Catalogues ready. Agents wanted. Send for Catalogue.

John Meunier Gun Co., Agents for Milwaukee,

CALL ON THEM
AND SEE THE BEAUTY...

272 West Water Street, MILWAUKEE, WIS.

We sold all '93 wheels, consequently have nothing but new '94 wheels to sell.

DERBY CYCLE CO., 161 to 167 South Canal St., Chicago, Ill.

MENTION THE "PEASE"

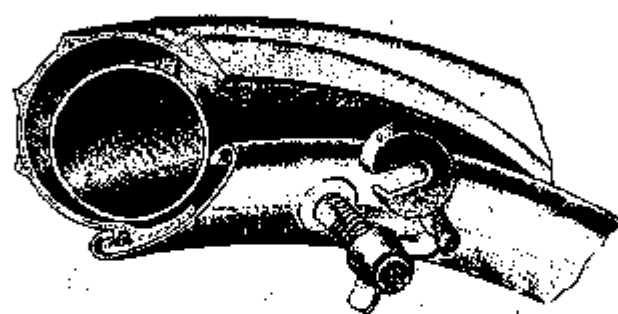
THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

VOL. IV.

MILWAUKEE, WIS., JANUARY, 1894.

Complete. No. 4.



WELL, HERE IT IS!

YOU HAVE HEARD LOTS ABOUT
IT RECENTLY.

THE GREAT G. & J. PNEUMATIC TIRE.

NOTE THE NEW RIM. "It is much lighter, stronger and neater than ever. The folded edges preclude all possibility of cutting the outer case."

NOTE THE CORRUGATIONS. "They are neater, lighter and more effective than ever as regards side slipping on wet roads."

NOTE THE NEW VALVE. "Better than ever. All objections removed."

Any manufacturer or dealer will furnish his wheels fitted with the Universal G. & J. Detachable Lever Base Tires. Insist on it.

GORMULLY & JEFFERY MFG. CO.

CHICAGO.

BOSTON.

WASHINGTON.

NEW YORK.

COVENTRY, ENGLAND.

MENTION THE "PNEUS"

THE PNEUMATIC.

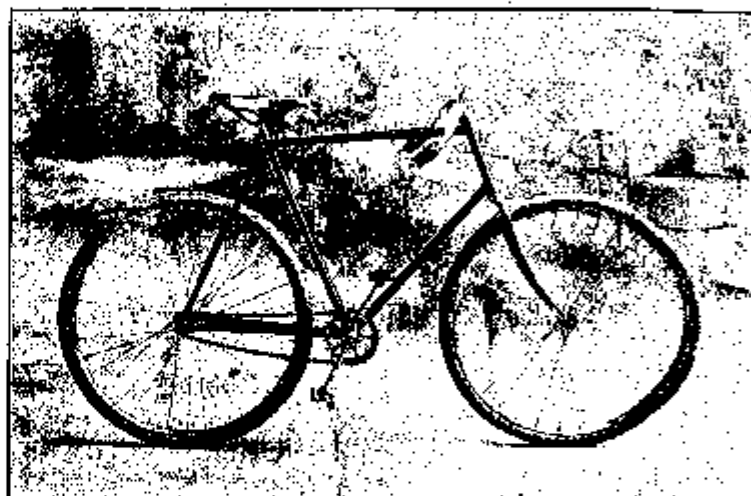
THE Andrae CYCLES

HAVE many advantageous points this year.
The '04 styles are marvels of beauty and
finish, and their strength is still maintained in
every part.

A FORERUNNER

Of what the line is may be interesting:

The Andrae Light Roadster No. 7, 23-32 lbs.	-	\$125
The Andrae Road Racer, 25-28 lbs.	-	125
The Lady Andrae, 23-32 lbs.	-	125
The Andrae Racer, 21 lbs.	-	150
The Andrae Light Roadster No. 6, 32 lbs.	-	110



All fitted with high or low frames, 28-inch nickeled wheels. Steel or wooden rims.
New model head bearings (something you are sure to like).
Humber barrel bracket. All dust-proof bearings.

We are the Western Distributors for the highest grade of Medium-Priced Wheels in the world.
It is the CRAWFORD LINE. Get our prices.

JULIUS ANDRAE CYCLE WORKS,

225 West Water Street,

MILWAUKEE, WIS.

'04 Catalogue will be ready soon.

MENTION THE "PNEUS."



A MONTHLY JOURNAL DEVOTED TO WHEELING AND ITS INTERESTS.

SUBSCRIPTION FIFTY CENTS PER YEAR.

CONTRIBUTORS: NED. WOODMAN, MONROE, WIS. O. T. CARPENTER, MILWAUKEE, WIS.

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.

EVERY bicycle is a missionary for better roads, they say, and yet every missionary gets stuck in its efforts.

It is gratifying to note that the *Century*, *Harper's* and other prominent magazines are taking up the important subject of road improvements. The country is slowly but surely arising to the occasion and the press, generally, seems awake and generous to assist this reform which must become as popular as it is necessary.

ENGLISH makers will find it far more difficult to do business with American dealers this year than they ever did before. The reduction in the price of the high grade wheels of our leading makers greatly handicaps them, and unless the proposed reduction under the new tariff bill is accepted, American makers will have things much their own way.

AN excellent plan has been suggested by Chief Consul Mott, of the Maryland Division which, if adopted by the League, will be a great drawing card to membership. It is relating to stolen wheels. Mr. Mott's idea is to have every owner of a machine, that has been stolen, furnish the chairman of the transportation committee with a description of the wheel and the reward offered for its recovery. Every haggageman in the country will be furnished with a list of such and will keep a lookout for the lost wheels in hopes of winning the rewards.

THE location of the Wisconsin state meet is again engaging the attention of many. Interest is waxing warm in different localities and the chances are that at the meeting, to be held January 31, which will decide this question for the year, there will be many unexpected counties heard from. The country which comprises Brown, Calumet and Green Lake counties has been termed by western riders,

the "charmed circle," and last year they gave up in despair trying to get the meet their way. But now they have again rallied and their fight will be a strong one.

A CAPITAL suggestion has been made by a prominent local cyclist which, if carried out, will instigate a lively interest in wheel clubs. The plan is yet in an embryo state, but the idea is to introduce a novel style of initiation of new members and make it a secret work among its members. A very original and immensely interesting ceremony and program has been talked of, and it cannot but be an attraction which will draw a large attendance at the meetings and increase the club membership. It has been repeatedly demonstrated that bicycle riders must have many and varied forms of amusement, especially during the winter months, to hold them together, and unless some new things are not constantly brought up to attract their attention they are prone to lose the enthusiasm which was first experienced when they joined the club. Now here is an opportunity which will stimulate renewed interest and that is certainly a crying need.

DOES the League want a weekly paper? Will the membership be affected on account of the discontinuance of the weekly League Bulletin? Would a cycling department in *Good Roads* magazine be an advisable substitute for a League paper? These and many other questions bearing on the same subject will confront the National Assembly at its next meeting. That the publishers of *Bicycling World* are anxious to close another deal with the L. A. W., for furnishing a weekly paper to the members, is evinced by the two columns of space they absorb in their publication expatiating upon the increase in membership which would result if the League adopt their paper in the present form, as an official organ. If the paper continued in its new style and undertook the contract under the old arrangements, we cannot question the good that might accrue to the League through it. But if it becomes transposed again to its original style, the members might as well receive nothing. The plan which Chief Consul Choate, of Minnesota, is agitating, that of making *Good Roads* the official organ, and adding a cycling department to it, looks to be a very feasible one, which would save the League some money.

DENVER'S chances in being favored for the '94 League Meet are good. Even many of the Eastern representatives who will attend the National Assembly of the L. A. W. next month will be instructed to cast their ballot for Denver. Most everybody who has not yet had a chance of viewing the many beauties which that country holds forth, are anxious to have an opportunity to go. One of the many pleasing features about the city in the summer-time is the opportunity which is afforded of boarding a train any morning, taking a ride around the loop, down to Manitou or up Platte Canon, and get back to the city

by evening. Any of these places offer attractions which inspire the visitor with awe. The Loop, above Georgetown and fifty miles west of Denver, is a grand example of human engineering skill, while, to reach it, one is lead through some of the somber and stately canons of which Coloradoans are proud. Platte Canon is the source of the river which bears its name, and has roads and scenery which are the grandest to be found. There is no description necessary of that gem of summer watering places, Manitou, or of the famous hump which rises up from Mother Earth's surface by its side—Pike's Peak—from the top of which a safety can be ridden every inch into Manitou.

With all these and numerous other attractions in its favor, there is one more demonstrative argument to be mentioned. It is [the immense benefit which the League could get in point of membership. Denver is the magnet which would attract the entire eastern bicycle population.

The Spasmodic Advertiser.

We regret the necessity which moves us to again address a few thoughts to the spasmodic advertiser. Our spasmodic friend advertises—

Because his neighbor does.

Because he wants to keep before the trade.

Because he expects to get an immediate and profitable return.

Because his salesmen requested it.

Because, well, he just thought he'd try it.

Because, he had a good line.

Three of the foregoing reasons are valid and sufficient; three are not worth consideration. The shoemanufacturer, who is moved to insert an advertisement simply because his neighbor advertises, is prone to direct a discontinuance when he receives his first advertising bill.

The man who expects to get an immediate and profitable return from his advertisement is disappointed ninety-nine times in a hundred. If advertising yielded prompt and rich profits it would discount silver mining at Creede.

The man who inserts an advertisement without a definite object—merely because he was suddenly seized by what may be characterized as a "whim"—a temporary spasm—generally "goes out of" as suddenly and for as little reason as he "goes into" a trade journal. We have seen the truth of these three statements proven so often that we advance them now as postulates.

We have customers who advertise because, as they declare, they wish to "keep before the trade." That is a natural and justifiable motive. Others advertise to "help their salesmen." Good. They cannot aid their salesmen without helping themselves. A third class of patrons advertise because of their earnest confidence that they "have a good line."

It is well to "keep before the trade." It is well to aid their salesmen. It is well to have confidence in your product; but behind all that is the truth which must not be

ignored, namely: Advertising is a business. It must be prosecuted on business principles. The man who advertises in a speculative mood, as for instance, he was taking "a flyer" on Wall street does not as a rule get returns. In other words, spasmodic advertising does not pay.

The men who succeeded in getting value received out of advertising are men who year after year set aside a certain sum for advertising and regard that amount as a fixed charge like taxes or insurance. The editor of a great comic weekly, being appealed to furnish advice to those about to marry, wrote "Don't." And that is our advice to the spasmodic advertiser. "Keeping everlastingly at it brings success."—*Boot and Shoe Recorder*.

'94 Prices Settled.

The long looked for announcements of the leading manufacturers as to the prices of this year's high grade bicycles, has at last been made. The ruling price will be \$125 for the best.

It can well be surmised that this reduction of \$25 will greatly help the agents to increase their sales in high grade machines, and the increase of riders will be larger this year than last.

The inferior grades are also listed way below the former prices, while the goods are made far superior to the old.

From reports of representative cycle salesmen the trade has a bright outlook.

Booming Sheridan for President.

The Illinois Division, L. A. W. has issued a circular announcing its candidate, in the person of Mr. Thos. F. Sheridan, for president of the league. Mr. Sheridan has held the office of first vice-president for the past two years, and his record is above reproach.

During the thirteen years that the league has been in existence, the office of president has been one year with Massachusetts, two years with Connecticut, five years with New York and five with Ohio. With the exception of the time that Ohio had it, it has never been west of the city of New York, and the Illinois Division holds that it is not asking too much in wanting the west to have it now; especially when it has such a candidate as Mr. Sheridan. That the west needs it and that Sheridan would make an efficient officer there is no doubt, and we hope the next president will hail from Chicago.

The New York Cycle Show.

The first of the two great American cycle shows has come to an end. On Wednesday, January 8, at 3 P. M. the New York show was opened at Madison Square Garden. The show was under the auspices of the Metropolitan Association of Cycling Clubs, while the financial arrangements were all in the hands of the Madison Square Garden Company. A peculiar combination surely. Most all the leading bicycle trades people were represented and the affair was one big success.



Miss Cherry: "Papa, isn't there something the matter with the street in front of our house? Her father: "No, it is one of the smoothest streets in the city. Why, what makes you think so?" "Oh, nothing, except that something seems to happen to every young man's bicycle just as he gets in front of our gate, so that he has to come in and ask for a wrench to fix it with. What are you laughing at, papa?"

Ladies are gradually invading the domain of men, and now they seem to have designs on that essentially masculine function—the annual dinner. Recently four or five ladies dined with members of a cycling club in England, at their annual spread, and mirth and gaiety ran high.

A very enthusiastic meeting of ladies took place in a town in England to discuss dress reform. Several of the leading spirits attended in full rational costumes, as samples, and were much admired by their sisters. It was resolved by them unanimously that the present skirted dress of women is unfit for cycling and some new costume should be adopted.

In walking past the principal stores I noticed some pretty short dresses in the windows and concluded to ascertain for what purpose the costumes were used, says a Paris lady correspondent in the *St. Louis Globe*. Accordingly I entered the Grande Magasins du Louvre, and ascended to the costume department, where I soon found myself among many dress forms attired in the dresses that had attracted my attention outside. In response to my inquiries a clerk told me that they were hunting or mountain dresses, but that ladies mostly bought them for bicycle costumes.

My next step was to visit the great park of Paris, the Bois de Boulogne, to see if I could see any costumes in use. One avenue in the park I found to be a favorite among bicyclers, and every lady had on her short dress, riding unconcernedly along as if it were an every-day matter, which it really has come to be. The women riders were in proportion to the men, as about one to four. Many were together. I saw one lady slip off her long skirt, which the gentleman who was with her took, wrapped up in a small bundle and strapped back of his seat on his bicycle; whereupon they started off, she being able to ride quite as rapidly as he, in her entire freedom from the skirts.

Most of the short dresses were made of brown cloth, and consisted of a short skirt to the knees, knee trousers and button cloth leggings reaching to the knees. The skirt was not very full, and was made as a continuation of the waist. Some wore ordinary gymnasium divided skirts, coming to the knee, with a long basque. As I sat under the trees watching the free motion of the bicyclers, I came to the conclusion that Paris is going to help us in our fashions more than ever before. When Paris takes the lead in dress reform we all shall follow, of course.

I was talking the other day to a lady who has been riding only about five or six months. She is not much in love with hills, on which point she and I agree. Her husband took a wheeling trip through Italy last spring, and in talking of his travels he often speaks of one grand stretch of level road on which, though an invalid at the time, he found himself riding thirty or forty miles before dinner without much effort. His wife is a German lady and still retains enough accent to make it quite charming to listen to her. When he spoke of this road during the conversation, she said, with a little gester:

"Ah! when he speak of dot road he shoost make me sick."

We were riding a long hill as she spoke and I suppose the contrast was too much for her. I asked her what she thought of the skirtless costume. She did not like it, she said. She did not think it modest.

"I am not a man. I am a woman, and I like to show oder peoples dot I am a woman," she continued. "No, I will keep my skirt. My husband say, 'I may like it on oder women, but I would not like it on you.'—*Verb. Sap.*

Cure for Insomnia.

"Doctor, I will go crazy if I don't sleep nights! I must have relief."

"Have you tried counting until you fall asleep?"

"That's no good."

"Wet cloths and ice on your head will do it."

"No it won't. I've tried that too."

"Take a little warm drink or some wine or porter before you lie down."

"That won't do it. I've tried everything."

"I'll give you some mild opiates."

"Medicines only make me more wakeful."

"Hum—If that's the case I don't see that there is anything left, unless, as a last resort, you join the police force, or," as a bright idea seemed to strike the medical man, "ride a bicycle."

"Lady Cyclist Preferred."

"Wanted, with a view to matrimony, a young lady to match a bonnet trimmed with green, which I won the other day in a raffle for charitable purpose. Must have means of her own. Please address under the heading: Lebensglueck (life's happiness), the office of this paper. Lady cyclist preferred."—*Pfundersorfer Anzeiger.*

Commentator Commentates.

"Oh! rather give me Commentators' plate,
Who with no deep resolves vex the brain;
Who from the dark and doubtful love to run,
And hold their glimmering tapers to the sun."

Milwaukee bicycle clubs lack originality in furnishing entertainment for members, and during these winter evenings some sort of novel amusement must be rendered in order to interest an excitement loving crowd. Club entertainments are best when varied. Do not repeat a success too soon. Members easily tire of a repetition unless it is a card party or dancing. Spring surprises occasionally to enliven things.

* * *

There does not as yet seem to be a concerted thought of which makes the most durable spoke for our safety wheels, the tangent or the straight. Some of the best wheels are built with straight spokes and likewise with tangent spokes. From this one would infer that the advantage of one over the other is of such small perceptible value that they can be considered on a par with each other.

* * *

The Mercury-Telegram club wrangle has at last been assigned to the grave. Since the joint race meet of these two clubs held last fall, during which bills were contracted for which could not be paid, the members of the racing board of the Telegram Cycling Club have received numerous summons to appear before a justice to the charge of avoiding to pay a debt caused by the purchase of the prizes for the meet. Now the Mercury club has decided to assume the debts and so further litigation will be avoided.

* * *

Sport is being made over the loss of the Overman Wheel Company's advertisement on the front cover of *Bicycling World*, by its contemporaries. One peculiarity in the matter is that the publishers of the *World* are trying to conceal the true state of affairs by producing ornamental sketches in the space.

* * *

At a recent meeting of the board of prison managers at Stillwater, Minnesota, it was found that not a single bid had been received for the Minnesota convict labor for the coming two years. This is the first time that this has happened, as heretofore the labor of the convicts has been utilized by different concerns in the vicinity. However it is a condition and not a theory which confronts the state of Minnesota at the present time, which now has over four hundred convicts without a stroke of work for them to do.

We would suggest that this labor be utilized in the construction of highways, and the cyclists of Minnesota should see to it that it is done.

* * *

A few minutes spent in the studio and office of the composer, C. K. Harris, who has set the world to humming the air of "After the Ball," impresses one with the daintiness

of his apartments and the great amount of business which is done in the shipment of his music. Few can scarcely realize to what an extent that popular song, "After the Ball," has been in demand. But now it is somewhat abating, giving way to a rush for his latest production, "Since Katie Rides a Wheel." This piece is already on the lips of many wheelmen and nearly 10,000 copies of it have been sold since it was put on the market, January 2.

* * *

Well, this is going to be a great year in cycling, despite the gloomy forebodings of last fall. Everyone is adding an extra effort to make it so, and why shouldn't it come? Where there was one cyclist last year, there will be six this year, and where there were three bicycles made last year there will be one made this year—but they will be sold. The end of the season of '94 will not again catch the American trade with a large stock on its hands. Those days have passed and everything points to a conservative and prosperous year.

* * *

"These bicycles are fast replacing horses," said State Veterinarian Toussaint, the other day as he saw one speeding by. "It is very noticeable right here in Wisconsin in almost every town. Horse breeders are beginning to complain. What will it all come to?" And he moved away lost in deep thought, leaving me standing with a knowing smile on my face.

* * *

Predictions are rife that the chain and sprocket wheels on the safety will be destined to a life of but a few years more.

A Local Trade Organization.

A meritorious move is being agitated by Mr. A. W. Friese, president of the Friese Boat and Cycle Company, and several other local leaders engaged in the bicycle business. It is to form a trade association similar to those in many of the large cycling centers in the country. The organization is a necessity and the project is being supported all around. The association is designed to protect each other against doing business with irresponsible persons and dead-beats, to uphold prices, to control the exchanging of old wheels, and have a harmony prevail.

He Stole Two Wheels.

A man trying to ride a bicycle arrested the attention of Detectives Sullivan and Schoepperle, in the city the other day. Being suspicious, they examined the wheel and then arrested him. He proved to be a bicycle thief and the wheel to belong to H. H. Watkin. The thief's name is Mike Altweiger, a recent arrival from Germany. Another wheel which he had stolen was buried in an alley, for winter storage. He is now in the house of correction shortening a nine month's sentence by hard labor.

NO GOOD ROADS DEPARTMENT.

That Great Pope Petition Sat Down On—The Senate Discusses the Price of Bicycles and the Poor Man's Chariot.

The petition sheets which have for more than a year been in active circulation throughout the country, praying for the establishment of a department of roads as a department of executive administration of National Government, were gathered in and prepared for presentation to Congress. The sheets, after being pasted together, made a roll 1,400 yards long, contained 150,000 signatures, and weighed 600 pounds. The paper was wound around two wheels of a bicycle made of oak and stood seven feet high.

This ponderous petition was brought in by Senator Hoar, of Massachusetts, with the aid of four men, into the Senate chamber at its session December 20.

The entire movement had been managed by Col. A. A. Pope and he was sanguine in his expectations that the petition would be passed.

But all the expense and labor spent in securing this meritorious petition was for naught. While every one in the house expressed his sentiments in sympathy with the good roads movement, they would not consider the petition because they could not favor the establishment of another executive department.

The petition stood making its mute appeal before the Senate for some time because of a debate which it unexpectedly started. After Senator Hoar had made his statement about it Senator Manderson said that the movement had no firmer friend than himself, but that he would not favor the establishment of another executive department, and he thought the petitioners themselves would, upon reflection, be satisfied if Congress continued to maintain the division of good roads in the Department of Agriculture, "which," he said, "is now doing very effective work." Senator Hoar said that he did not think the case should be thus prejudged.

Then Dr. Gallinger, of New Hampshire began a lively discussion with Senator Hoar, which

ENTERTAINED EVERYBODY IN THE CHAMBER.

Senator Gallinger said: "While I am quite as anxious as the Senator who has presented the petition to do anything that Congress can consistently do to improve the roads of the country, I wish to call attention to the fact that the promotor of this matter, as it has come to my knowledge, is a leading manufacturer of bicycles in the United States, and I venture the suggestion that I trust if Congress does act favorably in any direction upon the question presented in the petition, the gentleman who has sent out the petitions and spent a great deal of money to produce what is now before the Senate may be influenced in some way to take into consideration the propriety of reducing the exorbitant prices that he asks for his bicycles, in the interests of small boys of the country."

Senator Hoar, bristling up, replied warmly: "As the extraordinary course is pursued of undertaking to discuss a

respectful petition before it is heard, I wish to say that I do not know who has promoted this petition, or what the business is of any one who has promoted it; but if it be true that the representative of the interests of the bicycle has an interest in it and has promoted it, I do not think that is any cause either for taunt or for condemnation, or for sneers.

"The bicycle is the poor man's chariot. Its invention and perfection within the last twenty or twenty-five years have made it possible for poor men to live at a distance from their places of work instead of living in the crowded and unhealthy parts of cities. Poor men who cannot afford to keep a carriage get innocent, healthy and harmless recreation and enjoyment and exercise from it. It comes with very ill grace from Senators, who peer out of their luxurious carriage windows, drawn by elegant spans of horses to sneer at the man who finds his recreation in the bicycle."

By this time everybody was stirred up. Senator Gallinger very earnestly said: "Mr. President—A single further observation in reply to the distinguished Senator from Massachusetts. I think he entirely misapprehended what I said. I certainly want the boys and poor men of the country to have a better chance to use this carriage than they have at the present time. It is a fact well known to everybody who has made the slightest investigation of the matter that the bicycles which to-day are selling for \$150 apiece do not cost 25 per cent of the money that is charged to the poor men the Senator alludes to who are using them. My contention is that if the prayer of this petition is to be granted, some concession should be made by the chief petitioner in the direction of a

PROPER REDUCTION IN PRICE

of the article he manufactures.

"Mr. President, I know from knowledge who has promoted this scheme, and, while it may be meritorious in itself, I do not think the Senator from Massachusetts ought to take offense at the suggestion I made in behalf of the poor men and poor boys of the country. I did not sneer at the matter at all. I believe in good roads as sincerely as the Senator from Massachusetts does, or as Mr. Albert A. Pope, of Boston, does, whose name appears on petition as the promotor of this scheme. If the heading to the petition is read it will appear that I stated the exact truth when I said this matter had been promoted and a great deal of money had been spent in securing the petitions by the leading manufacturer of bicycles in the United States. That is all I care to say about it."

Then came the funniest part of it. Senator Hoar began with: "Mr. President, one word further. My honorable friend, if I mistake not, is a doctor by profession, and as he has stated, without, I think knowing much about it, what is the motive of the gentleman who makes bicycles, I suppose it is equally proper for me to suggest that perhaps uncom-

sciously to himself he may have a professional desire to have men cease to purchase the health-giving bicycle and save up money to buy pills."

Everybody on the floor and in the gallery laughed heartily at this, including Senator Gallinger himself, as he arose and said: "Mr. President, the Senator is right in the remark that I at one time was a doctor. I will simply add the suggestion that if I could persuade myself that by any professional prescription I could bring the Senator from Massachusetts to permit other Senators, without unjust criticism on his part, the privileges of the Senate to the extent that he himself claims them, I should be very glad to give him a gratuitous prescription for that purpose."

This home thrust, half in fun and, half in earnest, provoked even more laughter, especially among the Senators who are sometimes restive under Senator Hoar's efforts at a sort of paternal government of the Senate. Then the petition was given all the honors the Senate had to bestow, being referred to the Committee on Interstate Commerce ordered to be printed as a document, and to be printed in the Congressional Record (without the signatures, of course), and it was wheeled away by the four pages to the committee room in triumph.

The "Monon" a Wheelman's Route.

The Monon Route, which carries so many passengers between Chicago and the winter resorts of the South, is an excellent friend of the wheelmen. Last year this was the only road which refused to enter the compact of refusing to carry bicycles to the World's Fair. On the contrary, it issued orders to its agents and baggagemen to pay particular attention to the handling of wheels on trains. Wheelmen and delegates going to the National Assembly at Louisville next month will now find an opportunity in showing their appreciation.

Ideal Southern Roads.

The benefit of convict labor on public roads has been well shown at Birmingham, Ala., where Jefferson county has roads with an excellent hard surface and as smooth as a billiard table. These roads are made of a cement-like substance found in that region, and built on a firm and deep base of slag taken from the mines. The top dressing in time pulverizes and then hardens when it becomes wet. People living on these roads ride their wheels the year around, rain or shine and all messenger boys constantly use the wheel.

"Yer offering that ere bicycle pretty cheap. Is it yourn for sure?" Swipe (uneasily looking over the distant hills over which he has just come).—"Yes sir, and I'll never go back on it either."

The following advertisement appeared in a recent issue of a New York daily: "If the person who stole bicycle from 112 East 83rd street, will call at said place he will receive lamp and cyclometer belonging to same."

Interesting Short Notes.

The next meet of the Illinois Division will be held in Quincy.

Cycling Life's Christmas number was a dainty piece of journalistic work.

It is true that Jimmy and Corbett are pretty "thick." Zim will see the fight.

The Stanley Show has been styled the Tower of Babel on account of the many nationalities that were represented there.

Reports have it that Zim's woe-be-gone expression has left his face, and that he is looking as fresh and sparkling as a society bud.

The Bearings' colored half tone supplements of the leading racing men were the most attractive features of its Christmas number.

It is reported by the authorities that Fairmount Park, Philadelphia, was entered by bicycles 18,552 times during the month of October.

Harry B. Hanford is now conducting the cycling department of *Sports Afield*, the Denver monthly which recently moved to Chicago.

A. W. Harris, the English crack, will not apply for a license from the M. C. U. He intends to ride for cash and expects to meet Wheeler in France.

Centuries were ridden by five Chicago riders on New Year's day. At noon the roads were doughy, and the entire route was ratty and hard to travel.

It is reported that in Waupaca county there lies \$1,325,000 worth of potatoes unable to be brought to market, on account of the abominable condition of the roads.

John S. Johnson, has again entered the record field, this time on skates, and has captured a two-mile competitive record in 6:00 2-5, breaking it by one-fifth second.

At the Chicago Athletic association inflated rubber tires float on the waters of its swimming tank. They are used to dive through by the swimmers and create great sport.

A twenty-four hour race was held at Paris, December 24 and 25, in which a new record was made for that distance, by Williams who rode 428 1/2 miles beating Shorland's world's record by two miles.

The American Wheelman and Cycling Trade Gazette is the new name of the Buffalo wheel paper which has moved its office to New York. Its first issue in the new and enlarged form gives promise of a very successful trade journal.

J. P. Bliss, is now the Chief Scorch of the Two-fifty Club. At the annual scorch on New Year's day there were twenty aspirants for the office, but as the pace grew hotter and hotter their aspirations decreased correspondingly.

Madison, (Wis.), wheelmen are trying to close a deal for a piece of property on which to build a very fine one-

third mile bicycle track. The project is well under way, and if they succeed in their aims, will have the finest track in the state.

The formation of a Southern league does not appear to be an assured thing. While there are a few spirits who are strongly working to this end, the majority will not secede from the L. A. W. The *Southern Wheelman* is earnest in its endeavors to prevent this new organization.

The Supreme Court of Boston lately decided a most peculiar case. A minor purchased a wheel of a local dealer on the installment plan, rode the machine for many months, and after having paid the full amount, one day returned and insisted upon the money being refunded. After some litigation the case was decided in his favor.

The Chicago *Inter-Ocean* says: "John S. Johnson, the wheelman, will shortly make a tour of Europe. Tom Eck, Johnson's manager, figures that he has made \$18,000 in prizes in the last sixteen months. This, with the \$8,000 Johnson gets a year, for riding a particular make of wheel, ought to save him from walking back from Europe."

Tourmaster Elwell has completed the plans for his European tour next summer. It differs somewhat from his previous tours, and the route has been most carefully selected with regard to its picturesque features. Holland will receive more attention than heretofore, and an opportunity will be afforded to take in the fair at Antwerp. The party will be limited to twenty.

The Six-Day Race.

The six-day professional cycling contest which was run at the Madison Square Garden, New York, during the holiday week, resulted in a big victory for Albert Schock, and surpassed Martin's 1891 record just 144 miles, making 1,600 miles. The race was the grandest long-distance event ever run, and has been distinguished throughout with a display of pluck and endurance on the part of the riders, such as have rarely been equaled and never surpassed in the history of similar events.

Seventeen men started and eleven finished, their records, in round miles, being given below:

Schock.....	1,600	Meisell.....	1,190
Waller.....	1,484	Forster.....	1,045
Martin.....	1,430	Barton.....	1,008
Albert.....	1,410	Hosper.....	969
Vanenberg.....	1,401	Ashinger.....	879
Golden.....	1,313		

"Business."

A practical journal for the business and professional man's office, is the publication called "*Business*," published by Kittredge Company, New York. It is a valuable aid to the progressive business man, containing well written editorials on the business and financial situation up to date, business literature, hints on the arts and practice of advertising and brief mentionings of everything moving in the business world. The journal sells for \$1.00 a year.

Wisconsin Division Notes.

D. D. Warner, of Madison, writes that the wheelmen in their town have lost all interest in trying to have the state meet come to their town, on account of their many previous unsuccessful attempts to get it.

January 31, the board of officers of the state division will hold a meeting at the Republican House, Milwaukee, to decide the location of the state meet.

From present indications it would seem that the division membership is getting a stirring up, and that it will largely increase the coming year.

Several prominent Northern towns have been heard from, regarding the selection of the place for the state meet, and the sentiments seem to run in favor of Madison.

Interest in cycling is again waxing warm in Green Bay, and Local Consul W. H. Field, is working hard for the interest of the league.

John M. Schroeder, local consul of Burlington, anticipates a large increase in the league membership the coming season in their town.

W. L. Simonds, ex-chief consul, was elected the delegate to attend the National Assembly of the L. A. W., to be held the third Monday in February.

Waukesha does not want the state meet this year, but will make a bid for it next time.

Ripon says it will hold a tournament this year whether it gets the meet or not, and it will also be included in the National circuit. This is the right sort of spirit, and it can be foretold that, under ordinary circumstances, the hustling Ripon boys will make the meet a thorough success, for who, who attended last year's meet, wouldn't give a slice of their life for a recurrence of those good times.

Morgan & Wright Enterprise.

Morgan & Wright, makers of the famous tire, are adding another large building to their factory. When completed it will be equipped with machinery which will make it the largest rubber factory west of Ohio. A feature in the new factory, will be a 3-ton apparatus for grinding rubber. (This is the most ponderous piece of machinery of its kind, that has ever been constructed). 350 pounds of crude rubber can be placed in its capacious maw and as easily and properly disposed of as fifty pounds was formerly. The rolling machines will weigh three tons apiece.

The firm is now running twenty-four hours a day, employs 600 men, and produces 4,000 tires per day.

Equinus Bicyclistarium.

BY W. M. P.

"Did you ever have the Charley-horse?" This is not a question for the reader but one that was asked me by a cycling friend the past summer.

I had heard of this equine terror which sometimes suddenly attacks cyclists on the road, leaving them *hors du combat*, as it were, and was curious to know more about the animal; so I said, "No, have you?" "Yes," said he; "I have just recovered from an attack lasting me about two weeks. You see, I had been touring around the country for a month, not going all the time, but riding anywhere from twenty to a hundred miles a day when on the road. A sudden call came on the first day of the week to return to work, and being a hundred miles from home I took the cars for the greater part of the distance and feeling in pretty good trim, pushed pedals for the remaining twenty miles, making it in an hour and a half; pretty good, don't you think, for a fellow who does not pretend to do a mile in less than four minutes on the track?"

"Well, for a week I was head over heels in work, not having a second to wheel and hardly time to go to meals. I then began to experience cramps in the muscles of the legs upon walking, a tramp of three or four blocks being sufficient to cause every muscle of my locomotor anatomy to tie itself into a knot, making me sit or lie down until the spasm was over, and leaving me lame in that region as though I had gone through a game of football. A few days of that experience drove me to the doctor. 'Oh,' said he, 'you stopped riding too suddenly; you should have tapered off gradually—a little too much sarco-lactic acid, that is all.' 'Sarco-lactic, Doctor?' 'Yes. You see, the changes in the tissues caused by exercise generate in those tissues this acid, which exercise also assists in carrying off. Ordinarily the system is able to dispose of all that is produced. Lately you were generating large quantities of it and disposing of it all right; but you suddenly stopped exercising while your tissues were full of it, and any slight activity now adds more to the quantity already there than the system can readily dispose of. The consequence is that the sensory nerves are irritated and, acting from impressions conveyed by them, the spinal cord sets the motor nerve to work and you have cramps.'

"I see, said I; 'but what are you going to do about it?'"

"Give you some potassium bromide to reduce the sensitiveness of your spinal cord."

"What a wonderful science is medicine, thought I, as I walked away with the bromide in my pocket, a happy smile wreathing my erstwhile gloomy visage."

"And you took the medicine and it cured you, and now you are going about a living exemplification of the benefit of Dr. So-and-So's remedy for Charley-horse, I suppose. Why don't you publish the fact under your picture in the newspaper and not take up a fellow's time with such a long-winded patent medicine advertisement as this?"

"Now, hold on," said my cycling friend, "and wait till I get through. I took the bromide faithfully, according to directions, but my spinal arrangement didn't deaden worth a cent. The end of the week came and I was just at a standstill, for the very good reason that I couldn't walk without the cramps and couldn't walk with them. The next day was cool and bright, just the weather to call forth the enthusiastic cyclist to worship at nature's shrine. Mounting my wheel I started out, with many misgivings as to the outcome but determined to get rid of that sarco-lactic product if possible. Not a twinge did I feel. I left the well-known haunts and explored unfamiliar roads and lanes, now following the windings of some elm-shadowed stream, now wheeling licerely along some country way with meadow and woodland and quiet farmhouse on either hand and fields of ripened grain ready for the reaper. At sundown I was home again, with forty miles to my credit, tired, but happy, as only a nature-loving cyclist knows how to be."

"And the Charley-horse?"

"I haven't had a touch of it since. And the peculiarity of it is that it took me off the wheel instead of on."

Will Set a Hot Pace.

On the front page is an illustration of the celebrated Gormully & Jeffery tire that has created such a stir in the cycling world by commending itself to the Pope Manufacturing Company and other large makers.

While the principle remains the same that has always characterized the G. & J. tire, we note some modifications for 1894. The most important improvement, and the one which will commend itself most strongly to the riding public, is the absolute ease with which it may be removed from the rim and replaced. After deflation it is only necessary to press sidewise upon the cover, releasing the flange from the rim, and the inner tube is exposed. The cover may be returned to its place with equal facility. In this regard the G. & J. tire is without doubt the most remarkable of tires.

Another step in advance is the discovery of a new lining fabric, which, upon actual tests, has proven itself five times more durable than any yet tried. The secret lies in the fiber from which the fabric is made and the method of weaving. The fabric is the famous Sea Island cotton, the finest and most expensive known.

The valve stem is held in position by a new latch device, which reinforces the rim, and is easily moved when desired.

It will be observed that the corrugations are decidedly modified for the better.

The valve this year is straight instead of curved. This will relieve the minds of some who preferred this construction.

Altogether, the Gormully & Jeffery Manufacturing Company is this year setting "a pace that kills" in tires as well as upon the path.

Milwaukee News Budget.

Some of the local wheelmen have been doing a great deal of winter riding.

The Bay View Wheelmen will give an entertainment at Harmonie hall on January 28.

The Mercury club will give a masque ball at Harmonie hall, the evening of February 17.

The Associated Cycling Clubs, of Milwaukee, is still in embryo state. Its satisfactory formation seems doubtful.

The Milwaukee Wheelmen will hold their second annual reception at Recreation hall sometime in the early part of February.

Walter C. Sanger is back to Milwaukee. He is undecided whether he will train for racing again or not. It is possible he will ride the Sanger racer again this year.

Gas S. Simmerling will control the affairs of the Mercury Cycling club's racing board this season, and a racing team has been organized with John F. Reitzner as captain.

Chief Consul A. C. Morrison is expected back from Europe, the latter part of this month. There is no truth in the report that he has or will resign his position with the Wisconsin Division.

Geo. P. Eastman and family have left to make their home in Toronto, Canada. Mr. Eastman is an enthusiastic wheel rider, and his numerous Milwaukee friends very much regret his departure.

The North Side Cycling Club will hold a private masquerade ball, February 10, at Bauch's hall. The club may become incorporated and shares of \$200 each will be taken up for the purchase of a home.

Of the Wisconsin delegates who will attend the National Assembly at Louisville, Ky., are: Chief Consul A. C. Morrison, Vice Consul H. M. Baldwin, Secretary-treasurer M. C. Rotier and Delegate W. L. Simonds.

Saturday evening, January 20, the new officers of the Milwaukee Wheelmen will be installed, after which President Hutchings, will appoint the committees for the coming year. H. P. Andrae will be chairman of the Racing Board, Will L. White, chairman of the Entertainment committee, and George Bartels, chairman of the House committee.

The "Calumet and Hecles" indulged in their annual festivities at Hinkel's dining hall on the evening of December 23. This was their annual reunion and was a gathering of all the principle lights in Milwaukee cycledom. The invitations sent out were blue prints of a unique and suggestive design made by the leading member, Mr. Patitz.

A shooting star was seen at Wilmington, N. C., the other night. It burst, leaving a trail of fire behind. One astronomer swears that he saw the letters "W. W. W." clearly outlined. The Western Wheel Works are of the opinion that this mysterious symbol referred to them.

Local Club Elections.

The following officers for 1894 have been elected by the Mercury Cycling Club: President, W. F. Kaiser (unanimous); vice president, W. A. Valentine; financial secretary, H. Bargawart; corresponding secretary, O. F. Thieme, (unanimous); treasurer, Oscar Gerber; captain, George Bender; first lieutenant, A. Bause; second lieutenant, Jesse Peterson; directors: Thomas Neville, Wells Prichard, Gus Simmerling, Peter Gillis, A. Teckmeyer and William Morris.

The Bay View Wheelmen have elected new officers as follows: President, George J. Walter; vice president, F. W. James; secretary, B. E. Saveland; treasurer, August Hahn; financial secretary, W. Hutchison; captain, A. Weik; first lieutenant, William Kleinhaus; second lieutenant, V. N. Manhardt.

The North Side Cycling Club, elected for its leaders the following officers: President, A. C. Runkel; vice president, E. A. Roethe; secretary, Louis Pierron; treasurer, J. E. Reiter; board of directors, A. Bunke, G. Aussem, Chas. Haish, Henry Heller; captain, Hugo Reiter; first lieutenant, Chas. Haish; second lieutenant, Chas. Heller.

The Milwaukee Wheelmen's annual election of officers proved very enthusiastic, much interest being displayed in making nominations and electing. This is the new list: President, Thos. E. Hutchings; first vice-president, William L. White; second vice-president, E. J. Meisenheimer; secretary, N. E. Oliphant; treasurer, Harry J. Paine; board of directors, W. L. Simonds, R. S. Baird, H. P. Andrae, F. J. Morawetz; captain, John C. Schmidthauer; first lieutenant, Len White; second lieutenant, Lee R. Whitney.

Punctureless Armor in Tires.

A new, light, safe and resilient armor has been invented by the Punctureless Tire Armor Company, Hagerstown, Md., which promises to be a valuable protection against puncturing a tire. It is composed of tough, fibrous materials, chemically treated, to render it impenetrable to any sharp pointed or cutting obstruction, and to still remain light and flexible as a piece of cloth. The armor is made in lengths to fit any size or form of pneumatic tire. The price is \$8.00 per pair and they are guaranteed punctureless in legitimate riding.

Andrae's Disastrous Fire.

A fire originating in the basement of Julius Andrae's store late Saturday evening, January 13, caused a loss of about \$8,000. It played sad havoc with their electric supplies and pneumatic tires, which were stored in the basement, also routing out most everything in the store and office. The firm now occupies the store adjoining theirs, but hopes to be back in about six weeks.

With the exception of a small blaze in their factory several months ago, this is the first fire the firm has been visited with in thirty years.

THE PNEUMATIC.

The Mazy Social "Whirlled."

I cannot think of anything which occupies the mind of ye knights of the wheel so much at this season of the year as dancing—light, fantastic, airy dancing. Bicycling clubs are now beginning to hold a prominent place in the social world. Their affairs are becoming more numerous and brighter each succeeding year, but, as we read of these pleasant gatherings in the daily press and allow ourselves to become lost in imagination of the gaiety of the occasion, there always appears, buckled to the article, a few lines which knocks out all the poetry of our thoughts by these stereotyped words: "It not only proved to be a brilliant affair, but a financial success as well."

J. M. Erwin, over the nom de plume of William Twinkle, in the *Bearings*, once portrayed a most realistic picture of the nineteenth century dance and closed it with a few lines so characteristic of him. Part of it read like this: "This spirit of 'getting on in the world' invades every precinct, until occasionally we hear of a swell club giving a bright-red reception where dress suits and railroad passes were necessary in order to be passed up the steps under the canopy."

"Brilliant equipages with rattling silver chains dash up to the steps of a marble front, and lovely girls arrayed in silk, tulle and dainty laces glidenoiselessly up the carpeted stairs—of course the men are there too, but they don't count; they are only there to pay bills and arrange the details. Besides, they don't glide up the stairs; they only walk."

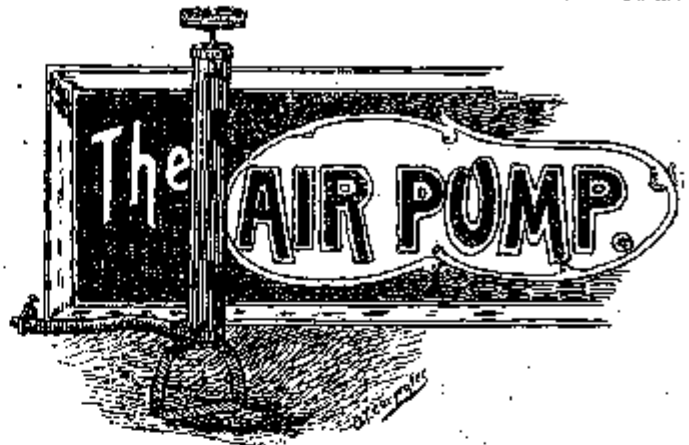
"The grand march is led by Mr. Proudfoot and the airy, fairy Lillian. Then comes the waltz, the mazy waltz, bewildering, intoxicating waltz, all the more bewildering if your partner can't waltz; then the Prairie Queen, the lancers, the militaire, the polkas and other evolutions and revolutions until everybody's brain and body is in a whirl; hours gallop wildly with the minutes, and ere they know it 'twas yesterday when they came; the orchestra sweep suddenly into the tune that Patti sings, and in a few moments the gay scene is left behind."

"A loud voice calls out the numbers, carriage doors are slammed shut with a bang, awakening the drowsy and ill-natured neighbors, and the dancers are whirled to their homes. Gracious, but it was gay, and the morning papers gave it space and deserving comment; but, alas, for this closing statement, 'The affair was a brilliant success, and the Auroraborealis Cycling Club are richer to the extent of \$200.'"

"Dear reader do you smell a fault?"

"It seems to me like 'dropping a sausage' on a page of poems."

The drop in prices means that the makers will do a much larger business than heretofore. The regular purchasers would be better served if orders were placed early, and thereby avoid the rush, as it were.



The Indiana Bicycle Company, of Indianapolis, will use the G. & J. tires on all of its Waverly machines.

The 250-horse power engine made by Lane & Bodley, of Cincinnati, Ohio, which was used in running the electric

W. A. Bremer, the cycle repair man, is making an exceptional offer in his advertisement on the inside of the back cover. Read and profit by it.

light plant at the World's Columbian Exposition, has been purchased by the Gormully & Jeffery Manufacturing Company to be used in their new eight-story factory now in course of construction.

The Reitzner-Prichard Cycle Company, Milwaukee, are manufacturing an excellent 24-pound wheel called the Mercury Flier. The wheel will be sold for \$125 and but a limited amount will be built this year. The company will again handle the James wheels. They have dropped all the other agencies, except for a good line of medium grades.

The Columbia Carriage Company, Milwaukee, will continue to handle the Excelsior wheels. This company now has the power to place agencies in any part of the United States. For the local trade they may also handle an American high grade machine. Mr. Will Blakney still looks after the bicycle department, which is prospering under his care.

The '94 Bagie Altairs, for which the Woodrough & Hanchett Company, Chicago, are the western agents and the Friese Boat and Cycle Company, Milwaukee, the local agents, can certainly be classed in the front rank with the world's best wheels. In point of beauty they are not excelled, and their cold swaged frames, spokes and aluminum rims make them a marvel of strength.

The Andrae Cycle Works have the sole agency in the northwest for the Crawford line of medium grades. They comprise ladies', gentlemen's, youths', misses' and boys' and girls' machines, at figures which must suit the trade. They are in a position to quote jobbers and dealers prices that will certainly interest them. Being direct representatives of the factory for a very large territory, their facilities are identical with those of the factory, with an additional point in their favor of being nearer the consumer.

THE PNEUMATIC.

A Card from Morgan & Wright.

CHICAGO, January 11, 1893.

Editor of The Pneumatic: DEAR SIR—We request you to kindly invite the attention of your readers to the matter of our patents and tires. We will be glad to give any information that may be desired. It is the intention of our concern to rigidly enforce our rights against infringers in our own good time. We have consistently respected the rights of all other patentees and it is the intention of the firm always to do so. It has been claimed by those infringing Morgan & Wright patents that our patents cover process only. This is a mistaken idea. Morgan & Wright tires are covered by six patents, relating to the process of manufacture, the tire as an article of manufacture, the inner tube and valve. Prospective purchasers will do well to look to the merits of these patents before placing their orders for this class of tires. All tires made by us have our firm name and patent dates in raised letters on the side of casing. We make only one quality of tires and all such bear our name and guarantee. Will the reader please remember this, as we are continually meeting with rumors and claims of what we are doing and propose to do, emanating from people who apparently know our minds much better than we do. Buyers can gain no possible advantage in purchasing imitations of our tires. We are confident that our prices and liberal policy have been and will be satisfactory to our customers.

Very truly,

MORGAN & WRIGHT.

The Telegram Cycle Company.

The extensive and well-equipped bicycle manufacturing plant of the Sercombe-Bolte Manufacturing Company has passed into the possession of Messrs. George and Wolf, two heavy stockholders of the old company. All the tangible property of the concern was sold at auction and the fourth bid, of \$5,000, purchased an equipment of machinery, material on hand and valuable patents easily valued at \$50,000. No stock company will be formed and the new owners have already moved into other quarters, and are preparing to begin operation in the manufacture of the Telegrams and Sanger Racer in a week.

By the assignee's sale all the other stockholders are forced out. Messrs. Sercombe, Sanger, Bolte and a number of smaller stockholders lose everything. Mr. Bolte has entered the new company's employ and may again become superintendent of the factory, while Mr. Frank Pingree will be general manager of the business.

The future prospects of the new company appear bright in that the business will be managed on a very conservative basis. The Telegram will be sold for \$125 and the Sanger Racer for \$150. The Telegram tire may not again be generally used on their machines although the latest of their make is far superior over the old.

The name of the new company will be the Telegram Cycle Manufacturing Company.

Cycling and Base Ball.

Bicycling is like base ball in the way it has grown from small beginnings and in spite of public indifference and also, in fact, that from being confined to a short season and a few votaries it now numbers its adherents among the hundreds of thousands and counts all seasons for its own. When base ball continues to be played far into chill November and then betaken itself to an indoor game, while the South and Pacific slope hammer away all winter, it may be fairly called popular. So with bicycling, the wheelman now braves the winter's blast and it is an exceedingly cold month when a club can't take a run somewhere. When Americans take up a sport with a will, no such trifling obstacle as the weather can stand in the way of its complete triumph.—*Wheelmen's Gazette*.

Late News.

Articles of incorporation of the Telegram Cycle Manufacturing Company, have just been filed with the register of deeds, by W. H. Wolf, F. R. Pingree and W. H. Momsen. The capital is placed at \$75,000.

The Union wheels are a marvel of stiffness considering their weight. It is a very compact machine and although it has a forty-four inch wheel base and a frame twenty-two inches in depth, its looks would deceive the eye as to these measurements, so closely is it built.

The Stokes Manufacturing Company's branch in Milwaukee, will most likely pass into the hands of a new stock company, which may be called the Reiter Bicycle Company. Stokes will still retain an interest in it, but stock will be bought up by local parties.

Messrs. John Puch & Co., of Graz, Austria, have been given entire control of the sale of G. & J. pneumatic tires in Austria and Germany. This is the concern that placed an order for 3,000 G. & J. tires at the late National Cycle Show at London.

Electrical, mechanical or steam attachments as aides to bicycling are all humbugs. The motive power must come from the rider or wheeling degenerates into an occupation like cab driving.

One of the Grand Dukes, Russia, has ordered two bicycles, the one for his personal use is fitted with Gormully & Jeffery pneumatic tires, and that for his secretary with English tires.

How's This!

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure!

W. J. CHENEY & CO., Props., Toledo, O.—We the undersigned, have known W. J. Cheney for the last 15 years, and we believe him perfectly honorable in all business transactions and financially able to carry out any obligation made by him. WENZ & THURMAN, Wholesale Druggists, Toledo, O. WARREN, KIRKMAN & BLAYNE, Wholesale Druggists, Toledo, O.

Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Price the per bottle. Sold by all Druggists. Foraminists free.

SIMONDS AND HIS...

"10,000
Pantaloons
per annum."

It's a big lot, but
PRICES and the
RIGHT GOODS will do it.

386 EAST WATER ST.
MILWAUKEE, WIS.

MENTION THE "PNEUMATIC."

Call or write for Designs and Estimates on Medals or Club Badges.



The Grant Anti-Friction Ball Company.....

of Fitchburgh, Mass.



JOHN J. GRANT,
Pres. and Gen'l Mgr.

have the largest plant devoted ex-
clusively to the manufacture of

STEEL BALLS

in the world. Catalogue and price
list can be had on application.

Do not fail to try these goods
in your '94 wheels.



THE KLEIN STUDIO.....

S. E. Corner MILWAUKEE and
MASON STS.
MILWAUKEE, WIS.

We Photograph Everything
Under the Sun

PATENTS

We handle United States and Foreign Patents,
renewal, Trade-Marks, Copyrights and Licenses,
and attend to all patent business for moderate
fees. "Very prompt" and "very reliable" service.
For information and free hand-book write to
H. B. WILLSON & CO., Attorneys at Law,
Opp. U. S. Pat. Office, WASHINGTON, D. C.

PATENTS Procured in the United States
and Foreign Countries. Trade-
marks, designs, labels and copyrights. Send de-
scription, with model, photograph or sketch; and
I will let you know whether you can obtain a
patent. All information free.

W. E. AUCHINCLOSS,

McGILL BUILDING, 908-24 "Q" STREET,

N. W. WASHINGTON, D. C.

SAVE YOUR WHEEL.

By oiling it properly with the best and bestest
oil can in the world, The "Perfect" Pocket Oiler.



One half
Size.

This oiler does not leak. It regulates supply of
oil to a nicety. The "Perfect" is highest grade
only, and has won every competitive test. Al-
though, many others were shown at the World's
Fair, the "Perfect" received THE ONLY MEDAL
awarded. Price 25 cents each.

Oiler Holders and Pump Holders 25 cents each.

"STAR" OILERS.

Second to none but the "Perfect."

Price 15 cents each.

CUSHMAN & DENISON, 172 Ninth Ave., New York.

PATENTS TRADE MARKS COPYRIGHTS.

CAN I OBTAIN A PATENT? For a
prompt answer and all honest opinion, write to
MUNN & CO., who have had nearly fifty years
experience in the patent business. Communi-
cations strictly confidential. A Handbook of in-
formation concerning Patents and how to ob-
tain them sent free. Also a catalogue of mechani-
cal and electrical books sent free.

Patents taken through Munn & Co. receive
special notice in the Scientific American, and
thus are brought widely before the public with-
out cost to the inventor. This splendid paper,
issued weekly, elegantly illustrated, has by far the
largest circulation of any scientific work in the
world. \$3 a year. Sample copies sent free.

Building Bulletin, monthly, \$2.00 a year. Shows
copies, 15 cents. Every number contains in-
structive plates, in color, and photographs of new
houses, with plans, showing builders to show the
latest designs and secure contracts. Address
MUNN & CO., New York, 361 BROADWAY.

\$18.00 Will Pay

For the Remodeling of your Solid or Cushion Tired Wheels to any style of Pneumatic Tires, including Re-enameling, etc.

THIS EXTRAORDINARY OFFER will save you dollars if accepted now or before the 1st of April, 1894, and.

WHAT'S MORE, you need not pay for it until April 1st. This will enable you to have your bicycle ready to ride or sell when spring comes.

WE DON'T WANT MONEY, but to keep our men employed and avoid the rush during the riding season, any work sent now may be left until April, to be paid for when taken away, or C. O. D. when ordered returned. Storage free.

THIS OFFER IS GOOD on all repairing and we pay freight both ways on work amounting to \$5.00 or over.

Is anything wrong with your Bicycle?

Has it Solid or Cushion Tires? We can alter it and fit pneumatics, so you might think it originally made for them.

Are the Direct Spokes Troublesome? We can put tangents in place of the straight ones.

Do you want a pair of the New "Wooden Rims," which are so wonderfully light and strong?

Do you want New Tires of any kind, or a new Inner Tube, Valve or Outer Case for the old ones?

Do You Want your machine re-enamelled or nickled equal to new? It will sell quicker and for better price.

Dealers or repairers who lack facilities for difficult work, should take advantage of this offer.

W. A. BREMER,

505 East Water St., Milwaukee, Wis.

MENTION THE "PNEU."



7 SUPERBLY EQUIPPED 7
FAST TRAINS

MILWAUKEE AND CHICAGO

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. NEWMAN, Third Vice-Pres. J. M. WHITMAN, Gen'l Manager. W. A. THRELL, Capt. Pass. and Ticket Agt.

FOND DU LAC

OSHKOSH

NEENAH

MENASHA

CHIPPEWA FALLS

EAU CLAIRE



PULLMAN
SLEEPERS

CITY
TICKET
OFFICE

100 WISCONSIN
STREET

ST. PAUL
MINNEAPOLIS
ASHLAND
SUPERIOR
DULUTH

Webster's International Dictionary



The New "Unabridged."

Ten years were spent in revising, a numerous staff of editors being employed, and more than \$500,000 expended in the preparation of the work before the first copy was printed.

Abreast of the Times
A Grand Family Educator
A Library in Itself

The work is invaluable in the household, in the schoolroom, and to the teacher, scholar, professional man, and self-educator.

Ask your Bookseller to show it to you.

G. & C. Merriam Co., Publishers,
Springfield, Mass.

Send for free prospectus containing specimen pages, illustrations, testimonials, and full particulars. It is not only a valuable photographic record of the Webster of 1893. They are far better than the Webster.



"Imitators Never Rise Above Mediocrity."

An excerpt from our catalogue.

Imitators Ultimately Plunge Into Oblivion,

Might be appropriately added.

WE ABIDE BY OUR PROMISES

and Promise Naught but What We Can Fulfill.

We will continue to supply the wants of MANUFACTURER, DEALER and RIDER during the ensuing season with

THE MORGAN & WRIGHT

PATENT : PNEUMATIC : TIRE

A tire that has passed the experimental period.

A tire which is made right and sold right.

A tire which has deservedly received more encomiums than all others combined.

A tire which has been subjected to more severe tests than any three makes of tires upon the market.

An Economical, Serviceable, Guaranteed Tire.

Guaranteed by a Guarantee that Guarantees.

CATALOGUE CONTAINS WHOLESOME AND INSTRUCTIVE INFORMATION.

Purchasers of these tires should see that our firm name and patent dates are on the sides of tires. All others are imitations or infringements, *usually the latter*. Full information regarding our patents can be had by writing us.

Morgan & Wright, 331-339 West Lake Street, Chicago, Ill.

MENTION THE "PNEUS."

THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

VOL. IV.

MILWAUKEE, WIS., FEBRUARY, 1894.

No. 5.

**Cold
hard
facts....(for some one!)**

In the **BIG 50. CALIFORNIA CENTURY RUN**, Jan. 14th,
this is the way the record reads:

**50 RIDERS STARTED.
18 RIDERS FINISHED.
10 FINISHERS RODE RAMBLERS.**

The other 8 represented all other makes of wheels.

First Blood for Ramblers in 1894

The beauty about a Rambler is that it "gets there," not alone because it has a fast man on it, but because it is so finely adjusted, scientifically hung, and correctly made in all its parts—"easy running," that's the expression. Even wheelmen and wheelwomen who do not race want "easy-running" wheels—because they call for less exertion, and go faster when necessary.

As for strength and durability—nobody has ever questioned these features in Ramblers.

Most comprehensive bicycle catalogue ever issued—free at any Rambler agency, or direct on receipt of two 2-cent stamps.

Rambler Agents, who handled our goods through the Milwaukee general agency,
will hereafter deal direct with headquarters.

Applications for agencies and renewals must be made at once.

GORMULLY & JEFFERY MFG. CO.

CHICAGO.

BOSTON.

WASHINGTON.

NEW YORK.

COVENTRY, ENGLAND.

THE PNEUMATIC.

THE ONLY RECOGNIZED AMERICAN

WHEEL SONG

...Now Before the Public...

"SINGE KATIE RIDES A WHEEL"

BY

CHAS. K. HARRIS,

A Worthy Successor to the Famous Song,

"AFTER THE BALL"

Entrancing! Sweet! Simple!

WALTZ MELODY, WITH CATCHY, REFINED WORDS,
PERTAINING TO THE WHEEL.

NO WHEELMAN----or his wife, his sweetheart, his sister, or his cousins and his aunts,
should be without a copy of this beautiful Wheel Song.

A world of pleasure in a song.

.....FOR SALE AT ANY MUSIC HOUSE IN THE UNITED STATES.....
ASK YOUR DEALER FOR IT.

Don't Fail to Buy a Copy.

MENTION THE "PNEUMATIC."



MISS CARRIE BEHR.

The Frontpiece on the music entitled "Since Katie Rides a Wheel."

THE PNEUMATIC.

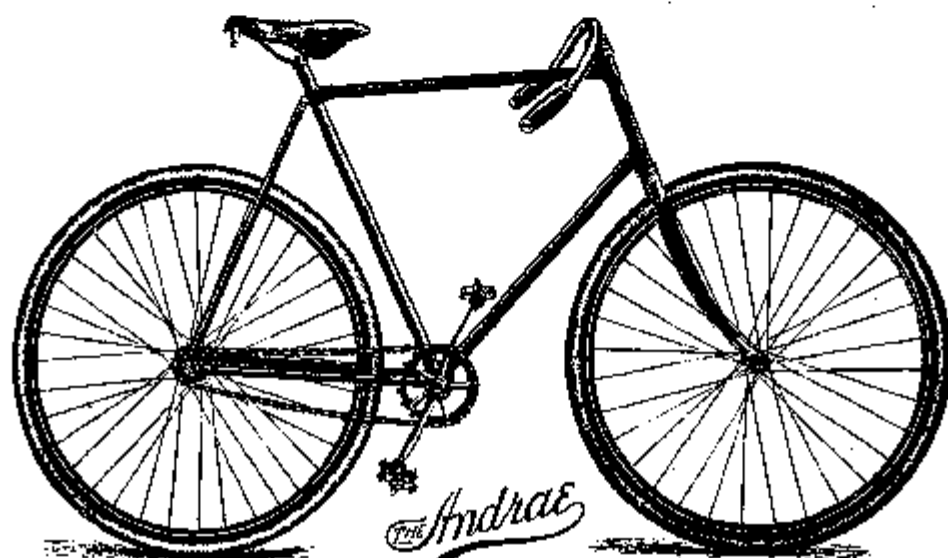
THE Andrae
CYCLES

... No pleasure is comparable to
the standing upon the vantage
ground of truth.

—BACON.



Road
Racer
\$125.00



Road
Racer
\$125.00

IN our 27-lb. Racer we offer the lightest and handsomest practical wheel for road use. Its lines are beautifully and practically correct. Every part has had our best attention and study, reducing weight without affecting the strength of the machine.

THE BEST POSSIBLE MATERIAL IS USED THROUGHOUT.

ANDRAE CYCLES---Made in --5-- Styles---ANDRAE CYCLES

Western Distributors for CRAWFORD High-
Grade Medium-Priced Wheels.

JULIUS ANDRAE CYCLE WORKS

MILWAUKEE, WIS., U. S. A.

MENTION THE "PNEU."



A MONTHLY JOURNAL DEVOTED TO WHEELING AND ITS INTERESTS.

SUBSCRIPTION FIFTY CENTS PER YEAR.

CONTRIBUTORS: NED. WOODMAN, MONROE, WIS. O. 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 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.

LET the dark shadows of failure in finance and business now be dispelled. From Dun comes the cheering announcement that a distinct improvement in trade has set in within the past month. As each ill is heightened by mental discouragement, so the business depression is being wafted away by cheeriness.

ROAD reform movements are continually gaining ground in the State of Wisconsin, and other bodies than bicycle organizations are lending their efforts to this grand stride to civilization. A Wisconsin Road League is a possible organization. If it is formed a civil engineer ought to be procured to lecture before the meetings of the farmers' institutes which are now being held all over the state. These lectures on road making could be made interesting and instructive and would be the means of convincing the poll-tax road workers of the practicability, economy and advantages of a system of good, hard roadbeds in the country.

LET the exclusion of the negro from the League be a state issue. In the southern states, where negroes abound in unlimited numbers and where they are not fit to be classed with the white people, a restriction of this color would perhaps be an advisable move, but in many northern towns it would only incite a great deal of unfavorable discussion. The colored men who ride are comparatively few, and in many cases their intellectual and social standing is fully equal to many of their white brethren. Therefore, why should a hue and cry be raised against them in these states. We repeat, let each state battle with this question as it will.

THE importance of physical culture to the longevity of mankind has never been disputed, and yet with the sight of hollow-chested and colorless looking young women and men who abound so numerously in the large cities, it is obvious, the majority disregard their own welfare. Even

in the time of the ancient Greeks it was important that every youth be subjected to a course of gymnastic training and no girl was permitted to marry unless she had received a certain amount of physical culture. But in those times such training was one of no great pleasure. Each boy and girl was compelled to go through a rigid course of training daily, yet it accomplished great results and the succeeding generations were examples of its benefits. In this age such strict discipline has been abandoned, and with the progress of the nineteenth century many new athletic sports and pastimes have been introduced, supreme among them all being bicycling. There is no sport which works so thoroughly and yet so moderately on the muscles and the lungs as bicycling. The wheel is a scientific gymnasium, and the rider who will indulge in the sport intelligently will never need any other course of exercise. In the wheel are found the most positive benefits, hygienically, and if the people who now vainly seek health and strength by means of medicines would but adopt the bicycle and leave to nature the cure of their ills, we would have less cause to regret that civilization has brought to us the curse of weak bodies, poor health and weak minds.

WHAT will be done with *Good Roads* publication at the National Assembly seems to create lots of food for conjecture. The wasteful mailing of copies to every member of the League has been a terrific drain on the National treasury, and some change must be made at the meeting which will greatly modify the expense of continuing the crusade for better roads by means of the *Good Roads* magazine. The question has already been asked whether it were not advisable to discontinue its publication altogether. In all haste we wish to raise our voice against any such proceeding. The amount of good that this magazine does cannot yet be thoroughly realized, but

"The mills of God grind slowly,
Yet they grind exceeding smooth."

and in after years the people of the land will have occasion to bless the League of American Wheelmen for what it has accomplished in establishing the fine system of road making, which is sure to result from our active work; and to that little messenger, *Good Roads*, a large share of the success will have to be attributed, if it is only kept up. But, generally, there are other people to whom this magazine should go instead of the L. A. W. members, the majority of whom, it is to be lamented, scarcely give the paper a glance when it comes. The most feasible plan would be to give each Division secretary the privilege of preparing its own mailing list, such list to include the names of only those members who particularly make a request for it, and also of people in its own state who are known to be more or less interested in the movement or who ought to be. This would decrease the expense of producing and issuing the magazine one-half, and this expense could be easily borne by the National treasury. The plan of soliciting contribu-

tions from the manufacturers of wheels might work to a certain extent, but it would be a difficult project to interest only but a few who would eventually protest because the majority would then be allowed to profit by the contributions of a few.

An Influence of the Bicycle.

In a recent essay, M. Francisque Sarcey, the noted French critic, calls attention to a new and unexpected influence exerted on European civilization by the bicycle. In Europe, as in America, the wheel has acquired an extraordinary popularity. But the numerous and continuous good roads of the old world have led to its general use there, not only as a means of securing recreation, health and amusement, but for prolonged tours over the country. It has become, as M. Sarcey phrases it, the phylloxera of the railways, drawing from them a considerable percentage of the tourist travel.

The effect has been an awakening of the sleeping energies and vitalities of towns and villages off the line of the railroads. For a period of about twenty years the life of these hamlets has been sucked dry by the towns lying in the path of railway travel. The picturesque boroughs, with their old-time cathedrals and fortifications; the quaint homes of rural and patriarchal people, and above all the hospitable inns and wayside hostelrys described by the poets and novelists of fifty years ago, have become dead to the affairs of the world. But the bicycle and the bicycle rider are reviving them. According to M. Sarcey many of the old inns are now cheerfully open, with hearth fires blazing and spits revolving.

The fact that the bicycle is only in its infancy would indicate that as the years pass by it will exert an increased influence in bringing the inner byways and hitherto inaccessible regions of the country closer to urban civilization. The American wheelman, in making his plea for good roads in this country, should not forget to bring forward the fact that the benefits he will enjoy will be divided with those among whom he treads his way.

One of His Liabilities.

During the recent financial panic, says a Chicago lawyer, a certain man, like many others, found one night that his bicycles were unsalable, his firm bankrupt and his money locked up in a suspended bank. In deepest despondency he rode home and greeted the companion of his joys and sorrows:

"Mary," he said, "I'm flat busted. So's the bank. So's the firm. I've lost my money, and my house, and everything—everything."

"No, no, John," cried the loving wife, as she cast herself upon his breast, "not everything; you haven't lost me."

"That's so, Mary," replied the despondent manufacturer, "that's so. I never reckoned that any of the liabilities would get away."

Then and Now.

1824.

The hickory logs in the chimney-place
Cheerfully crackle and blaze,
And the ruddy light on Elizabeth's face
Caressingly falls and plays.

On the oaken settee a young man sits,
And his heart most strangely stirs,
As her figure before him daintily flits,
And her wheel it whirls and whirls.

He watches the blood on her cheek and throat
Prettily go and come;
And he thinks it's a love song's first sweet note
He hears in her wheel's soft hum.

A moment more and he's at her feet,
She says neither yea nor nay,
But a look and a kiss gave the answer sweet—
And Elizabeth spins away.

1894.

The noise and hustle of city life
Betokens the ceaseless grind,
But faint grows the sound of toil and strife
We rapidly leave behind.

The country road that we speed a-down
Is shadowed by lofty trees,
And a joy unknown in the busy town
Is the kiss of the fragrant breeze.

Bessie keeps easily at my side,
With her swiftly whirling wheel,
But we stop, for her slipper has come untied,
And at her dear feet I kneel.

How I have the courage I do not know,
Nor what are the words I say,
But Bess, like grandmamma long ago,
Answers and spins away.

The Soldier Cyclist.

The *New York Sun* paid a just tribute to the bicycle when it said: "Nothing comes amiss that can aid in the modern art of war. Dogs, pigeons and balloons have all been pressed into service as dispatch bearers, and now the cycle is also an established military appliance used in the manoeuvres of England, Austria, Germany, Russia and Belgium and known to some of our National Guard organizations, such, for example, as the First Connecticut. Hail to the cyclist; he is now not only a gentleman, but a soldier."

Perhaps nothing will so much hasten the time when body and mind will both be adequately cared for as a diffusion of the belief that the preservation of health is a duty. Few seem conscious that there is such a thing as physical morality.



A Ride in Rational Costume.

This is the first time I have ever written anything for a newspaper, says a lady contributor in *Wheeling*, but my cousin thinks I may be another Miss Braddon for all I know, so, as rational dress seems to be all the rage now, I thought that I would tell you how I got on. It was all through my brother. He has what is called a road racer safety with pneumatic tires, which weighs 28 pounds, and I have a horrid old tricycle with little tires, and it weighs an awful lot. At least, I like it well enough, but pa won't give me a better one, and it does seem horrid compared to the bicycles other girls have. But Harry is a very good brother, as brother go, and he said if I liked to get a knickerbocker costume, like some very respectable girls are using now, he would teach me to ride a bicycle, and let me ride his light wheel sometimes. You may be sure I was wild with delight. Well, I got the suit, and I must say when I put it on and stood in front of the glass in my wardrobe door it looked most fetching, especially about the—well, altogether it did. I can ride quite well now, and get on and off by myself. Harry is going to let me ride on the road to-morrow.

Harry had to go to London to-day. Wasn't it a shame? But I was determined to have a ride, so, when he was safely out of the way, I put on my suit, and while mamma was in the kitchen talking to cook, I slipped out with the bicycle and got out of sight of the house. But I did feel so funny directly I was out in the public street. My ankles seemed miles long, and everybody seemed to be gazing at them. Some people were looking down and I was sure they were looking at my legs. Others were looking up. I suppose they were ashamed to be seen looking at me. I know I was as red as fire, and I wished I hadn't come out; but a boy, a horrid little rude grocer's boy, began whistling to the butcher's boy to come out and look at me, so in despair I put my foot on the step and tried to get on the bicycle and ride off. But I couldn't do it. I don't know why, for I could manage well in our garden yesterday, but out there in the street when everybody was looking I couldn't do it a bit. The tradesmen's carts all seemed to be calling in our road at once, and the rude men stopped to look until there must have been all the carts and men for miles around looking on. I never knew there were so many errand boys before. Why, there must have been thousands of them. The place was all eyes. At

last it seemed as if the lamp posts and brick walls had eyes, and I am certain the horses were giggling in a horsey way. I believe I should have fainted when the policeman came up, only I did not know what they would be trying if they tried to bring me round. Men are so stupid. I thought he was going to lock me up, but he didn't. He winked—I am positive he winked—at the greengrocer, and said: "Shall I help you on, missie?" I didn't know what to say, so I let him hold the bicycle up while I got on. Of course he held it all crooked, and he didn't know how to catch hold to push me off, as Harry calls it.

He pushed me off at last—into the road. (I think there's a joke there, isn't there?) Then the baker's man came to the other side, and between them they managed to get me started at last, though I would cheerfully have died if I could. I rode as if in a dream all down the road, I was so crazy with nervousness and terror. Then I felt a little better. "Another mile," I thought, "and I shall be on a country road with no one about and then I can see what it really is like." All of a sudden I heard a boy call out: "Hi! miss, you've dropped your skirt." I put my hand down to my legs, and sure enough there was no skirt or petticoats. Oh, horror! What should I do? In my fright I let go of the handles completely and over tumbled the machine. Oh, how I wished I had a crinoline, or a good big dress improver, like we used to have a few years ago, when I bumped on the ground. And the aggravating part of it was that directly I got up I remembered that of course I hadn't got a skirt or the other things on, because I was dressed in the rational costume. Little wretch! I could have killed that boy if I had caught him, only I can't bear the sight of blood.

What Harry will say when he sees three spokes broken and the enamel scratched—though I have tried to touch it up with Aspinall, but it still shows—I don't know; but I can't help it. If ever I try bicycling in knickerbockers again it will be in company with some one who can take care of me.

The Elwell Tour.

Mr. F. A. Elwell, announces his sixth European tour. A new route will be taken this year, more time being devoted to Germany and Holland, and a fine opportunity is afforded to visit the Universal Exhibition in Antwerp, the great event of the year in Europe. Those who take cameras will be offered a prize for the best set of pictures taken on the tour.

A Sure Exception.

Preacher—Young men should never go to a place where they would not take their sisters. Is there a young man in this audience who thinks he may safely break this wise rule?

Young wheelman under the gallery stands up.

Preacher—And what is the place, my young friend, which you think yourself justified in visiting and yet to which you would not think of taking your sister?

Young wheelman—To a club "smoker," sir.

Of a Journalistic Nature.

The *Cyclist and Sportsman* is the name of a brand new little sheet hailing from Dallas, Texas, edited and managed by John Trieller, once a young resident of Milwaukee. The paper has eight pages, containing interesting matter for those to whom its title has been dedicated.

Next to *Cycling Life and Bearings* THE PNEUMATIC is the handsomest western bicycle paper.—*Daily News*.

The *Scorcher*, of Springfield, Mass., after a lapse of two months, has again put in its appearance, neater, brighter and more spicy than ever. A fire just before the holidays destroyed the journal's whole plant, including a half-completed production of an elaborate Christmas edition.

Charles K. Harris, the composer of "After the Ball," has written a song with the catchy title of "Katie Rides a Wheel." Charles, be careful; there is already a law against the singing of your former production, and if this last threatened infliction possesses the same proclivities for disturbing the peace, you will make enemies even of your friends, the cyclists. By the way, THE PNEUMATIC, one of the ablest, best printed and most valuable of our exchanges, printed a finely executed half-tone portrait of Mr. Harris in a recent issue.—*The Scorcher*.

Cycling, of England, has entered its seventh volume, January 20. The paper is one of the ablest of our English exchanges, contains interesting illustrations and is blessed with a most liberal advertising patronage.

A number of publishing houses, cycular and otherwise, are after the L. A. W. bulletin contract.

Responsibility of Club Officers.

In many cases officials are elected more on account of their personal popularity than of business ability, which is the true test of a man's fitness for a post, for business ability is as much required in the management of a club as in other concerns. Unless the officials have real grit in them disaster is certain to follow. To insure harmonious working, to make club life really enjoyable—in short, to make a successful season a certainty, so far as men can make it—club officials should be selected with exceeding care.

For a captain the first requisite is enthusiasm. He must glory in the pastime, be ready to take his place on all occasions, and not neglect his duties when the glamour of his appointment has worn off. As leader at the runs, he should be capable of setting and maintaining a pace suited to the entire membership, checking the more exuberant spirits, encouraging the novices, spreading a cheery influence over every trip; and as chairman of club meetings he must be possessed of tact and discrimination to enable him to guide discussions without causing friction or creating cliques.

The sub-captain should be the man with the biggest tool-bag, and with dextrous fingers to use its contents. On him devolves the duty of bringing in the laggards, whose progress is impeded nowadays not so much through faulty machines as defective tires. He does not get much credit for his work, which, nevertheless, is indispensable.

Then we come to the secretary, who, poor man, not having, in the opinion of the members, sufficient work for an honorary official, is usually saddled with the duties of treasurer. This joint post is the most responsible of all. On the secretary mainly depends the activity of the club. The hundred and one duties pertaining to his office must be carefully fulfilled or woe betide him, for he will be pestered and badgered worse than if he were a salaried minion. He must soothe wounded feelings, explain away grievances, which are mostly imaginary, pacify factions and maintain the vitality. A secretary is generally picked out long before the meeting. His ability for the post has been recognized beforehand, and he is usually unanimously elected amidst enthusiastic plaudits, which by and by are changed to something less flattering. Despite the best attempts of the most enthusiastic quilldriver, there are always grumblers, and grumblers are louder tongued than the satisfied members, so that at the end of his tenure the secretary is only too willing to demit office, and he can truthfully say, as was said by a cabinet minister, that he experienced only two happy moments in his career—the first when he accepted office, the second when he left it. It is not so in every club, but hundreds of cyclists have undergone such experiences. Happy, indeed, are the secretaries who leave laden with gifts and illuminated addresses.—*Scottish Cyclist*.

Testing a Good Wheel.

Purchasers of wheels do not know the amount of trouble the makers go to to perfect their machines before placing them on the market. Several of the concerns give the machine a rigid course of hard use, such as riding over obstacles and long scorches over bad roads; if the machine shows a weakness, that part is carefully strengthened and the machine tried again. Sometimes this trial work lasts three to four weeks, and after the machine passes the last one it is certain to be correct in every detail.

Are You with Us?

If you do not take THE PNEUMATIC, this is a sample copy. What do you think of it? At the small price of 50 cents a year, can you afford to be without it?

Libel Suits the Fashion.

Dai H. Lewis, business manager of the *American Wheelman*, is defending a suit for reputation-damages commenced by F. P. Prial, of the *Wheel*, and another by L. J. Berger, of *Cycling Life*. Lewis in turn is suing Prial for criminal libel damages. The *Bearings*, too, is in the midst of a fight defending libel suits for a few paltry thousand."

Country Roads.

It has been several months since I have written a single line on the question of country roads, says Mr. Prime in his monthly *Bulletin*. It is true I have been somewhat discouraged by general apathy on the subject and also with regard to the attitude which our state legislatures in some instances took upon the situation last winter. Still, I have not lost heart and never shall cease as long as I am able to advocate the general goodness and blessedness to everyone, which must finally come out of a system of public roads good at every season and at all times of the year.

I saw, this fall, during my short journey east, probably as fine a system of public country roads as there is in this country. I refer to the roads in and about Pittsfield, Massachusetts, which run in, out and all over the Berkshire Hills. Next to the beautiful and charming natural scenery and surroundings, the country roads are an attraction in themselves. Particularly those roads running through Lenox and Stockbridge, and the people in those regions depend very largely for the enjoyment of their social life upon their magnificent system of country roads. You will find no place in the United States where the roads are used as much in the direction I have indicated as they are in central Massachusetts.

The *Chicago Record* has recently published a most interesting letter by Mr. Edward L. Wakeman, calling attention to the social effect of good roads. What a different life our farmers, their wives and their children could lead for six months in the year, if they were permitted to enjoy an area of good roads. Their isolation would be a thing of the past and instead of spending weeks, and sometimes months, removed from all those things which go to make life pleasant, they would find themselves brought into closer contact with all the social features of life which those who live in large cities and thriving towns enjoy at present.

Mr. Wakeman says that in Norway, until road-making was accomplished, it often happened that the wealthy folk of one hamlet or of a valley district were as remote from those of another, not ten miles distant, where totally different resources were relied upon, and wholly different customs were in vogue, as though a range of mountains stood between them. We could say the same thing of the farmers of Wisconsin, who are as remotely removed in the winter by a sea of mud from everything of a social nature, and society always makes a winter season one of general profit and pleasure to all. Speaking of the effect of good roads upon the people in Austria, Mr. Wakeman says that not so many years ago the people of Austria built nearly two thousand miles of stone highways up and down and from end to end of Galicia or Austria and Poland. Previous to that time, materially, a more wretched, God-forsaken land did not exist on the face of the earth. In less than ten years' time these roads did more for six million people in Austria and Poland in material and social

advancement than all the churches, all the books, all the newspapers, all the battles, all the railways, and all the governments ever accomplished for them.

Notwithstanding we seem to be doing so little in the direction of good roads in our own land, yet I am free to confess that the signs of the times very clearly show that, as the country becomes more and more dense in population, those who travel the roads, as well as those who get the benefit from a system of good country roads, are everywhere putting their different theories into practice; and these theories are taking shape in the direction of towns pushing out into the country with road improvement. My idea is that the successful era of road building will come from a general mutual co-operation of town, county and state. When we arrive at that happy period in our existence we shall all rejoice in the "Era of Good Roads."



A Wisconsin Country Road.

Influence of Good Roads on Country Life.

The improvement of country roads undertaken upon a large scale would decentralize labor while it was in progress, as well as afterward. There would be a large floating population of laborers in the country while the work was proceeding. With the improvement of the country roads would come a greater improvement in the conditions of country life; greater facilities for social gatherings, church and school attendance; the discussion of public questions; cheaper and easier transportation and improved access to the towns; less dependence upon the railways.

One defect of the railway system is its tendency to build up large cities at the expense of small towns and villages. Good roads help to build up thriving market towns and other small communities. Then they cannot be monopolized like railways. There can be no oppressive tariffs for carriage, nor discriminating rates, nor disputes about long and short haul. They are the people's roads. There is no need of any movement to nationalize them. They are already nationalized, and all that is needed is for the nation to recognize the value and the splendid possibilities of its own property.

Fair and free, night and day,
Fair and free is the king's highway.

—Toronto Globe.

Commentator Commentates.

"Oft rather give me Commentators plain,
Who with no deep resources vex the brain;
Who from the dark and doubtful jaws to mine,
And hold their glittering papers to the sun."

Milwaukee has been dubbed "Beerville" up Chicago way. When cyclists of "Fairburg" get down this way they usually leave as living advertisements for its renowned product.

* * *

The admission of non-cyclists or social members into our cycling clubs is not a move which will assist the future prosperity of the club. Bicycle riders and the real social element are two distinctive bodies, and they do not agree well. The past history of many cycling organizations, which have encouraged the purely social memberships, is a proof of this assertion. The same brotherly and reciprocal feeling does not exist between these two classes of members and it is but natural.

* * *

The bicycle trade people who advertise are coming to the conclusion that they are supporting too many cycling publications and that some of the "mushroom" journals which have lately sprouted up must be trodden down. In a few instances they are certainly justified in doing this, but in a majority of cases, where these papers cater to special localities and contain good, wholesome literature to interest the individual rider and not the trade, there are good reasons for their existence. They stimulate an interest in the sport in every locality which the general trade paper cannot or does not reach, and, in the homes where these papers find their way, there originates the demand for the advertised wheels. Of course manufacturers cannot be expected to place a page advertisement in every journal, pretentious or otherwise, which makes its bow to the cycling world, but they would be greatly benefited if they divided up their appropriation for advertising, and, instead of giving one a page and the other nothing, give them each a share, and the result would be more beneficial to themselves directly, and would be a support to increase the interest in bicycling.

Respecting this matter of combining against the small papers, the *Referee* says: "Rather let all live who can. Let it be a case of the survival of the fittest. No man is compelled to spend money on advertising which he cannot afford. If some of the little fellows must go down in the crush let it be by the usual methods of business and not by combination, which would be cowardly, unjust and altogether contemptible. As well try to weed out the smaller makers because they interfere with the sales of the larger."

* * *

Advertising, in one form or another, is recognized as the only preserver and invigorator of a healthy business. The cycle manufacturers realize this more than anyone else, and yet they are raising a hue and cry about the constant

pressure for support which is brought upon them by the cycling press. Here is where they act in a new role! It is done for effect; to make the cycling newspaper man feel more obligated to them. Where will they end in their exactions? Already the journals of to-day have given up more than half their space to free trade puffis and more is constantly being added. One thing is certain, the manufacturers are not of a philanthropic turn of mind, and they secretly know that their support to the cycling press is essential to the life of their business.

* * *

The class A and B rules will soon be floundering before the National Assembly, together with the stringent and liberal amateur rules. Which will win?

* * *

Correct. *Cycling Life* says: "The new professional association in England has stirred the N. C. U. to the point of considering the advisability of controlling professionalism. Well enough. The N. C. U. exists to control cycle racing. The L. A. W. does not—or should not. It has greater aims."

* * *

Of the three Chicago weeklies devoted to cycling, *Cycling Life* leads in point of good, spicy reading on the topics of the day.

* * *

Street car companies feel the decrease in business each succeeding season more and more, and are right when they attribute this to the bicycle. In Milwaukee there are at least five hundred wheelmen who use the bicycle in going to and coming from their employment, besides using it on their errands of business and pleasure. In nearly every case they are business men who are busy and hasty and want a quick mode of conveyance, and, when the wheel cannot be used, they resort to the street car.

* * *

A Racine-Milwaukee twenty-five mile handicap road race is one of the possibilities this summer. The Bay View Wheelmen have laid first claim to the scheme and under their auspices it will most likely be run. In the fall of the year after some dry weather the course is a grand stretch for the riders, and fast time can be made. This race will be particularly interesting for Chicagoans who can come up to Racine on the train and be ready for the race to Milwaukee.

Not So Strange.

Charles R. Culver, Sanger's ex-trainer, came all the way up from Springfield—or Boston, Mass., to visit Milwaukee last week. Of course everybody was glad to see Culver again—but that's not the point. He was found very much in Sanger's company and while here, Harry Tyler, of the Union people, sauntered into town also, without any pretence to doing business either—simply visiting. Then it was learned that Culver was here in the interests of the Union company. Aha! Racing team: Sanger, Tyler, etc. trainer, Culver; maker, Union Company.

About the Racing Lights.

According to Dame Rumor, the silver-haired Tom Eck is fifty-three years old. Another rumor has it that Eck and Johnson have parted company. With all Eck's faults his ability as a trainer is undisputed and we predict a less prosperous racing career for Johnson if the latter rumor is correct.

Zimmy's home in Freehold, N. J., will be the scene of much activity, if reports are true that he will establish a "training farm" in company with Willis B. Troy. Stacks of letters from budding amateurs are daily being received by him and prospects bid fair for a thriving business in that direction. Zimmerman will not go to England this year.

Chairman Raymond says more sanctions for race meets have already been applied for this year than there were up to April last year. This fact points to extensive preparations being made by the clubs for a very active racing season.

The rumor is denied that Culver will again train Sanger this year. Culver may be employed by a large manufacturing concern to have charge of a racing team. Sanger will again be on the path this season and says he will ride for no local club but will represent the Springfield Bi Club. Sanger is now devoting much time to skating and is in first-class condition.

"Kid" Harry Kanaska, the professional Milwaukee boy who won such prominence in the N. C. A. races last season, is anxiously awaiting the opening of another cash prize circuit. He rode his initial race at the National Park meet last summer which he readily won and then immediately went on the circuit as a pro. He is but sixteen years old and is a general favorite among the cash prize men.

Willie Sanger, Wally's 18-year-old brother, will be permitted to go into active training for racing this season by his father. Many who know him have great confidence in his ability to be able to push the best of them, this coming season.

A Wisconsin Racing Circuit.

There is a move on foot, principally engineered by Mr. I. F. Strauss, chairman of the Wisconsin Division racing board, to form a state racing circuit, including every town which will make application. The plan is a commendable one and in the hands of our energetic chairman will be made a great success.

Mr. Strauss says there are many fast riders in the state who are kept in the background for want of track experience, etc. By having a regular circuit meeting it would bring out the fastest riders in Wisconsin and also do much toward increasing the interest in the sport.

"Daisy and the Bicycle Built for Two" is said to have been written at the instigation of an English manufacturer who was overloaded with tandems of an obsolete pattern.

In and Around Wisconsin.

A \$200 fire occurred in the new gymnasium building at Madison, last month.

Waukesha Wheelmen recently gave a very successful and elegant "hop."

East Marinette promises to be heard from shortly, regarding arrangements for a tournament.

Herman W. Hoeft, La Crosse, has invented and been granted a patent on a new idea for a sprocket wheel.

Already Janesville wheelmen have secured a day for bicycle racing during their county fair to be held September 11, 12 and 13.

John S. Johnson, on Lake Mendota, near Madison, skated a flying quarter in 31 3/4. This is record time. It was made on January 23.

Sailing ice-boats on the numerous lakes around Madison is occupying the time of the Capital cyclists this winter. It is a grand sport.

W. W. Leubkemann, of Eau Claire, says he is arranging for another large road race to be run from Chippewa Falls to their town. Sandy roads prevail in that section in the summer.

Wisconsin is continually bringing out prominent racing men, and the reports from different towns indicate that a number of new and speedy riders will be seen on the path around the state circuit.

Wausau's wheelmen are composed principally of the business men of the town. Prominent among them is W. W. Wilson, M. D., who is an earnest worker for the improvement of roads in his section. He uses his wheel almost exclusively in his practice all the year round. He has a son, now at college, who is credited with a standing start quarter in 28 seconds.

No for Ripon and the State Meet.

Riponites are even more joyous this year over their victory in securing the state meet than they were last season. At the meeting of the board of officers of the Wisconsin Division, L. A. W., held on the 31st of January, the unanimous choice was for Ripon, although its delegates did not get it without an apparent struggle. A farce bid was introduced by Mr. Leubkemann for Eau Claire, and the first informal ballot showed five in favor of Eau Claire, and two for Ripon. After considerable eloquence had been exhausted by the constituents of either side, the formal ballot was taken, which resulted as stated. All had been let into this comedy but one, and it created much merriment.

Over the "Monon" to Louisville.

John O. Blake, chairman of the bureau of transportation in Chicago, has arranged for a special car on the Monon Route to take the western and northern delegates to the National Assembly at Louisville, on the evening of the 17th.

Our "Pneusy" Budget.

Henry Irving, Jr., is an active wheel rider in England.

Thomas Stevens is in England giving a series of lectures on "Across Asia on a Bicycle."

Boston is late in the field, but it is making a nervy effort to secure the National meet.

The Lake View Cycling Club, of Chicago, has petitioned the park commissioners to build a public bicycle track in Lincoln park.

Andrew J. Cahill, "Count of Connemara," has bidden farewell to Buffalo, and will in future "Referee" the trade in the East as representative of the Chicago journal of that name.

There is nothing to the credit of the Illinois Division in point of increasing its membership during the year of the International meet in Chicago. In fact, there has been a falling off of 721 members during the past year.

To such an extreme has the amateur question been carried in England that a number of errand boys who used the wheel in business threw up their positions because some joker told them they would be considered professionals.

If your intention is to tour Switzerland you must register with the police authorities; they will then give you for two francs a plate with a number on it. This badge must always be in a conspicuous place so it can be seen by the gendarme.

Here is an English definition of an American "hard times" smoker: "You smoke foul tobacco in loathsome cutties, wear low-grade clothes, look as dead broke as you can hang together, and play at catching things in the intervals of the programme. Rational amusements for presumably rational men."

Supporting the Coxey Bill.

A few weeks ago, a petition from Massillon, O., was received by the Federated Trades Council, of Milwaukee, asking them to endorse the Coxey bill, which provides that \$500,000,000 be appropriated for the improvement of the country's highways. The Trades Council, which includes all the local labor unions in the city, unanimously endorsed the petition. This means that this bill has the endorsement of nearly 30,000 people in this city.

Things of the Past.

Bicycle club runs.
Terry Andrac's records.
Milwaukee indoor race meets.
The Telegram racing team.
Milwaukee Wheelmen's old-time times.
Agitation to build a cycle track.
Harmony in Milwaukee cycledom.

General Trade News.

The Victor catalogue's cover is beautifully embossed and its contents present six different styles of '94 Victor wheels.

The Sterling wheel will be handled in Chicago and Milwaukee and in the state of Colorado by the Stokes Manufacturing Company, Chicago.

H. H. Wylie has quit the *Chicago Inter-Ocean*, and will no longer be seen in the haunts of the Windy City. He will travel for the Ariel Cycle Company.

The elliptical sprocket is conspicuous by its absence from all good wheels this season. '94 catalogues show conclusively that it was but a fad without merit.

The Giraffe, the new style of bicycle lately exhibited at the shows, has been pronounced by Henry Sturmy, of England, an excellent money-getter for its maker.

Five wheels of the Ariel Cycle Company were seized at the New York show. It was instigated by an over-due note which a bank held against the company, but everything has now been satisfactorily settled.

Herbert A. Githens, of Chicago, who is so well known in this state, will represent the Gormally & Jeffery Manufacturing Company on the road this season, covering Wisconsin, Minnesota, Iowa and the Dakotas.

Fred. G. Hurlbut, of the firm of Weeks & Hurlbut, Fond du Lac, Wis., dealers in sporting goods and bicycles, has invented an excellent bicycle stand. Mr. Hurlbut is the general bicycle repairer in the town and is a very ingenious man.

Pneumatic saddles, although they are being extensively advertised now, will never come into general use and are not practical. It is a known fact that rubber is a great generator of heat, and this adds discomfort to its impracticability.

The patent office interference in the case of A. L. Garford vs. Thos. B. Jeffery, covering the tire with beaded edges fitting into a recessed rim and held on by means of an air tube and rib or wedge, was on February 2 decided in favor of Mr. Jeffery.

It is noticed the single tube tire of the Columbia wheel is still being advertised, but it is also gradually pushing the new Hartford tire to the front, which is made under the G. & J. license. The Pope company evidently is planning to gradually work into prominence the new tire, thus being able to dispose of its stock of single tubes in good season.

Cycling Life, summing up the New York show, shows that of fifty-three wheels exhibited, forty-five will have wood rims, one will have aluminum and seven will have steel rims. This is the most pronounced innovation that the bicycling world has ever known. Last season it was just the reverse, if not even more pronounced. Only four \$150 list wheels were exhibited, ten at \$135, and one at \$140 and one at \$145. Twenty-eight of them will list for \$125, while the rest will be even money.

Local Trade Gleanings.

The Sunbeam Chain Lubricant is a new sundry manufactured by the Julius Andrae Cycle Works.

T. L. Paine & Co. will be in line with the well-known "Arrow" wheels again this season. The wheel is a great favorite throughout the state.

W. A. Bremer, the cycle repair man, has been kept busy all winter remodeling and repairing wheels. He expects to occupy larger quarters in another month.

The Friese Boat and Cycle Company anticipates placing a good many of the Eagle-Altairs this season. The wheel is certainly one that will commend itself to every rider.

J. F. Reitzner, of the firm of the Reitzner-Prichard Cycle Company, will again be seen on the road and path this season. He will ride the Mercury Flier, a wheel of their own manufacture.

The John Mennier Gun Company will handle several well-known makes of wheels. John Traudt, who has charge of the cycle department, says he will have a surprise for the boys pretty soon.

Andrae, with his '94 patterns, represents an excellent line of wheels. The company's factory is considerably enlarged and its output will be thrice the amount of last year. Its traveling salesmen report wonderful success.

The new Telegram Cycle Manufacturing Company has made a few important changes in the details of the Telegram wheel. The company is getting ready a fine catalogue. Their Sanger Racer, which gained such a world-wide reputation last season, is now even superior. They will be fitted with Palmer tires.

The Geo. C. Cribb Company has been reorganized and incorporated, with Geo. C. Cribb, Robert Moscrip and Jas. S. Blakney, incorporators. The new corporation succeeds the business of Geo. C. Cribb, who made an assignment last fall. The business will be conducted as heretofore, handling agricultural implements and bicycles.

It is now quite positive that the local branch of the Stokes Manufacturing Company will be succeeded by a local company. J. E. Reiter, who for a number of years has managed the branch of the Stokes Company, is organizing a company, in which Reiter, A. C. Runkel, president of the North Side Club, and C. F. Stokes will be the principal stockholders. The new company will handle the Union and Sterling wheels.

Local Items.

Chief Consul Morrison has returned from his Antwerp trip.

The Mercury Club will hold its second annual masque ball at Harmonie hall, February 17th.

The Milwaukee Wheelmen will give another minstrel show in about a month. Mr. N. B. Oliphant has it in charge.

Arthur Frattinger, one of the twins, has gone to Frisco, California, to remain for two years. The boys regret his departure, but rejoice in the thought that they will know now who they are talking to when they address his brother.

The *Scottish Cyclist* also chimes in a word about Harris, the song writer: "We thought Charles K. Harris had written 'After the Ball' and died. Base delusion. He is around again with 'Since Katie Rides a Wheel,' and the Milwaukee wheelmen are doing for poor Catharine. Suggestion for another song—'Since Charles Wheels a Perambulator.' That would fetch him to his senses."

The Stearns Agency Placed.

F. Howard Tuttle, of E. C. Stearns & Co., Syracuse, N. Y., was in town the other day and placed the agency of the well-known Stearns wheel with H. L. Kasten & Co., successors to the Roth-Kasten Cycle Company, who handled the same wheel last season. The wheel has an excellent reputation locally and will sell well.

A Valuable Production.

The Meyer-Rotter Printing Co. are preparing an artistic and valuable little manual of useful information to Wisconsin wheelmen. Five thousand copies will be distributed free. There are a few choice open spaces for advertisements. Advertisers will do well to apply early. Address 505 East Water street, Milwaukee.

Punctures.

WHERE'S DAISY'S ANSWER?

Daisy, Daisy, where is that answer true?
We're half crazy, hearing these songs of you.
We've waited for months and hollered.
In your bicycle wake we've 'follored,'
You sent it, we fear,
Like a foolish dear,
By a messenger boy in blue.—*Sporting Life*.

Saith an old-timer who is clearly something of a sentimentalist: Cycling had, in the dear old days, for an impetus something nearer a new religion than the creeds of many churches teach—the love of nature.

HIS NAME IS LEGION.

For next year's wheel now
I am saving up;
That's why wrinkles line my brow,
And sorrow fills my cup.

The rolling cycle joke gathers lots of moss.

OUT OF A JOB.

The chilly blasts of winter steal
About the meadows gray,
And make the professional racer feel
As the actor feels in May.

"I want to give you a point, so's you can mend a tire," said the pin as she jabbed into the rubber.

The Beginner.

The average type of beginner, who is not remarkably athletic in frame, nor particularly anxious to develop into a crack cyclist, is generally pretty well suited by the careful and gradual method of procedure that is most often recommended. He takes short rides to begin with, walks most of the hills, uses a low gear and is content to "stand down" when his club proposes a scorching run for any special date. And it is just as well that he should, since over-fatigue at the beginning is not likely to be beneficial to him.

But there is another type of rider, little recognized by ex-cathedra authorities, yet nevertheless existing in reasonably large numbers. This is a natural stayer—the would-be cyclist who has developed strength of constitution by constant participation in outdoor sports; who hardly knows what exhaustion means, and has so trained mind and will, in various other pastimes, as to know that whenever he chooses he can call upon his whole stock of reserve strength and find a certain answer. Such a beginner as this should adopt different tactics. His best plan is to take full advantage of the soundness of his constitution, and the sureness of his will, and commence cycling with his superiors at once, riding all hills that others ride and increasing the length of his journeys as rapidly as he likes.

Such a rider will, in all probability, find himself on a level with his companions much sooner than if he had adhered to the regulation plan to slow and gradual progress. He will ride himself out occasionally at first, and make acquaintance with several totally new and very comprehensive kinds of fatigue; but his muscular system will soon adjust itself to the sudden demand made upon it, and he will jump into ordinary proficiency with very little delay. This plan, it may be remarked, would be suicidal for any more delicate type of rider; but "what is one man's meat is another man's poison;" and the individual who possesses any doubts as to the "poisonous" effects on such a system on himself, can leave it alone.

OF WHAT STUFF ONE'S MADE OF.

Every cycling novice should know, or find out, one important fact—whether his constitution is made of the stuff that can stand a strain or not. Many a rider never knows the answer to this vital question until some trying day's ride, or some "historical" hill, gives it to him unmistakably and unpleasantly, and he realizes what Browning meant when he spoke of

"The first time Nature says plain 'no'
To some great 'yes' in you, and walks upon you
In gorgeous sweeps of scorn."

If, however, this trying exposition of mortal weakness never comes—if the rider finds that his physical powers are equal to the utmost strain that an educated will can put upon them—it is absurd to maintain, as so many do, that he should not "take the gifts the gods provide him." A constitution blessed with speedy recuperative power is indeed a valuable gift, and one that absolves the cyclist possessing

it—whatever the alarmists may chose to say to the contrary—from many of the obligations laid upon his fellows. To such a one there is often a very keen pleasure in running out to the full length of his tether; and this is much more likely to do him good than harm.

But if the beginner finds, on the contrary, that he has not been built in the particular way above mentioned, he should not shut his eyes to the fact, but rather accept it as pleasantly as may be. No one can mistake the signs of a constitution that needs care and restraint in riding, rather than the pleasant recklessness already described. Total collapse after a long ride, or a trying run in bad weather—a tendency to sudden fits of fatigue, on an average day's run—sensation of sickness or faintness, on climbing a steep hill—all these are Nature's own danger signals, and as such, should be respected. Every beginner must find out for himself in which class he may most reasonably be placed, and act accordingly, if he wishes to obtain the maximum benefit and pleasure from his cycling.—*Irish Cyclist*.

Still No Union.

The proposed association of cycling clubs in Milwaukee has still an uncertain future. The delegates of the different clubs have met and discussed the possibilities of such an organization until the theme has become threadbare. At their last meeting two constitutions and by-laws were submitted both being materially the same except where it referred to racing. The majority report provided for the controlling of all open race events, while the minority report stipulated that outside of Inter-national and National circuits the association would not control any races further than granting sanctions to avoid the conflict of dates. The North Side and Mercury clubs are firm adherents to the majority report; the Bay Views also favored this at first but for some reason, at its next meeting adopted the minority report. This report they maintained and upheld for a week when they decided to ignore both reports for a time and await developments. The Milwaukee Wheelmen at its last meeting accepted the minority report and instructed its delegates to act accordingly.

If the association is formed, and the majority report rules, the Milwaukee Wheelmen will not be in it. This will result in a great deal of discord, for the Mercury and North Side clubs intend holding a Waukesha-Milwaukee road race on the 17th of June, about two weeks before the regular annual event of the Milwaukee Wheelmen on July 4th.

Secretaries of Cycling Clubs.

We are compiling a Wisconsin Division hand book, which, among other things, will contain a directory of all the cycling clubs in the state, together with the names of its officers, date of organization and number of members to date. Each secretary is requested to mail such information to the publisher. The little manual is gotten up with great care but omissions are liable to occur unless each secretary of a cycling club will favor us with the desired information.

THE PNEUMATIC.

1894 EAGLE WHEELS

ALUMINUM RIMS MAKE LIGHT-RUNNING WHEELS.

The Only Perfect Light-Weight Rim that has stood a Season's Test.

Catalogues on Application.

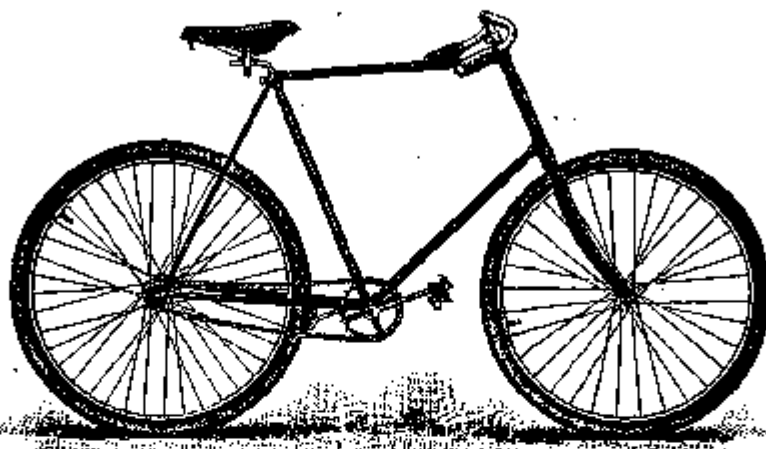
EAGLE-
ALTAIR

--No. 7--

Weight 30 lbs.

STEEL RIMS

--\$115.00--



EAGLE-
ALTAIR

--No. 6--

Weight 25 lbs.

ALUMINUM RIMS

\$135.00

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

MENTION THE "PNEU."

CLUBBING

...HAS been resorted to in many cases in order to bring about speedy results. We have adopted this course of action in a way which we know will soon bring to realization a largely increased circulation.

We are prepared to furnish anyone the following named periodicals at their regular subscription rates and include a year's subscription to THE PNEUMATIC gratis:

Business	\$1.00	Wheel	\$2.00
Metal	1.00	Out-Door Sports....	1.00
Printer's Ink.....	2.00	Sporting Life.....	4.00
Bearings.....	3.00	Cosmopolitan	1.50
Referee.....	3.00	Century	4.00
Cycling Life.....	1.00	Outing.....	3.00
American Field.....	5.00		

ADDRESS _____

M. C. ROTIER, Publisher,

505 East Water St., Milwaukee.

Money must accompany each order.

Call or write for Designs and Estimates on Medals or Club Badges.



Fairmount Printing Ink Works

J. K. WRIGHT & CO.

Manufacturers . . .
ALL COLORS

PRINTING INKS

CHICAGO BRANCH: 115 Franklin Street.
MAX OETTINGER, Manager.

FACTORY: 26th and Hare Streets, PHILADELPHIA, PA.

OVERCOATS

AND

WINTER SUITS

At an Off Price now!

Chauncey
Simonds
Co.

--386--
EAST
WATER
ST.

LEAGUE HOTEL...

ALVIN P. KLETZSCH
HERMAN O. KLETZSCH

REPUBLICAN HOUSE

CHAS. F. KLETZSCH CO., MILWAUKEE, WIS.
Proprietors.

BICYCLE HOTEL HEADQUARTERS.

ELECTRIC LIGHT, STEAM
HEAT AND ALL MODERN
CONVENIENCES.

Rates \$2.00 to \$3.50 per day.

DR. W. SCHLAGER, 95 WISCONSIN ST.
MILWAUKEE.
DENTIST

CROWN and BRIDGE WORK a Specialty. Vitalized Air.
TEETH EXTRACTED WITHOUT PAIN. Teeth Filled Without Pain
by a New Method. All Work Guaranteed.

THE KLEIN STUDIO....

S. E. Corner MILWAUKEE and
MASON STS.
MILWAUKEE, WIS.

We Photograph Everything
Under the Sun

SUNBEAM CHAIN LUBRICANT

A CLEAN and EXCELLENT Cycle Chain Lubricator.

IT IS ONE OF THE FEW CYCLE SUPPLIES THAT WHEEL RIDERS CANNOT BE WITHOUT.

DEALERS and JOBBERS Write for SAMPLES and PRICES.

MENTION THE "PNEUS."

JULIUS ANDRAE, MILWAUKEE, WIS.



PATENTS

Promptly secured. Trade-Marks, Copyrights
and Labels registered. Twenty-five years ex-
perience. We report whether patent can be
secured or not, free of charge. Our fee not due
until patent is allowed. Success Back Pro-
N. E. WILLSON & CO. Attorneys at Law.
Opp. U. S. Pat. Office. WASHINGTON, D. C.

PATENTS Procured in the United States
and Foreign Countries. Trade-
marks, designs, labels and copyrights. Send de-
scription, with model, photograph, or sketch, and
I will let you know whether you can obtain a
patent. All information free.

W. E. AUCHINCLOSS,

MOGILL BUILDING, 908-24 "B" STREET.

N. W. WASHINGTON, D. C.

SAVE YOUR WHEEL.

By oiling it properly with the best and cheapest
oil out in the world, the "Perfect" Pocket Oil.



This oil does not leak. It regulates supply of
oil to a wheel. The "Perfect" is highest grade
only, and has won every competitive test. Al-
though, many others were shown at the World's
Fair, the "Perfect" received THE ONLY MEDAL
awarded. Price 25 cents each.

Other Holders and Pump Holders 25 cents each.

"STAR" OILERS.

Second to none but the "Perfect."

Price 15 cents each.

CUSHMAN & DEMISON, 172 Ninth Ave., New York.

PATENTS TRADE MARKS COPYRIGHTS

CAN I OBTAIN A PATENT? For a
thorough answer and an honest opinion, write to
MUNN & CO., who have had nearly fifty years
experience in the patent business. Confidential
information strictly confidential. A Handbook of In-
formation concerning Patents and how to ob-
tain them sent free. Also a catalogue of mechan-
ical and scientific books sent free.

Patents taken through Munn & Co. receive
special notice in the Scientific American, and
thus are brought widely before the public, and
out come to the inventor. This splendid paper
is issued weekly, elegantly illustrated, and is the
largest circulation of any scientific work in the
world. \$3 a year. Sample copies sent free.
Building Bulletin, monthly, \$2.50 year. Single
copies, 25 cents. Every number contains hun-
dreds of plates, in color, and photographs of new
houses, with plans, enabling builders to show the
latest designs and secure contracts. Address
MUNN & CO., New York, 361 Broadway.

\$18.00 Will Pay

For the Remodeling of your Solid or Cushion Tired Wheels to any style of Pneumatic Tires, including Re-enameling, etc.

THIS EXTRAORDINARY OFFER will save you dollars if accepted now or before the 1st of April, 1894, and,

WHAT'S MORE, you need not pay for it until April 1st. This will enable you to have your bicycle ready to ride or sell when spring comes.

WE DON'T WANT MONEY, but to keep our men employed and avoid the rush during the riding season, any work sent now may be left until April, to be paid for when taken away, or C. O. D. when ordered returned. Storage free.

THIS OFFER IS GOOD on all repairing and we pay freight both ways on work amounting to \$5.00 or over.

Is anything wrong with your Bicycle?

Has it Solid or Cushion Tires? We can alter it and fit pneumatics, so you might think it originally made for them.

Are the Direct Spokes Troublesome? We can put tangents in place of the straight ones.

Do you want a pair of the New "Wooden Rims," which are so wonderfully light and strong?

Do you want New Tires of any kind, or a new Inner Tube, Valve or Outer Case for the old ones?

Do You Want your machine re-enamelled or nickled equal to new? It will sell quicker and for better price.

Dealers or repairers who lack facilities for difficult work, should take advantage of this offer.

W. A. BREMER,

530 East Water St., Milwaukee, Wis.

MENTION THE "PNEU."



7 SUPERBLY EQUIPPED 7
FAST TRAINS

Between **MILWAUKEE** AND **CHICAGO** Equipped with

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. NEWMAN, Third Vice-Pres. J. M. WHITMAN, Gen'l Manager. W. A. THALL, Gen'l Pass. and Ticket Agt.

FOND DU LAC
OSHKOSH
NEENAH
MENASHA
CHIPPEWA FALLS
EAU CLAIRE



PULLMAN
SLEEPERS

CITY
TICKET
OFFICE

100 WISCONSIN
STREET

ST. PAUL
MINNEAPOLIS
ASHLAND
SUPERIOR
DULUTH

Webster's International Dictionary



The New "Unabridged."

Two years were spent in revising it, removing our staff of editors being enlarged, and more than \$50,000 expended in the preparation of the work before the first copy was printed.

Abreast of the Times
A Grand Family Educator
A Library in Itself

The work is invaluable in the household, in the schoolroom, and to the teacher, scholar, professional man, and self-educator.

Ask your Bookkeeper to show it to you.

G. & C. Merritt Co., Publishers,
Springfield, Mass.

Send for free prospectus containing specimen pages, illustrations, testimonials, and full particulars. Do not buy cheap imitations of the Webster of 1840. They are far behind the times.



What Rider Can Show Better Mileage?

COME, GENTLEMEN, EXPOSE YOUR HANDS.

(Just to show that there is no frost.)

MORGAN & WRIGHT ANNOUNCE

The following awards:

For Greatest Mileage on one set of M. & W. Tires during 1893,

(RIDER HAVING MADE HIS OWN REPAIRS):

FIRST PRIZE, COST VALUE \$100---A. A. HANSEN, St. Paul, Minn., 8,114 miles on a Fowler, 30 pounds.

SECOND PRIZE, OVERCOAT, \$45---W. R. ENGLEBIRE, Rockford, Ill., 7,957 miles on an Ormonde, 37 pounds.

THIRD PRIZE, ONE SET M. & W. TIRES---J. W. E. KINKEAD, Chicago, 4,953½ miles on an Imperial, 35 pounds.

For Most Meritorious Single Ride,

(DISTANCE, WEATHER AND CHARACTER OF ROADS TO COUNT):

FIRST PRIZE, COST VALUE \$50---H. H. WYLIE, Chicago; New York to Chicago, 1,028 miles on a Sterling, 27 pounds.

SECOND PRIZE, COST VALUE \$25---A. A. HANSEN, St. Paul, Minn., 224 miles in 20:10 on a Fowler, 30 pounds.

THIRD PRIZE, ONE SET M. & W. TIRES---P. VON BOECKMAN, Austin, Texas; Chicago to Austin, Texas, 1,300 miles, on a Fowler L. R.

For Best Time in a 10-mile Road Race.

PRIZE COST VALUE \$25---WM. BAINBRIDGE, Chicago; time, 27:54.

For Best Time in a 25-mile Road Race.

PRIZE COST VALUE \$25---FRANK WALLER, Indianapolis, Ind.; time, 1:06:10.

Above awards made by a committee selected from members of the Century Road Club of America.

AGAIN WE REPEAT FACTS AND FIGURES---

AGAIN WE SAY, DEDUCE YOUR OWN INFERENCES.

Will be pleased to send you an interesting and instructive Catalogue, containing a guarantee as is a guarantee.

Morgan & Wright, 331-333 West Lake Street, Chicago, Ill.

MENTION THE "PNEU."



VOL. IV.

MILWAUKEE, WIS., MARCH, 1894.

NO. 6.

What Do the Grand Stand Want?

To pay admission to see Smith win a \$1000 piano in 8.10.

or—

to see Jones win a sweater in 9.15?

What Does the Great Public Want?

To know that the WORLD'S ONE MILE RECORD is 2.00 2-5 (Great Scott!)—simply because the Racing Board says so

or—

To know that the fastest miles EVER RIDDEN IN ANY COUNTRY IN THE WORLD, on any cycle, standing and flying starts, were done in 1.54 4-5 and 1.51?

Do You Care a Rap

whether the record breaker was paced by a horse or by a half-dozen trained athletes on one, two, three and four man bicycles—(donkey work, they call it)?

RAMBLER BICYCLES

Hold 13 World's Records in Fact. Guess which is the fastest wheel.

AT THE SHOW, Rambler Catalogues were much sought for, kept and taken home. The floor was littered with catalogues—but not Rambler Catalogues. They are interesting. Free at any Rambler Agency.

GORMULLY & JEFFERY MFG. CO.

CHICAGO

BOSTON

WASHINGTON

NEW YORK

COVENTRY, ENGLAND

MENTION THE "PNEUMATIC"

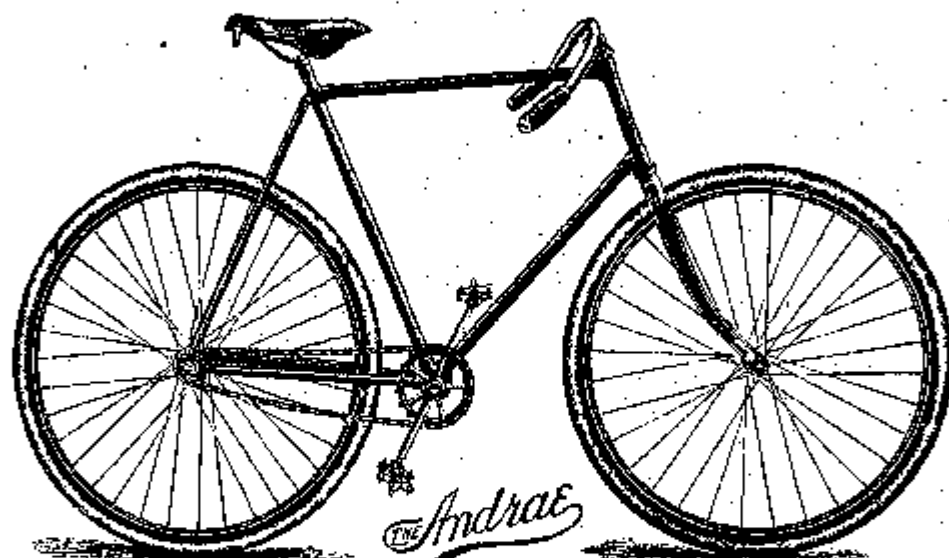
THE PNEUMATIC.

STUDY THE LINES

THE PRACTICAL AND
SYMMETRICAL LINES ON.....

THE Andrae

It is the Finest Cycle that Experience Can Produce
and Money Can Purchase.



* Andrae Cycles are made in 5 Styles *

The PATH RACER does not exceed 19 lbs. Its strength is wonderful.

The ROAD RACER weighs from 25 to 27 lbs. Its construction is perfect.

The LIGHT ROADSTERS Nos. 6 and 7 weigh 33 and 29 lbs. respectively. Will carry any man and stand the test.

The LADIES' ANDRAE weighs 29 lbs. It is a marvel of beauty and finish.

JULIUS ANDRAE CYCLE WORKS,

GENERAL WESTERN AGENTS FOR
CRAWFORD HIGH-GRADE MEDIUM-PRICED WHEELS.

MILWAUKEE, WIS.

MENTION THE "PNEUS."



A MONTHLY JOURNAL DEVOTED TO WHEELING AND ITS INTERESTS.

SUBSCRIPTION FIFTY CENTS PER YEAR.

CONTRIBUTORS: NED. WOODMAN, WISCONSIN. O. T. CARPENTER, MILWAUKEE, WIS.

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.

IF YOU do not take THE PNEUMATIC, this is a sample copy. What do you think of it? At the low price of 50 cents a year, can you afford to be without it?

MILWAUKEEBANS are positively becoming enterprising! The agitation for paving the principal streets with asphalt is gaining ground every day.

IN these days, after the great depression, the demand for low-priced and second-hand machines is very great. It affords an excellent opportunity for dealers to realize cash on their last year's stock without an immediate outlay.

CYCLING publishers, heed! In New York state the legislature is so amending the present state law on libel that damages shall not be awarded unless actual malice is shown in the publication. How many present defendants can throw up their hands and plead not guilty?

WHILE the revival of trade is not very speedily forthcoming, the conviction that the country has turned the corner in a business sense is gaining ground. The cycling journals and daily newspapers are no longer full of accounts of failures and receiverships, but instead tell of reorganizations and new enterprises. In place of stagnation there is presented evidence of a positive return of prosperous times.

"STATISTICS are said to show," says the *Medical Record*, "that young men do not, on the average, attain full physical maturity until they arrive at the age of twenty-eight years. Professor Scheiller of Harvard asserts, as the result of observations, that young men do not attain to the full measure of their mental faculties before twenty-five

years of age. A shrewd observer has said that 'most men are boys until they are thirty, and little boys until they are twenty-five' and this accords with the standard of manhood which was fixed at thirty among the ancient Hebrews and other races."

THE one objection to holding the championship races in Denver, because of the rarified atmosphere in that high region, seems to be removed from the minds of the doubting ones by the assertion of athletes that the change does not effect any one until he has been there a week or ten days. When a visitor becomes acclimated, then it does disturb him somewhat to breathe freely in violent exercise, but not until then.

AFTER a winter's inactivity in wheeling how keenly one enjoys the first spin. You mount your machine with a little uncertainty, control its balance with a slight effort and then you proudly push down on the pedals in their turn, thoroughly appreciating the independence of your conveyance. You work up speed, and under the influence of the easy and noiseless motion you seem to be soaring above all humanity. It is the first time during the long winter you feel that healthy tingling of blood in your veins and electrical sensation in all the functions of your body and mind. The collapsed nerves tingle and thrill with the effervescence of a new life and mind and body alike are quickened into renewed life.

EVERY day it is being impressed upon us in one form or another of the wildly diversified interests which the sport of cycling has developed and does assume. While it is a fact that bicycling is primarily, a pleasure-giving pastime and a legitimate sport, it is linked to far greater and higher ends than mere pleasure. We are nearing the threshold of a new era in the construction of good roadways. This is an all important movement and the next generation must look to it to thoroughly break the barriers which exist between the farmer and the cyclist. We know they are standing in their own light and they must be made to realize it. They seem to think wheelmen have created this reform and its need out of a whole cloth and that, while the roads are good, the selfish cyclist wants them superfluous for his own little pastime. Such are the things we must yet contend with. But let us pass on to feast our eyes and minds on the pleasures of the heroes of this national movement. The average American wheelman, while generally thinking and planning how to improve our roads, and how to elevate and assist the sport, takes an exhilarating spin along some wild and beautiful scenery or some quiet, leafy road. What other sport holds forth such tempting allurements from the busy and crowded city? What other sport can say that it is interested in such a vitally important national movement as the improvement of our highways? What other sport connects summer and summer in one continuous chain of interest and influence? Nothing but wheeling.

Spring Roads.

A snow bank here, a puddle there,
With mud between—a lion's share—
And then a strip of slanting ice,
Washed gleamy by the sun's device.
Where one may sail along, then slip
In some pond—a foundered ship,
With broken ribs and tattered sails,
A victim for some jester's rails,
And though 'twere joy to "run aground,"
There's not a solid bit around.

There's tufted grass upon the sides,
But then, alas! gutter's tides
Of slush and slop—warning moat—
Will not our longing footsteps float.
The rutted track holds fast the pace
We exercise with doubtful grace,
And though we sigh for earth or snow
In one unbroken stretch, we know
That spring affords in measure rife,
Variety—the spice of life.

An Educational Movement.

One of the important moves which the Wisconsin division officers have already accomplished is a negotiation with Mr. W. A. Bowdish, editor of the "patent insides" which the *Wisconsin* furnishes to over a hundred different country papers throughout the state, to have good roads matter run into each one of these papers each week, which means a circulation of about 150,000 copies weekly, besides the *Weekly Wisconsin* which alone has a circulation of nearly 100,000. Through this means it is possible to reach every farmer in the state and the school of education on road improvement will be fairly begun. Mr. Bowdish is greatly interested in this movement and promises to give the matter his very careful attention in making suitable selections. We would suggest that wheelmen throughout the state assist him all they can in this great work by sending in interesting matter pertaining to the roads in their respective localities. This may help to open the eyes of the farmers to the abominable condition of our Wisconsin roads. The time of the year is ripe for this now and those interested should waste no time to send in all the information they can.

They were in the midst of the fight for the national meet. Asbury Parkites were endeavoring to portray to the minds of the Assembly the beauties of their lawns, their seashore and the daintiness of everything in their locality. All were favorably impressed with this until Louis Block, one of Denver's hustlers, arose and said: "I want to say to you gentlemen, if you come out to Denver you can walk on the grass, smoke on the lawns and bathe—bathe in our cool sparkling waters."

THE NATIONAL ASSEMBLY.

The Representatives of the State Divisions of the League of American Wheelmen Meet and Make Laws.

Color line drawn.
Denver gets the meet.
Classes A and B will rule.
A first-class weekly paper is promised.
The league dues have been raised to \$1.50.
Good Roads magazine will cost members 50 cents a year.

New Officers: President, Charles H. Luscomb, New York; first vice-president, A. C. Willison, Maryland; second vice-president, George A. Perkins, Massachusetts; treasurer, W. M. Brewster, Missouri.

The fourteenth National Assembly of the League of American Wheelmen convened in Louisville, Ky., on the morning of the 19th of February. Ninety-five members were present and the interest in the entire proceedings was manifest by the attention of everyone. Eighty-three proxies were represented.

The reports of the president, secretary, treasurer and chairmen of the different committees occupied the greater portion of the first day. The election of officers was comparatively tame, Luscomb defeating Sheridan of Chicago, by a large majority. The two vice-presidents had no opposition and treasurer Brewster easily defeated E. A. Mergenthaler, of Ohio.

In the selection of the the '94 National Meet a lively interest prevailed, Denver scoring over Asbury Park by six votes. Both towns were represented by hustling men, but Denver outdone its competitor by its liberality and in points of argument.

The exclusion of the negro from membership in the L. A. W. was decided by a large majority of votes.

Among the changes in the constitution it is provided that a state division can now be formed with a membership of 100 and sub-division with a membership of fifty. This is believed will add new states to the list, increase the league membership and stimulate increased interest in the states which have but a few members.

The amendments, covering the class A and B rule, offered by Chairman Raymond, was passed without any opposition. It was the unanimous vote of the assembly to have a weekly paper and bulletin sent to each member of the league, but in order to do so it was necessary to raise the dues to \$1.50 a year, thus providing a reasonable sum to pay the publisher to issue a first-class publication.

Messrs. Canary, McGarrett, Culver, Graves, Taxis, Marshall, Murphy and Spitler were reinstated as amateurs, while a number of applications from "pros" who had raced for cash in the N. C. A. races were rejected.

Altogether twenty-seven amendments to the constitution were presented and sixteen to the by-laws. About half of these were passed, the others were either withdrawn, postponed indefinitely or killed by vote.

A DIVISION IN AMATEURS.

The Class A and B Amateur Rule, which shall Govern Racing in this Country.

Class A.

AMATEUR RULE. An amateur of class A is one who has not engaged in, nor assisted in, nor taught cycling or any other recognized athletic exercise for money or other remuneration, nor knowingly competed with or against a professional for a prize of any description; or who, after having forfeited the amateur status, has had the same restored by a unanimous vote of the national assembly, L. A.

W. A cyclist ceases to be an amateur of class A by:

(a) Engaging in cycling or other recognized athletic exercises or personal teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a wager, money prize or gate money.

(b) Competing with a professional or amateur of class B, or making the pace for, or having the pace made by such in public or for a prize.

(c) Selling, pawning, exchanging, bartering or otherwise turning into cash, or in any manner realizing cash upon any prize won by him.

(d) Accepting directly or indirectly for cycling any remuneration, compensation or expense whatever.

(e) In this class no prize shall exceed fifty dollars in value, and such prizes shall be limited to medals, diplomas, plate, jewelry and cycle sundries only.

(f) An amateur of class A may not compete outside of his own state at a distance greater than 200 miles from his legal residence, except by special permission of the members of the racing board in charge of his district.

(g) A cyclist does not forfeit his class A status by teaching the elements of cycling solely for the purpose of effecting the sale of a cycle; nor shall the business of cycle

manufacturers and bona-fide agents, as such, be considered in determination of their amateur status.

(h) License may be granted by unanimous vote of the racing board for special competition in any year between the recognized champions of classes A and B, the prize rules of class A to govern the contest.

(i) Any amateur who neglects or refuses to answer questions touching his status in class A to the satisfaction of the racing board and within thirty days shall be transferred to class B, and shall have no further opportunity for hearing or appeal.

Class B.

An amateur of class B shall be a cycle rider who may be in the employ of, and have his traveling and training expenses paid by, a manufacturer of cycles, club or other parties interested in cycling, but shall not compete for a cash or divisible prize, nor realize upon any prize won by him except as hereinafter provided. One also who has ridden for any prize valued at over fifty dollars or of different descriptions from that allowed in class A.

The Sanger Family.

(FROM CYCLING LIFE.)



Charles. Cornelius. Alfred. Minnie. Walter. Amelia.
Emil. Cassie. Mrs. Sanger. William. Casper Sanger. Della.
Frances. Leona. Edgar.

A cyclist ceases to be an amateur of class B by:

(a) Engaging in cycling or other recognized athletic sports or exercise, for a wager, money prize or gate money.

(b) Competing with a professional, or making pace for, or having the pace made for himself by such in public or for a prize, except as hereinafter provided.

(c) Selling, pawning, or otherwise turning into cash, or in any manner realizing cash upon a prize won by him, except that prizes may be exchanged or bartered, provided there is in no case a cash bonus received.

(d) A cyclist does not forfeit his amateur status in this class by teaching the elements of cycling.

(e) Any amateur of class B, who neglects or refuses to answer questions touching his amateur status, to the satis-

faction of the racing board, inside of thirty days, shall be declared to have forfeited his amateur status.

(f) The league recognizes as athletic exercises, in addition to cycling, all sports over which the Amateur Athletic Union, the National Association of Amateur Oarsman and other amateur athletic organizations have jurisdiction.

Pacemaking.

By a special sanction, granted upon a unanimous vote of the racing board, permission may be granted in class B to employ professional pacemakers in any event or record trial, where the importance of same may be warranted, as set forth in application of said sanction.

Milwaukee Wheelmen.

Harry Seward is on the staff of the *Referee*, Chicago.

E. A. Vogel has joined the Milwaukee Wheelmen and will ride under the club's colors.

Local wheel shows are popular. It is possible that one of Milwaukee's concerns will get one up shortly.

Three thousand copies of the Wisconsin Division hand book will be distributed in this city as soon as they are completed.

Mr. A. F. Remington, one of the popular young men in the fraternity, has opened a wholesale and retail cigar store at 87 Wisconsin street.

The entertainment committee is ably managing the Milwaukee Wheelmen's minstrel show, to be held March 29. N. E. Oliphant is stage manager.

Ed. Roth has expressed his intention of competing in a number of the leading road races this spring. His show for best time in any road event is worth betting on.

A census of the wheelmen in the state of Wisconsin is being taken by the Wisconsin Division, L. A. W., with the aid of local clubs and consuls in the different towns.

President T. E. Hutchings, of the Milwaukee Wheelmen, will entertain his friends and club members at the club house on the evening of March 17, in honor of his—birthday.

Captain Schmidtbauer, of the Milwaukee Wheelmen, has arranged for a "gentleman's pace" on all club runs. Men like Morawetz, Hutchings and Simonds will act as pace-makers in each event.

It is very possible that the annual Waukesha-Milwaukee road race, to be run on the morning of the Fourth of July, will be finished on the Fair grounds track and a small admission fee will be charged.

The color of a man's racing suit will be a distinction this season even among local cyclers. W. A. Bremer has chosen lilac and green; Schmidtbauer, tan brindle; Vogel, pink and red, and Roth, a brown and black.

An amateur camera club is a new organization about to be perfected through the efforts of Richard S. Baird, who is an enthusiast in amateur photography. The object of

this club will be mutual assistance and entertainment in the art. To the amateur kodak or camera devotee this club will have many attractions.

The North Side Cycling Club will soon move into a new club house, situated on Sherman street, between Third and Fourth streets. It is a large brick building and is to be entirely re-arranged for club house purposes. Besides parlors, reception, card and billiard rooms there will be bath rooms and a large gymnasium. The gymnasium will be 60x22 feet. The club gives a road race June 16, either over the Thiensville or Waukesha course.

William L. White.

One of the Milwaukee Wheelmen's standbys. At the last annual meeting of the club Mr. White was elected to the first vice-president's chair by an unanimous vote. During his two years' service as chairman of the house committee



he distinguished himself as one of the hardest and most conscientious workers in the club. This year the president has burdened him with the chairmanship of the entertainment committee, recognizing in him the abilities which are needed to properly fill that responsible position. How well he is taking care of it, is evidenced by the number of well-conducted social events managed the past winter. But now,

with the management of the minstrel show, to be held at the Academy of Music, March 29, he is especially proving himself an invaluable man for such a position. The arrangements have nearly all been perfected, and well, too.

Personally, Will White is a quiet, unreserved and general good fellow. He is a club man to the core and an honor to any organization. He was the originator and organizer of the "13" Club, well-known in local cycling circles.

The series of "A Poem Without Words" pictures, regularly appearing in *Cycling Life*, was interrupted one week recently. The publisher had arranged for a particularly nice half-tone of three charming girls' heads popped through a newspaper, but when the job was completed behold, there appeared immediately under the three little chins, an advertisement reading in large letters: "'Never-rip' Overalls Co. —Our pants are lined in the seat." It is needless to state that the cut was not used.

Said and Overheard.

Mr. Schlegelmilch, Eau Claire, Wis.: There is only one way out of our town not obstructed by heavy sand and that is straight up.

Parker Sercombe: It is but natural that the bicycle business has been somewhat unsteady the past season since money was tight.

"Kid" Kanaska: If I only could get over to England to compete in them professional races I would be glad.

Andy McGarrett: Have you seen my white wings? (flop, flop, flop.)

Chairman Raymond: Class A will be a kindergarten for Class B. Class A riders are pure white. Class B riders are speckled.

Thos. P. Sheridan (at the Assembly pleading for the Denver meet): The men who get the invitations to the banquets are the men who are already overfed.

An extreme western Chief Consul: We want all we can get. However, out here we are putting in our time riding wheels, rather than plotting for the L. A. W. We don't care a — for the L. A. W!

Berger: Denver gets the meet. Hooroo!

Frank Egan: The outcome of Class B will be income to the amateurs.

"Cy" Williams: Why don't the Milwaukee Wheelmen finish up that pool tournament?

Terry Andree: This wheel rides further in two days than it does in one.

Schmidtbauer: Come over to the "Kuenstlerheim" and buy something.

Morawetz: Our public highways could be improved by the labor of convicts, jail prisoners and tramps, under competent supervision.

Milwaukee's 2:30 Club.

The Badger Racing Club is the name of a new organization sprung up in Milwaukee, the members of which must all be able to ride a mile in 2:30 or less. The membership is limited to twelve. It is intended to have the club represented through the state at all race meets and no Class B riders will be admitted. The officers are: President, W. A. Bremer; vice-president, W. C. Wegner; secretary-treasurer, Dick Meyer; captain, Ed. Roth; physical trainer, E. A. Fails. Besides these officers, who are all fast men, they have the applications for membership of Nickel, Vogel, Sanger and Reitzner.

Keeping "Tab" on Sanger.

Press representatives, those interested in the trade and other inquisitive mortals are all trying to follow up Sanger's doings and intentions for the season, but find it an exceed-

ingly hard task. Walter Sanger is a conservative talker and generally knows "where he's at" when he does say something. All that has been heretofore said of him as to his '94 plans have been mere guesses. Now it can be heralded as truth that he will again be on the path this season, looking for first honors. He will begin active training in about two weeks



in Birmingham, Ala. where the summer season has set in. He has signed with the Union Cycle Company, and in company with Harry Tyler will make a strong racing team for the firm. Four or five houses have been after Sanger for the past two months and at one time it was thought he would close a deal with the Sterling Cycle Works, because Chas. Culver, his last year's trainer, has lately gone into the employ of this house. Sanger has an attachment for Culver and feels confident in his ability as a trainer. But the possibilities of securing his services for the season is slight, because Harry Tyler has already picked out a man who will train them both.

A Trade Association.

There is a proposition on foot to form a trade association among the cycle dealers in Milwaukee, for mutual benefit and protection. This plan has been talked of for some time now, but nothing has yet been done to complete the organization. It is to be hoped it will be perfected soon, but it is doubtful if it will work harmoniously. From past records these associations have usually been launched with a great deal of confidence but because shipwrecked at an early stage of their existence. However, it is a needed organization and if well organized ought to be effective.

Some one laments the fact that with all the improvements made on our modern safety, it is still necessary to wear knickerbockers or take extra precautions if one wants a wheel for every day use. The new chainless wheel, which has substituted for the chain a bevel gear, ought to come pretty near the desires of this lamentor. While it is on the market, the result of the general rider's experience cannot yet be obtained. How the frictional resistance of bevel gear and sprocket gear will compare is uncertain.



Margery says: The *American Wheelman* announces itself in favor of rational dress for wheelwomen. Does it think it will help the cause along by heading an article "Bully for Kate's Bloomers?"

How pleased we are to read something as agreeable as this: "Cycling is the only combined graceful, healthful and pleasant exercise extant. The trouble with most outdoor exercise for women is the need of companions who feel like rowing when she does, or playing tennis or pitching quoits, or whatever else the game may be, and these are not always available. The trouble with dumbbells, Indian clubs, or any indoor healthy exercise, is, that it smacks too much of duty and work, and not enough of pleasure. But the bicycle is always ready when the woman feels like riding. It requires nobody to harness it, and nobody else to go along when companions are not convenient; it furnishes healthful exercise, which she can make as vigorous or as mild as she pleases; it gives fresh air and exhilaration, and literally combines business with pleasure. It induces people to take exercise who never would do so, and is only immodest in those who are prejudiced, and who would think it just as much a breach of propriety for a woman to play tennis, take a surf bath, shoot a gun, row a boat, or do anything else except darn socks, keep house, and be Miss Prim on all occasions. We deprecate as heartily as anybody hoydenish unwomanliness, and any disposition on the part of young women to be "swagger" and "mannish;" but we think a woman can be as womanly in riding a bicycle as in riding a horse. As in many other things, it depends on the woman and not the wheel."

"I consider bicycling one of the best modes of exercise, and frequently prescribe it for my patients," says Sarah A. French, M. D.

One of the latest things pertaining to woman's dress for bicycle riding is a little imported muff which is fastened on to the handle bar; all the rider has to do is to slide her hands within. Some of the prettiest of these muffs are made of blue cloth trimmed with beaver fur.

Said the late Sir Morrell Mackenzie: "The ruddy-cheeked, full-limbed girl of to-day, who climbs mountains,

rides the bicycle, swims, rows, and is not afraid of the health-giving kisses of the god of day, is a living illustration of the value of exercise."

The page for "Women of the Wheel" in the *Wheelmen's Gazette* contains the following bit of criticism:

"I can't help admitting that I am disappointed in Charles Harris' latest song, "Since Katie Rides a Wheel." Of course the mere fact that Harris wrote it will make it popular, but nevertheless anyone who hears it, while she may be pleased with the rather catchy waltz tune, cannot help but admit to herself, even though she may not dare whisper such a thing to her escort, that the theme is terribly thread-bare and but indifferently worked out.

"You can judge for yourself, here is the first verse:

"My heart is broken entirely.
I have no pleasure nowadays.
My life was peaceful and happy,
Bright as the sun's cheery rays.
Now there is much endless trouble,
O'er my heart sadness will steal,
My days I feel they are numbered
Since my daughter Katie rides a wheel."

"Will they do it? The ladies? Shocking! Trousers! A lady wear pants, those horrid men's pants! Well, it looks that way. The gentler sex are gradually adopting the masculine garment, and the time will come when they will not be ashamed of it," says the *Chicago Journal*. "In Canada, perhaps 10,000 women wear trousers during the winter, of course with the skirt. In this country the popularity of the masculine garment is growing with remarkable rapidity. The trousers are now and have been for years in use for horseback riding. The fencing costumes, also trousers, are worn without the skirt, and in the gymnasiums of the fashionable boarding schools for young ladies, trousers are worn exclusively and with excellent effect and comfort. In Europe for the past two years the Turkish pants are worn by the fashionable set for climbing the mountains. The same are worn in the Scotch Highlands by the English women. The bathing dress shows marked signs of following the general movement, and at the French resorts last summer the most fashionable ladies appeared with the close-fitting bathing suits with knee trousers, leaving the skirt off entirely. The effect was a great improvement, especially when the ladies left the water, there was no tight sticking skirt to interfere with the locomotion. At Narragansett Pier the young ladies wore the skirt extremely short, three, four and sometimes six inches above the knee."

A modified drop frame is now almost generally used by builders of ladies' safeties. This seems a bit premature since the fair sex have not as yet fallen into the custom of donning the rational dress for wheeling.



There was a young man of Thibet
Whose wheel was attached for a debit,
He took to his bed,
Went wrong in his head,
And hasn't got over it yet.

When you hear a grinding, clicking, noise at the chain-wheel, don't jump to the conclusion that your chain is slack. Try the main bearings. They may have worked sufficiently loose to throw the wheel out of line and cause the unpleasant racket.

Intoxicated individual (watching a passing tandem):
"Don' unerstan' it 'tall. Must be I see double."

Wheelman to his friend who is sadly surveying his broken bicycle: "I actually believe, Skinam, you bought that wheel because it was cheap." Skinam: "Well, a man must have a reason for buying such a blamed thing as that. You don't think that I could stand complacently here otherwise and not swear, do you?"

"There is a lesson to be learned from the pin, my son. It is given a head that it may not go too far." So quoth a wise man to his hopeful. "Still, pa," was the response, "the pin has a 'point' in its favor."

"Look here, you little rascal. Are you the boy that stuck this pin in my tire?" "I cannot say, sir. Pins are so much alike that I can't identify it, sir."

A pneumatic is often stuck on a worthless fellow and sometimes even soft on it too.

Sporting Life: She was riding with an escort on each side of her. "Do you know, gentlemen, she said, "that I'm very much like a popular song just now?" They admitted they could not see the likeness. "Am I not a bicycle maid for two?" And the escorts answered not.

The Freemasonry of Cycling.

The bicycle has also long since been recognized as a new social force, its peculiar mission being apparently to break down the barriers and prejudices of caste and exclusiveness. There is among wheelmen a freemasonry that has nothing to do with orders, degrees and lodges, and which is a subtle property inherent in the recreation of cycling. A wheelman, touring through the country, finds his wheel an aid to a social reception and kindly recognition among fellow-cyclers as surely as ever mystic sign and grip rallied around the

traveling Freemason friends in need. A wheelman on his travels never feels lonely and friendless in a strange town. For his benefit there is an unwritten law, known to the fraternity of the wheel, by virtue of which the latchstrings of the local bicycle clubs hang out for him to pull, and, entering, count himself at home.—*Sporting Life.*

Cyclist's Proper Clothing.

The value of being properly clothed while riding a bicycle is of the greatest importance for the comfort and health of the individual. Thick, coarse, woolen fabrics, which contain large volumes of air, are the best for winter use, as they prevent the natural heat of the body from being rapidly dissipated and neutralized by the external cold air. The properties of woolen garments when perspiration suffuses the body are such that it will absorb the liquid waste and retain the heat until it disappears by evaporation. But as soon as possible after exercise it is well to change to other dry woolen garments, allowing the remaining vapor from the surface of the body to condense in and upon the wool and the heat, which has become latent in process of evaporation is again given off.

Dark clothing is also the best for cold weather, because it more freely absorbs heat than light colored goods. The value of several layers of clothing as compared with a single warm garment should be borne in mind. As a protector against cold a garment should not fit too closely to the body, but should be comparatively loose and easy, so that a layer of air is interposed between it and the skin. A loosely woven material is warmer than one of an opposite character and yet sweaters, now so universally used by cyclists and athletes in summer, are considered the most comfortable garment on the hottest days.

Anti-Vibration Invention.

It is not a great while since the pneumatic tire was introduced to be applied to cycles, and yet how universal its adoption at the present day! It was invented with a view, of course, of giving a maximum amount of elasticity to wheels and consequently its rider. Now these tires have been succeeded by wheels having pneumatic hubs, or naves, of which there have been at least three brought out within the last few months. But the last step has been to make the entire wheel pneumatic. This consists of a flattened spherical chamber filled with compressed air. The outer shell is made of a material which is slightly yielding in itself, but exceedingly tough, so that it is with difficulty broken or cut into. A pair of metallic plates are affixed to the wheel, one on each side, there being an open tube connecting the plates and passing through the center of the wheel. The wheels are eleven inches thick and are proving a great hit.

Now that the L. A. W. will provide for a first-class illustrated weekly publication for its members, the increase in membership will be noticeable.

Dinners and Diners.

To get a club together under one roof there is nothing like a dinner. Members, who are never seen on any of the



His Harvelous

through. This is all very natural and proper, but the odd

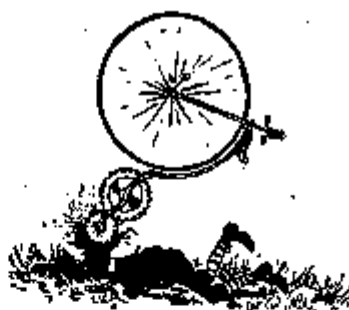
part of the business is, we have never yet met the cyclist who has acknowledged a liking for club dinners; on the contrary, instead of a pleasure, they seem to regard it as an annual infliction, which loyalty to their club compels them to endure. Yet they are neither aesthetes nor dyspeptics; their appetites are above par, their taste for the wine that is red,

or any other color for that matter, quite equal to that of the average youth of the period. It is, therefore, somewhat curious that the many supporters of club dinners do not wax more enthusiastic about the great annual event, when sounded on the matter. We fancy one reason is that they approach the function with a little too much solemnity. They are overawed with a deep sense, not of their own importance, but that of the occasion; whilst those who have a speech on their conscience suffer from a depression that the most reckless expenditure of champagne fails to dispel, and an agitation, that even two helpings of ice- pudding is quite inadequate to calm. Perhaps, also, the grace from the chair gives to some unaccustomed to it a sort of religious touch to the ceremony, and they feel that mirth and all talk above a whisper would be out of place. This may be a fancy flight, but the almost death-like silence, broken only by the "Thick or clear, sir?" of the waiters, and the lugubrious countenances that mark the opening courses of most club dinners, is an absolute fact and reality. With the joints a low murmur is heard, which with the poultry grows into an animated cackle, and by the time the sweets arrive all diffidence has disappeared, and even the victims marked out for speeches for a moment forget their fate, and regardless of the future and its horrors, drink wine with everybody in the most light-hearted manner possible. The success or failure of a dinner depends greatly on the waiters. Our experience of waiters has led us to class them under three headings,—sprinters, tourists, and



Invention,

club runners. The sprinters are terrible fellows, they are always going for some local record, their one idea is pace. In their company it is impossible to enjoy a view of the scenery for any length of time, that is to say of the plate, and it is risky to let go of that article; a moment's inattention on the part of the feeder, and away it is whisked by the speed waiter's hand, and off he rushes to do a fierce neck-and-neck finish to the chef's table with some other excited attendant, bitten with this absurd record-breaking mania. Many a choice morsel, saved for the last mouthful, have we lost in this way. Utter exhaustion is the fate of the man who goes through a dinner under the control of a speed waiter; it is a pace that kills. The tourists err to the other extreme, they are too slow. We had a touring waiter attached to our table the other night. He brought the soup all right, then he went off on one of his country tours, and it was such a long time before the fish arrived that it was commonly believed by our party that he had cycled down the coast for it. After the fish he went camping out somewhere, and was not seen for a long time, and we had to miss one course to get on anything like terms with the other competitors. But it was when he went for the wine he tried us most; he was such an unconscionable time that we thought he was drowned, and when at last he did turn up we failed to recognize him, he had altered so during his residence abroad. This sort of waiter is annoying; one spends half the time looking for him, like a dog that will not follow; but he has one redeeming feature, he



Or, How Willie

allows a splendid appetite being created between the courses. The steady-going club-runner is a model waiter. Like Godolphin, he is never in the way, nor out of the way; he never rushes nor lags, but plods along at a good steady club-run pace, and one gets to the end of the journey in decent time, but perfectly fresh and all the better for the run. All waiters have one thing in common, the nightly sorrow of parting. How it must rack their souls to have to say every evening those pathetic words, "I must leave you now, sir;" but even this dark cloud over their lives there is a silver lining, and occasionally a gold one. All cycling dinners have a comic part which is really funny, but the worst of it is you are not supposed to laugh at it; we allude to the speeches. A volume of verbatim after-dinner speeches by cyclists would be one of the



Got His Hair Cut.

most screaming books ever published; the authors' names would have to be suppressed to avoid suicides. One of the most recent orators we have heard finished up his peroration with a vehement request to the assembled company to drink three hearty cheers. They went for something more moist. The prize distribution is an important item in the club dinner, and is the most cycling portion of the whole performance, the names of the events and the winners, as they are called out, bringing back recollections to many in the room of bright summer days on road and track, and the struggle and joy of hard won victory, or perchance the deep unsaid bitterness of defeat. When the dinner is over everyone concludes it is the best they have ever attended, until the next morning, when some add a rider to the effect

President D. B. Miller, of the Springfield Bicycle Club, is quoted as saying that Sanger, Windle and Tyler will race for his club this year.

R. Phillip Gormully, of the Gormully & Jeffery Mfg. Co., has been appointed Venezuelan consul in Chicago by the president of that republic.

It is expected that a twelve dollar rate from Chicago to Denver and return will be made on the occasion of the National meet of the L. A. W. this summer.

St. Paul and Minneapolis cyclists have won a wonderful place in the table of skating records the past winter. Every one of the American records, from one to twenty miles, stand to the credit of the Twin Cities' men.



that all club dinners are a mistake, and that the drinking of wine that sparkles leadeth to the disquietude of the soul—and stomach.—*English Cycling.*

Brief Mentioning.

Troy, Willis B., will train Zimmerman this year.

Asa Windle will bring out E. C. Bald this season as a world beater.

Paris will have a corks track surrounded by trees to break the wind.

Chicago has an auction house that makes a specialty of disposing of large consignments of wheels.

Zimmerman denies having accepted Johnson's challenge to race for a suitable prize. He says, if Johnson wants to race, to wait until they both enter an open race, and then see what can be done.

The only '93 record alleged in the public press and not claimed at the recent league meeting was that of Sanger's competitive mile at Springfield in 2m. 8 1-5s.

A wind assisted record. How he did it. He set his friends to blow his tires tight, and waited till the gale was blowing fresher; then off he dashed, and thus, like any kite, achieved his aim by atmospheric pressure.—*Wheeling.*

A relay from Washington to Denver is being planned, to be run just before the meet at Denver. It is proposed that each division of the L. A. W. through whose state the route must run, will take care of a share of the distance.

Out at Lincoln, Neb., the Capital City Cycling Club is about to erect a building intended to be used for indoor racing. It will be of corrugated iron and will have a seating capacity of between 4,000 and 5,000. The cost is estimated to be about \$9,500.

THE PNEUMATIC.

Notes of the Business World.

The automatic mud guard will hereafter be known as Shone's automatic mud guard.

The *Irish Cyclist* states that in England, for the year 1893, but two "purely cycling concerns" paid dividends—Humber & Co., 10 per cent., and the Quinton Co., 7½ per cent.

Cyclers who are anxious to increase their income without investing any cash, can do so by mailing their address to P. O. Box 165, New York city. (Please mention this paper.)

C. R. Overman, manager of the Victor Chicago branch, has sent out several thousand handsomely-engraved announcement cards, which extend an invitation to visit the new store and see the 1894 Victors.

Morgan & Wright are making new prize offers for records made on their tires. This was a feature last year and the interest displayed in it prompted the firm to continue with the offers during '04.

Since the event of the Rambler triplet, which has been well received amongst wheelmen throughout the country, the Gormully & Jeffery manufacturing company have had considerable call for a tandem. They will put one on the market within a few weeks, which will weigh fifty pounds, and list at \$200. The machine will be suitable for use by either a lady and gentleman, the lady occupying the front seat, or by two male riders.

In a circular to their patrons, Morgan and Wright say: "There are many improvements introduced in the world which do not improve. There have been patented over two hundred and fifty different devices for clincher or so-called mechanically attached tires. Of these many have not gone beyond the securing of the patent and the public is to be congratulated on the fact. Many others have cost inventors and capitalists every dollar invested therein. Inventors of clincher rims aim to design something radically different in shape from all existing models, simply to the end that all tires thereafter may be of their special pattern, the success of which would result in a monopoly of rims and tires and not in the interests of the person most concerned, i. e., the owner and rider of the wheel."

The Official Road.

Wheelmen consider the Monon Route the official route running to Indianapolis, Louisville, Cincinnati, Nashville, Memphis, New Orleans, etc. The service and accommodation offered on this line to bicycle riders has won for it the patronage of them all.

Town Trade Topics.

An ice bicycle tire is the invention of Mr. Weber of this city.

Clement, Williams & Co. are handling the Imperial wheels in this city.

The Oregon Bicycle Company is a new firm lately started in that town.

Priess has also the agency for the Falcon wheels. It is a medium-priced high grade make.

W. A. Bremer's offer on the inside cover page holds good for fifteen more days. It is a bargain offer.

Charles W. Price, an old Milwaukee boy, has become connected with H. A. Lozier & Co., of Toledo, Ohio.

The Columbia Carriage Company is negotiating with an American maker to purchase 1,000 high grade machines.

The Imperial ladies' machine, handled by Clement, Williams & Co., is built on excellent lines and deserves attention.

The John Mennier Gun Co. will handle the Victor wheels this season. The company also sells the Rambler, Derby and Phoenix.

W. A. Bremer is building racing wheels to order. At present he is working on an 18-lb. racer, for a Foud du Lac wheelman, which is guaranteed to stand the racket.

The factory of the Julius Andrae Cycle Works is kept merrily humming

under the management of Terry Andrae. H. P. Andrae is traveling through the state, while Harry Warner is in the far west. Both are doing a lively business.

The first official act of Charles H. Luscomb, the newly elected president of the league, was the reappointment of Howard E. Raymond, of Brooklyn, as chairman of the national racing board. The position is the most responsible one that the league affords and no abler man than Mr. Raymond could have been appointed. His clear and concise report at the National Assembly meeting won the admiration of everyone. The racing destinies of the L. A. W. rest well in his hands.

STATE OF OHIO, CITY OF TOLEDO, } ss.
LUCAS COUNTY.

FRANK J. CHENEY makes oath that he is the senior partner of the firm of F. J. CHENEY & CO., doing business in the city of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of HALL'S CATARRH CURE.

Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1890.

{ SEAL }

A. W. GLEASON,
Notary Public.

Hall's Catarrh Cure is taken internally and acts directly on the blood and mucous surfaces of the system. Send for testimonials, free.

Sole by Druggists, 75c.

F. J. CHENEY & CO., Toledo, O.

Doings In and Around Wisconsin.

Rice Lake promises soon to have a cycle club.

A ministers' bicycle club is a possibility in Madison.

Hayward will have a half mile cinder track built this season.

Marinette will organize a new cycling club soon, with forty charter members.

The Green Bay Cycle Club has a membership of twenty. E. Alden Arthur is still president.

Ft. Howard can boast of some very good roads and wheelmen are multiplying in that locality.

Frank S. Horner has been elected president of the Madison Cycling club to succeed Ben Park, resigned.

H. C. Higgins, president of the street car company in Marinette, has offered to build a bicycle track in his park in that city.

La Crosse will make application to be included in the National circuit. Ripon also wants it and Milwaukee does not want to be out of it.

Irvin F. Strauss, Ripon, will tender a reception to his friends, at Opera Hall, Tuesday evening, March 27. Dancing will be the feature.

The Merrill Cycling Club is in a flourishing condition. It has twenty-seven active members and prospects for largely increasing the number this spring.

D. H. Pollock & Co., of Beloit, Wis., are very confident that the coming season's business will be good. The number of expectant and prospective buyers is greater this year than last.

D. D. Warner & Co., Madison, had a miniature cycle show at their opening last month. The entire store was prettily decorated and a number of agents with their sample machines were present.

Secretaries of cycling clubs in the state are urged to send to this office the name of their club, number of members, date of organization and list of officers. This will appear in the Wisconsin Division hand book as a directory of the state cycling clubs.

A Racine, Wis., paper says: "Spencer Hall was in Chicago yesterday to purchase material stock for his contemplated bicycle factory, which will be started in the near future. Mr. Hall is known as an expert mechanic, who will undoubtedly succeed in his new enterprise.

The Sun Prairie-Madison 12-mile road race, which is annually managed by the Madison Club, will be run about two weeks after the Waukesha-Milwaukee road event, July 4th. The race will be an open one and the management expect a hundred entries. Last year they had sixty starters.

Henry Bergman, of Appleton, claims the honor of being the first Wisconsin man to ride a bicycle. He was visiting Paris in 1859 and learned to ride the crude wooden wheeled bicycles. The pedals were attached to the front wheel and were not as graceful as the safeties now in use.

"Pleasantable, rideable roads are very scarce in our territory" writes an Eau Claire correspondent, "and that is a very serious handicap to further the interests of cyclers. Still, there is material enough to enthuse half the state on the subject of L. A. W. membership. The subject of good roads is here, if anywhere, uppermost in the hearts of the members."

A Resolution of Censure.

Bob Teamoh, a colored member of the Massachusetts House of Representatives, has introduced into the house the following resolution: "Whereas, the National League of American Wheelmen at their convention in Louisville, Ky., on February 20, in the present year, voted to exclude colored persons from membership in the said organization, which exclusion affects the members of the organization resident in Massachusetts; Resolved, that the general court deprecates the action of the organization above referred to, and regards the enforcement of discrimination of this character as a revival of baseless and obsolete prejudice." This has been sent to the senate, but as it requires a suspension of the rules in both houses to pass a resolution of censure, it is extremely probable that this will not go.

The New League Paper.

The paper that will be furnished to league members will not be the *Bearings*, as many supposed when they heard that the contract had been awarded to the *Bearings Publishing Co.*, but an entirely new, weekly paper, which will be known as the *L. A. W. Bulletin*. The new paper will be the same size as the old *Bicycling World*, but will be printed on far better paper, will be fully illustrated, and will contain all the important news of the day, well written and well edited. Six pages will be devoted to official matter of the league which will include, in addition to the regular amount of addresses, officers' reports, etc., such editorial matter relating to league affairs as will be furnished by the league through Secretary Bassett.

The balance of the paper will be devoted to the riding public, especial attention being given to matters that will particularly interest the league member. Trade topics will be entirely omitted from the new paper, and it will be unique as the only paper that does not devote a large share of its space to free "trade puffs."

The contract calls for the furnishing of the *L. A. W. Bulletin* to every member of the league free, and provides that no other publication shall be sent to league members. A \$30,000 bond is furnished by the successful bidders to provide for carrying out the contract.

Henry Zink, manager of the *Southern Wheelman*, Louisville, Kentucky, has been sentenced to two years in the penitentiary for sending obscene pictures through the mail.

Massachusetts division of the L. A. W. made a net gain of 3,161 members last year, which is 50 per cent of the total increase in the league membership.

Short Paragraphs.

One hundred and seventeen racing men were expelled from the amateur ranks last season for violating the rules.

"How's business, Zim?" asked Berger of the champion at the Louisville assembly. "Oh, pretty fair," he responded, "won \$7 at poker coming down from the east." And his face was wreathed in smiles.

Massachusetts has 251 feminine league members.

About two tons of type are necessary to keep the entire list of L. A. W. names and addresses standing for mailing purposes.

In the future league clubs will be given the preference in granting a sanction for a race meet by the board.

Now that the word "white" has been inserted in the constitution, the south claims, an increase of 5,000 members will result therefrom.

It is predicted that five years hence the chain and sprocket wheel safeties will no longer be. The predictor believes in the perfection of a front driver.

Bearings deserves commendation for its attitude in looking after and supporting the interests of the L. A. W. in so direct and substantial a way. Its recent editorial, urging the southern wheelmen to begin to show their appreciation of what has been done for their interests, must have been decidedly beneficial.

The league membership may have a falling off when the renewal season begins on account of the slight raise in dues, but we are safe to think that it will be but for a short time. What the league will offer in the way of a first-class weekly journal will be a direct benefit that few wheelmen will overlook.

Zimmerman is reported to be looking for a \$5,000 to \$10,000 contest. If he succeeds in finding one who has that amount to put up he will bid farewell to amateurism.

Denverites are hustlers. Already the news has been telegraphed over the wires that the date for the national meet will be from August 27 to September 1 inclusive. Preparations are already under way and if the event is not going to be the most successful one in the league's history, the hustling abilities of Denver wheelmen are greatly misjudged.

Mudguards, which are at one and the same time thoroughly efficient and yet easily attachable and detachable by the merest novice, are particularly desirable in such a changeable climate as ours.

The chain should be adjusted until there is only the slightest possible slackness. Many people fancy that a

loose chain runs the freest. This idea is as erroneous regarding a chain, as it is regarding a bearing. The adjustment of both to a nicety insures the greatest possible amount of efficiency, and minimizes the wear.

Regarding Sanger's mile competitive record of 2.08 1-5, Chairman Raymond says that it could not be allowed, inasmuch as no single detail has ever been sent the racing board and no application made. This mere statement aroused much newspaper comment and the whole thing seemed laughable in the extreme, because they refused to give what was not asked for. Sanger is a man who cares little for glory and would not raise a finger for a record. But Raymond was right in including this in his report because it exonerated him from a possible stigma of unfairness in allowing records.

Look to Your Wheels.

After a few months' inactivity it is just as well to thoroughly overhaul a machine, and even when it is not positively necessary, wise men will still do such a thing, because the overhauling is calculated to produce a sense of security that the rider is making a clear start. If the task is one which is beyond the rider's own skill, it behooves him all the more to hurry up. At present, repairers are not flush of work, but with the first few days of fine weather a change will come. There will be a regular stampede in the direction of the repairer, and, as it is invariably a case of first come first served, why not take time by the forelock?

Score Another for the West.

The Bearings Publishing Company, of Chicago, has been given the contract for the official league paper. This means that the league members will now receive a first class weekly paper free, and that the western membership of the league will be rapidly built up. The Bearings people propose to get out a paper fully as good as their present production and now every league member will feel that he is getting a direct benefit for his money and at the same time supporting an organization which is so needful for the good of the sport.

A Coating for Wood Rims.

Julius Andrae has invented a new metallic compound for coating wood rims and making them waterproof and warpless. The trouble with the wood rim has been that when it gets wet it warps. The Andrae company have been experimenting for some time, and has successfully tested their new process of coating rims. The metallic coating is placed over the wood rim about a thirty-second of an inch thick. The rim thereby becomes absolutely waterproof, and the weight of the coating is so slight that the weight of the wheel is increased by less than half an ounce. The new process of making waterproof road rims promises to become an important feature in the manufacture of bicycles.

THE PNEUMATIC.

THAT
POPULAR
WHEEL



THE STEARNS

H. L. KASTEN & CO., 517 Grand Ave., Milwaukee.

MENTION THE "PNEU."

Spring Overcoats

Spring Suits

Spring Furnishings

- 386 - 388 -

EAST WATER ST.

CHAUNCEY SIMONDS CO.

FOR SALE. A BARGAIN.

Brand new **ARROW** Safety Bicycle, same as was sold all last year for \$160. Scorchier pattern, and, weighs 28 lbs., with best Morgan & Wright tires.

Unsurpassed for strength, lightness, finish and easy running. A bargain for somebody. Price, if taken at once, \$95, cash. Call at or address Room 8, first floor, Old Insurance Building, Milwaukee.

THE PNEUMATIC.

Call or write for Designs and Estimates on Medals or Club Badges.



LEAGUE HOTEL...

ALVIN P. KLETZSCH.
HERMAN O. KLETZSCH.

REPUBLICAN HOUSE

CHAS. F. KLETZSCH CO., MILWAUKEE, WIS.
Proprietors.

BICYCLE HOTEL HEADQUARTERS.

ELECTRIC LIGHT, STEAM
HEAT AND ALL MODERN
CONVENIENCES.

Rates \$2.00 to \$3.50 per day.

THE KLEIN STUDIO....

S. E. Corner MILWAUKEE and
MASON STS.
MILWAUKEE, WIS.

We Photograph Everything
Under the Sun.

PATENTS Procured in the United States
and Foreign Countries. Trade-
marks, designs, labels and copyrights. Send de-
scription, with model, photograph, or sketch, and
I will let you know whether you can obtain a
patent. All information free.

W. E. AUCHINBACH,

MOORE BUILDING, 200-24 "B" STREET,

N. W. WASHINGTON, D. C.

PATENTS

Promptly secured. Trade-Marks, Copyrights
and Labels registered. Twenty-five years ex-
piration. We report whether patent can be
secured or not, free of charge. Our fees are due
until patent is allowed. **Orange Book Free.**
H. B. WILLSON & CO., Attorneys at Law,
Opp. U. S. Pat. Office, WASHINGTON, D. C.

SUNBEAM CHAIN LUBRICANT

A CLEAN and EXCELLENT Cycle Chain Lubricator.

IT IS ONE OF THE PSW CYCLE SUNDRIES THAT WHEEL RIDERS CANNOT BE WITHOUT.

DEALERS and JOBBERS Write for SAMPLES and PRICES.

MENTION THE "PNEU."

JULIUS ANDRAE, MILWAUKEE, WIS.

No Time Like the Present

...TO LOOK TO YOUR...

CYCLE REPAIRING

We are equipped to Repair and Remodel your
machines in a skilled manner. We do our own
Re-enameling and Re-nickeling.

MERCURY FLIERS

...Our Own Build...

13 LBS. Special Track Racer. Guaranteed. Price \$160.

19 LBS. Road Racer. Guaranteed for Road Use. Price \$135.

B ROADSTER. Weight 22-24 lbs. Guaranteed. Price \$125.

(MORE ABOUT THESE MACHINES LATER.)

REITZNER - PRICHARD CYCLE CO.,

444 National Ave., MILWAUKEE, WIS.

MENTION THE "PNEU."

DR. W. SCHLAGER, 95 WISCONSIN ST.
MILWAUKEE.

DENTIST

CROWN and BRIDGE WORK a Specialty. Vitalized Air.
TEETH EXTRACTED WITHOUT PAIN. Teeth Filled Without Pain
by a New Method. All Work Guaranteed.



DON I OBTAIN A PATENT? For a
prompt answer and an honest opinion, write to
H. B. WILLSON & CO., who have had nearly fifty years
experience in the patent business. Communications
strictly confidential. A hand-book of in-
formation concerning Patents and how to ob-
tain them sent free. Also a catalogue of mechan-
ical and scientific books sent free.
Patents taken through Munn & Co. receive
special notice in the Scientific American, and
thus are brought widely before the public with-
out cost to the inventor. This splendid pub-
lication weekly, elegantly illustrated, has by the
largest circulation of any scientific work in the
world. \$5 a year. Sample copies sent free.
Building Edition monthly, \$2.50 a year. Single
copies, 25 cents. Every number contains beau-
tiful plates, in color, and photographs of new
inventions, with plans, enabling builders to show the
latest designs and secure contractors. Address
MUNN & CO., NEW YORK, 361 Broadway.

\$18.00 Will Pay

For the Remodeling of your Solid or Cushion Tired Wheels to any style of Pneumatic Tires, including Re-enameling, etc.

THIS EXTRAORDINARY OFFER will save you dollars if accepted now or before the 1st of April, 1894, and,

WHAT'S MORE, you need not pay for it until April 1st. This will enable you to have your bicycle ready to ride or sell when spring comes.

WE DON'T WANT MONEY, but to keep our men employed and avoid the rush during the riding season, any work sent now may be left until April, to be paid for when taken away, or C. O. D. when ordered returned. Storage free.

THIS OFFER IS GOOD on all repairing and we pay freight both ways on work amounting to \$5.00 or over.

Is anything wrong with your Bicycle?

Has it Solid or Cushion Tires? We can alter it and fit pneumatics, so you might think it originally made for them.

Are the Direct Spokes Troublesome? We can put tangents in place of the straight ones.

Do you want a pair of the New "Wooden Rims," which are so wonderfully light and strong?

Do you want New Tires of any kind, or a new Inner Tube, Valve or Outer Case for the old ones?

Do You Want your machine re-enamelled or nickered equal to new? It will sell quicker and for better price.

Dealers or repairers who lack facilities for difficult work, should take advantage of this offer.

W. A. BREMER,

530 East Water St., Milwaukee, Wis.

MENTION THE "PNEUM."



7 SUPERBLY EQUIPPED 7
FAST TRAINS

MILWAUKEE AND CHICAGO

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. NEWMAN, Third Vice-Pres. J. M. WHITMAN, Gen'l Manager. W. A. THRELL, Gen'l Pass. and Ticket Agt.

FOND DU LAC

OSHKOSH

NEENAH

MENASHA

CHIPPEWA FALLS

EAU CLAIRE



PULLMAN SLEEPERS

CITY
TICKET
OFFICE

100 WISCONSIN STREET

ST. PAUL
MINNEAPOLIS
ASHLAND
SUPERIOR
DULUTH

Fairmount Printing Ink Works

J. K. WRIGHT & CO.

Manufacturers **PRINTING INKS**
ALL COLORS

CHICAGO BRANCH: 115 Franklin Street.
MAX GETTINGER, MANAGER.

FACTORY: 26th and Hare Streets, PHILADELPHIA, PA.

HAVE YOU SEEN THE '94 "Imperial" **MODELS?**

They are Wheels of Marvelous Construction.

"Imperial" REGISTERED TRADE MARK	Bicycle, Model J, (Roadster) Weight 32 lbs.	Price, \$125.00
"Imperial" REGISTERED TRADE MARK	Bicycle, Model K, (Roadster) Weight 31 lbs.	Price, \$125.00
"Imperial" REGISTERED TRADE MARK	Bicycle, Model L, (Ladies) Weight all on 35 lbs.	Price, \$125.00
"Imperial" REGISTERED TRADE MARK	Bicycle, Model M, (Light Roadster) Weight 27 lbs.	Price, \$135.00
"Imperial" REGISTERED TRADE MARK	Bicycle, Model N, (Racer) Weight 22 lbs.	Price, \$150.00

There are none better than

"Imperial"
REGISTERED TRADE MARK **WHEELS**

Skilled Imported Mechanics build them.
They combine Strength, Beauty and Durability.
SEND FOR CATALOGUE.

Clement, Williams & Co.

AGENTS FOR MILWAUKEE AND THE STATE.

Mention the "Press." 426-430 Broadway, MILWAUKEE.

1894 EAGLE WHEELS

ALUMINUM RIMS MAKE LIGHT-RUNNING WHEELS.

The Only Perfect Light-Weight Rim that has stood a Season's Test.

Catalogues on Application.

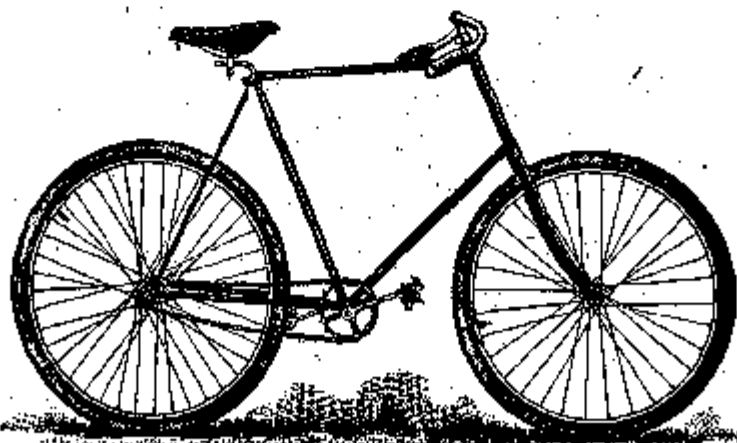
**EAGLE-
ALTAIR**

--No. 7--

Weight 30 lbs.

STEEL RIMS

--\$115.00--



**EAGLE-
ALTAIR**

--No. 6--

Weight 25 lbs.

ALUMINUM RIMS

\$135.00

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

MENTION THE "PRESS."