

THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

WISCONSIN No. 1.

VOL. V.

MILWAUKEE, WIS., APRIL, 1894.

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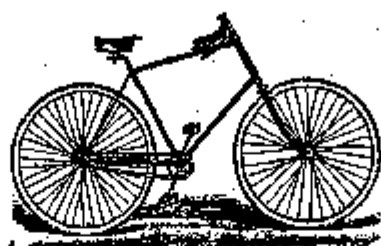
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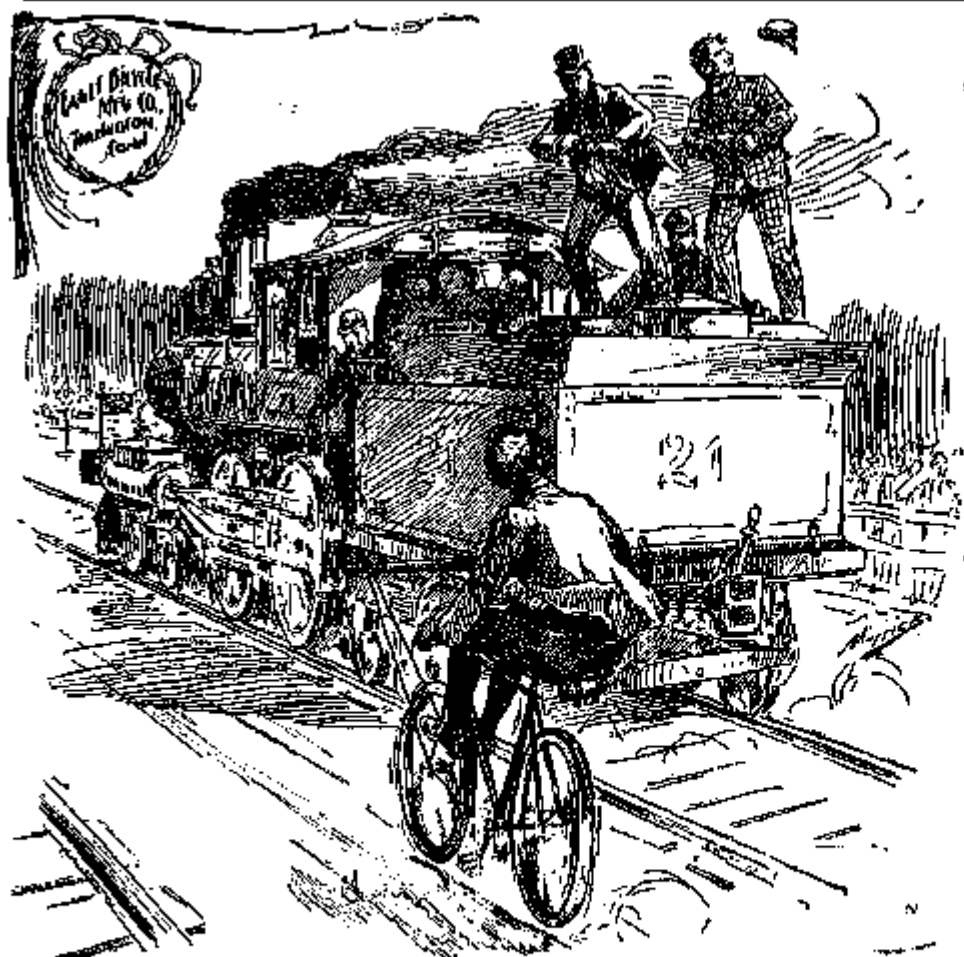
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ENTERED IN THE P. O. AT MILWAUKEE AS SECOND CLASS MATTER.

ADVERTISING.

THE PNEUMATIC is the only cycling paper thoroughly covering the territory in Wisconsin, Minnesota and Northern Michigan. It reaches the homes of individual riders as well as the dealers, and is recognized as a paper which concisely covers all the doings in cyclingdom. Advertising rates on application.

M. C. ROTIER, Editor and Publisher,
305 East Water Street, 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?

What the New York "Sun" is to Metropolitan Journalism, is THE PNEUMATIC to cycling literature.—Chief Consul A. C. Morrison, Milwaukee.

Entering the Third Year.

Fairly and well has the cycling public dealt with THE PNEUMATIC during its course over the troublous sea of journalism and with this issue we pen our third anniversary greeting with a feeling of security that it has passed the critical period of its existence, bidding well toward an advancing career.

Progress is the order of the universe and it has been our policy to keep in line with it and, perhaps, occasionally, we have gone a step or two in advance. And our progress has not been a spasmodic one. We have not sputtered and fallen by the wayside. From a wee infant in swaddling clothes the paper grown to a shouting, healthy boy in respectable dress.

We have been, are and always will be conservative, but never tardy.

Twice within the past two years we have made an advancing move. The first was when we secured our own plant, thus giving us an opportunity of producing the finest sheet, in point of mechanical arrangement and typography, of any of the cycling papers published. The other was the "clothing of the infant" in a handsome cover, besides expending more money in illustrative work.

Editorially, we have always endeavored to render each succeeding issue more complete and more worthy of the indulgent reception with which the paper has been favored.

CYCLISTS who have the sport at heart and are desirous of doing their share toward securing good roads, should seek membership in the League of American Wheelmen without further delay. The advantages to be enjoyed are many. Application blanks may be had by calling at our office.

NOW that the smoke of the contest on the negro question has rolled away and the Massachusetts legislature has had time to immortalize itself by a jingo resolution condemning the league for its action, it has been ascertained that there are but twenty-three "colahed gen'men" in the entire state who belong to the L. A. W.!

PRESIDENT LUSCOMB, in a speech at a New York meeting, made a home hit when he said: "What would you think of a man who would go out with friends and allow them to treat him continually, without reciprocating? He is like the wheelman who lets his neighbors pay money into the League of American Wheelmen's treasury, to fight for better roads, wheelmen's rights and privileges obtained, and then says: 'Why should I join? All this good work will go on without my money.'"

SO FAR, the cash prize league has evinced no visible signs of revival. It has, we believe, as was predicted in a previous issue, met its fate by the adoption of class B by the L. A. W. The N. C. A. had anticipated all along, since it was first organized, a general cleaning out of the speckled amateurs, thus giving it an opportunity to gather in the stray ones. But the anticipation was short-lived by the provision in the amateur rule for makers' amateurs. The sad feature of the whole thing is that the ex-cash riders are now totally left, not being able to get back into the fold.

THE formation of the Associated Cycling Clubs in Milwaukee has caused a good deal of comment among the wheel riders, and to many it looks as though a great deal of trouble is brewing because of the Milwaukee Wheelmen not being in the association. So far, all things are running very harmoniously and the association is doing nothing which may conflict with the annual programme of the club which is not in the association. This shows the wisdom displayed by its officers and so long as deliberate consideration is used by such level-headed men as control both organizations there will be no trouble forthcoming.

COXEY, with his band of nearly 5,000 men, is nearing Washington, with a view to persuading congress that the best interests of the country will be served by the expenditure of \$500,000,000 for road improvements. His plan is not only to establish a net-work of good highways in the United States but to give the thousands of unemployed men in the country something to do. It is clear that the move is an extremely radical one and that it will not result in attaining what is wanted, yet the two principles

are commendable and we must pat Coxe on the back and give him credit for being the promulgator of an advancement, the fundamental ideas of which are correct, and thank him for the wide advertising he has given the road improvement cause by setting the tongues of the newspaper press to wagging. Good, bad or indifferent, anything about our roads helps us in our work.

THE Agricultural Department has issued a circular letter to be sent to all railroad presidents in the United States, offering suggestions for their co-operation in the good roads movement. Many of the railway companies have made concessions in transporting road materials, ranging from half rates to free carriage. Others have offered to carry the freight at bare cost of hauling whenever a general improvement is undertaken. It is suggested that the latter plan be generally adopted. The method of computing the cost, it is cited, could be defined and a board constituted for adjusting the rates to be granted in accordance with local conditions. The circular says: "Such a combined concession would be of immense value to the public, while it would involve little actual expense to the companies, and its bare announcement would do more to advance the road movement than years of purely educational work. It would be an inspiration to prompt action by state and local authorities throughout the Union. Should anything in the state or national statutes be found to inhibit such discrimination in rates, the legislative authorities would, no doubt, quickly remove the obstacles in the interest of the public welfare."

The Touring Wheelman.

In touring, wheel riders must appreciate what the League of American Wheelmen has provided for them. In the country, this organization is gradually accomplishing an improvement of the highways through legislation and compelling the authorities to put up sign-posts at every crossing, directing the stranger to the point he desires to go. Moreover, by compact with the leading hotel in each town, it economizes for its members, their patronage being guaranteed upon specified terms—about 25 per cent. less than regular rates. As wheelmen nowadays so greatly abound, the landlords profit by this arrangement no less than their favored guests. No matter how covered they may be with the mud and dust of the roads, their tickets of membership at once distinguish them from common tramps and the doors are thrown wide open to them and they receive all the attention of a lord.

The little pasteboard ticket likewise wins the tourist's way into the hospitable club houses and even homes of otherwise strange wheelmen. No rider can afford to ignore these privileges offered.

Potter's Good Roads Library.

A surprise has been sprung by Isaac B. Potter, former editor of *Good Roads*, by his announcement that he will edit and publish a new magazine and call it *Potter's Good*

Roads Library. To many who have felt that Potter was unjustly treated by the executive committee of the L. A. W., this news will be welcome, while a few, there is no doubt, are gulping it down and redoubling their efforts to their own prescribed work.

Readers, generally, will be glad to know that they can now continue to enjoy the bright writings from the pen of Mr. Potter, and feel glad to know that the excellent work begun by him some years ago will now receive renewed and increased attention.

From a circular letter from Mr. Potter, concerning his new publication, which is to appear about May 1, we extract the following:

"Let me say at the outset that my new publication is entirely distinct in its character from *Good Roads* magazine, and is in no sense intended to be hostile to that publication, but rather to aid the work of the L. A. W. by supplying a series of practical pamphlets in handy form, in answer to a demand which has been urged upon me by many correspondents within the last two years.

"As soon as President Luscomb has named his new committee on improvement of the highways, it is my purpose to tender that committee 5,000 copies of the first number of this publication to aid them in their committee work, and to supply to all league officers and members, at a nominal price, such quantities as may be required for work in different states."

The Prosperity of the N. S. C. C.

The North Side Cycling Club has just closed a contract for the rental of a new home for its members. It is a large three-story red brick building located on Reservoir avenue, between First and Second streets.

It has a large frontage, with a fine lawn and altogether a very home-like appearance. At present the interior of the building is being remodeled, suitable for the club's use. The first floor will be built for the occupancy of a janitor and a wheel storage room;

the second floor for a meeting hall (30x45 feet), two parlors, library, billiard room and office; the third floor will be used exclusively for a gymnasium, having a ceiling twenty feet high; this floor will also contain the bath room which provides for three showers and three tubs. The building will be ready for occupancy by the first of May. The club will put on a racing team this year and a trainer has been secured. The club-run schedule has not yet been made out, but the century run will be made a feature, giving a handsome gold medal to each centurian.



CLUB MONOGRAM.



CENTURY MEDAL.

THE ASSOCIATED CYCLING CLUBS.

The Organization Perfected—its Platform and Plans for the Season—Sketches of the Officers.

The Associated Cycling Clubs, of Milwaukee, has now become a reality, and while it does not embody the Milwaukee Wheelmen, the strongest club in the city, it still can bear the name adopted, for it comprises three cycling clubs, the North Side and Mercury C. C.'s and the Bay View Wheelmen.

The new organization was perfected on the evening of March 18. The following officers were elected: Gus Simmerling, president; Gerhard Aussem, vice president; Oscar F. Thieme, secretary; Alexander Bunke, treasurer.

The constitution adopted is an excellent one, its objects being:

1. To encourage friendly relations between the cycling clubs of Milwaukee.
2. To secure concerted action of the clubs of the association in matters of mutual interest.
3. To promote and encourage the amateur racing interests of Milwaukee.
4. To protect the rights granted the wheelmen by the laws of the city and state.
5. To encourage such local legislation as may be beneficial to wheel riders.
6. To extend appropriate courtesies to visiting wheelmen.
7. To restrict and discountenance Sunday racing in all its forms.
8. To be governed in all matters by the rules and requirements of the League of American Wheelmen.
9. To promote social intercourse among wheelmen and the clubs.

With a platform like the foregoing and a strict adherence thereto, this Association can not help but be a credit to Milwaukee and the cycling sport.

Its officers are displaying a deal of energy in its management and its success is assured if harmony prevails.

Committees have been appointed as follows:

Racing board—Gerhard Aussem, North Side Cycling Club; Frank James, Bay View Wheelmen; Gus Simmerling, Mercury Cycling Club; J. E. Reiter, North Side Cycling Club; G. J. Walters, Bay View Wheelmen.

Committee on Agitation of Good Roads—W. F. Kaiser, Mercury Cycling Club; George Seeley, Bay View Wheelmen; A. Bunke, North Side Cycling Club.

Committee on Social Intercourse—O. F. Thieme, Mercury Cycling Club; George Walters, Bay View Wheelmen; G. Aussem, North Side Cycling Club.

Press Committee—Alexander Bunke and Oscar Thieme.

The committee on Good Roads and Street Improvement is an important one. They must be alert in calling the attention of the proper officials to all defective roads and streets in the county and city, and if the proper officials see fit to ignore it, means must be found whereby the public will be enlisted to obtain their ends.

The dates allotted to the three clubs in the A. C. C. are as follows: North Side Cycling Club, June 16, Cedarburg to Milwaukee; Mercury Cycling Club, July 21, Racine to Milwaukee; Bay View Wheelmen, Aug. 18, Racine to Milwaukee.

The other delegates represented in the association are: W. F. Kaiser, of the Mercury Club; Frank James and G. W. Walter, Bay Views, and J. E. Reiter, North Side Club.

At the last meeting it was enacted that all the club runs would be run jointly, including the annual century run, but that each body be controlled on the road under its respective club officers. It was also decided to make application for one date, August 6, to H. E. Raymond, for the national meet, which has already been done through Secretary Thieme.

SKETCHES OF ITS OFFICERS.

President Simmerling is one of the most active members of the Mercury Cycling Club, which he organized in 1891. He was its first president and was again elected to that office in 1893. He was the prime mover in the organization of the A. C. C. In addition to being president of the A. C. C. he is chairman of the Mercury Club's racing board, and a member of its board of directors.

Vice-President Gerhard Aussem hails from the North Side Cycling Club, having served as its president since the club was organized in 1891 until the end of 1893. He now holds the position of chairman of the racing board of his club and is an active worker on various committees. Mr. Aussem is a product of Madison, having been born in 1867, but at an early age

came to Milwaukee where he has grown up to be a prominent businessman of the North Side. His interest in cycling matters in general has made him a popular and respected man among wheelmen. He is of the firm of Becker & Aussem, well-known shoe dealers on Third street.



GUS SIMMERLING.



GERHARD AUSSEM.



OSCAR F. THIEME.



ALEX BUNKE.

Secretary Oscar F. Thieme, although not so widely known in the cycling world as his brother officers, is an active and intelligent worker in everything that pertains to the sport and his election to the office can be considered a fortunate thing for the Association. Joining the Mercury Club last year, he was soon elected its secretary and when his term expired a short time ago he was re-elected. He is the Mercury club bugler and a member of several of the committees of the A. C. C. In connection with all this he is a staunch worker for the interests of the League of American Wheelmen.

* *

Treasurer Alex. Bunke is also one of the prominent men of the North Side C. C. He is a man of sterling ability and in whatever position he is placed makes an admirable and intelligent worker. His appearance and general manner would deceive one as to his age. He is forty years old but has the spirit of a young boy. Many who know, have attributed this remarkable youthfulness in him to the effects of the bicycle. He is a well-known dealer in footwear, having been in business for seventeen years. His enthusiasm in cycling matters knows no bounds. At every club and century run he is the life of the party.

A Benefit Performance.

The recent destruction by fire of the Davidson theatre, which resulted in the terrible loss of nine lives from among the ranks of the brave firemen, has prompted the Milwaukee Wheelmen to repeat their minstrel performance at the Academy of Music, the entire proceeds of which will go to the relief of the destitute families of the dead heroes. From the fact that on the last performance the club cleared about \$460 and that with an expense of nearly \$300, it is safe to estimate, considering the free use of the Academy which has been tendered by Mr. Brown for this occasion, that at least an even \$500 can be turned over to the sufferers.

The minstrel show in itself will, if anything, exceed the former one. Many new features will be added and all new "gags" will be sprung. The Misses Hutchings and Daisy Folsom have agreed to appear in a specialty called the "rag dance." It is a typical southern dance and those who have ever seen the young ladies dance will look forward to this as a pleasant feature of the entertainment. The entertainment committee have the show in charge again.

Under no other circumstances would this performance have been repeated, all the boys being timely tired of it all, but, as President Hutchings remarked: "It did me good to see the boys jump right into the scheme with such alacrity, considering that they have hardly been given a rest for two months past." The work of preparing for such an event can scarcely be realized by the uninitiated.

The date has been set for May 10.

Kanegora Negaye, the Jap, a popular little wheelman among the boys, did a very clever act at the Academy in a wrestling match with himself.

Wheelmen's Minstrel Show Jokes.

"Say, Henry, why is the Kuenstlerheim like a bad dollar?"

"I don't know. Why?"

"Because you can't pass it."

"Why don't the wheelmen support 'Scotty' Dore as a candidate for alderman?" "Why, he's not a member of the club," said Interlocutor Andrae. "No, but he's got a wheel just the the same," responded Tambo Wood.

Bones Herman Black was seized with an alarming fit of choking all of a sudden. "I've swallowed half a dollar," he said.

"Why don't you consult a doctor?" advised the interlocutor.

"I don't want a doctor," he said.

"I want Dist.-Atty. Hammel."

"Why, how's that?"

"I've heard folks say Lawyer Hammel can get money out of most anybody," answered Black triumphantly.

Tom Ramsey, who is running for alderman, got the benefit of a joke.

"He walked eighteen miles in his sleep the other night," said Tambo Wood. "He doesn't care if he's defeated. He can go on the police force."



Only a Dream.

Other gags were sprung on J. P. Schubert, who was said to have objected to being assigned a dog's seat for the performance, because he was given seat K 9; on Charlie Lush, who was reported to be writing a play and introducing a cyclone scene in order to bring down the house; on the A. P. A., which was called the Apple Peddlers' Association, etc., etc. There were gags for all kinds of people, and they were received with an amount of appreciation that spoke volumes for the popularity of the Wheelmen.

The Racine-Milwaukee Event.

The Mercury Club will hold an open handicap road race, July 21, from Racine to Milwaukee. The start will be made at Racine on State street, near the bridge, at 3 p. m. The course is estimated to be about twenty-three miles, passing through South Milwaukee and St. Francis and finishing on the corner of Kinnickinnic and Lincoln avenues. It is expected the former avenue, on which the riders will finish, will be newly paved by that time from the limits of the city, thus making an excellent finish. This course can be made a famous one and Chicago riders will largely swell the number of starters. Train accommodations from both Chicago and Milwaukee will make the hour set very convenient.

The handicap limit has been set at fifteen minutes. Twenty entries are already in the hands of the chairman of the racing board, Gus. Simmerling.

"Colonel" Andrae.

It is the natural inclination of everyone to see the great men of the earth. Among the cycling fraternity the inclination becomes more expressive when applied to cycling celebrities.



We have our great men in America; not a city but which can boast of a few, and Milwaukee has a son who is well classed among them. Any one, who has but once met him, cannot fail to recognize, in the accompanying half-tone, the portrait of "Colonel" Henry P. Andrae, but to those who have not as yet had the good fortune to

meet him, we present this opportunity of getting a glimpse of him in picture and sketch.

Tall, well-proportioned, with a form and appearance commanding, and an intellect, sharp, penetrating and bright, H. P. Andrae has long become recognized as the "chief director" in cycling matters; nor is his reputation and highly respected standing merely a local one. In the east and west alike he is familiarly known as a man of remarkable business ability. Locally, while he is respected for this quality, his undivided, impartial and earnest efforts in behalf of the sport and its followers, has won for himself the admiration of all. This year he is chairman of the racing board of the Milwaukee Wheelmen, taking the place of Fred Schroeder, who so ably carried the reputation and fame of the club to the front in racing matters in previous years.

Andrae has well been styled the Colonel Pope of Milwaukee. He is not only the most popular wheelman by actual vote, but is virtually the father of everything pertaining to cycling in Milwaukee and the cycling landmark of the city.

Your L. A. W. Membership.

Every league member's membership expires April 31. Send in your renewal to the secretary, Abbot Bassett, 12 Pearl Street, Boston, Mass. With the many new recruits and a full renewal list Wisconsin can easily reach the 1,000 mark in membership. Blanks, etc., can be secured from your local consul. The dues are one dollar a year. Fifty cents extra for the weekly *L. A. W. Bulletin*. Renew now.

Grand Parade to the Home.

The Decoration day run to the Soldiers' Home, under the auspices of the Associated Cycling Clubs of Milwaukee, will be an appropriate novelty. All the wheelmen in Milwaukee and vicinity have been invited to fall in line, and a large attendance is expected. With all the wheels and perhaps all the riders decorated with flags and bunting, the procession ought to be a very pretty and inspiring one. The procession will start at the Washington monument on Grand avenue. At the Soldiers' Home appropriate exercises will be held and commemorative addresses delivered by well-known wheelmen and Grand Army men, among the latter Colonel C. K. Pier. The Sons of Veterans will join the wheelmen in the exercises at the Home. All of the wheelmen will carry flowers and flags with which to decorate the graves of dead heroes. All who take part in the run will be provided with A. C. C. badges.

The Waukesha-Milwaukee Event.

The Milwaukee Wheelmen are making preparations in earnest for the Waukesha-Milwaukee road race on July 4. The wheelmen intend to wholly outdo past efforts in the matter of presenting a valuable list of prizes. The racing board which has in charge soliciting for prizes, of which Colonel H. P. Andrae is chairman, has already arranged for several valuable trophies and in a few weeks hopes to be able to announce the entire list. Everything indicates that this year's list of entries and the number of starters as well will be at least one-fourth larger than last year. Regarding the matter of having the finish on the State Fair Association's track, that is yet an uncertainty. While many hold that it would be an excellent plan to seat the spectators and have a full view of the grand finish, others believe that owing to the distance from the city the race would not be witnessed by as many spectators, besides the difficulty of getting to and into the grounds for the racers would make it impracticable.

Junior Cycling Club.

A new bicycle organization was perfected last week, the name of which is the Junior Cycling Club of Milwaukee, formerly known as the "Little Push." The membership roll of this club promises to be large, there being thirteen members present who signed the articles of association. The following officers were elected: President, E. J. Dahinden; vice-president, Harry Greene; secretary and treasurer, W. O. Thomas; captain, Henry Schmitz. After the transaction of business the club was entertained by Mr. Greene at luncheon, after which a musical and literary programme was rendered by the members. The Junior Cycling Club has secured permanent club rooms, centrally located and handsomely furnished, at 216 Grand avenue.

Teacher—"What part of speech is 'but'?" Michael—"But is a conjunction." "Correct, now give me an example of its use." "Sec the goat but the bicycle. But connects the goat and the bicycle."

Momentary Meditations.

A tri-state meet will be held at Asbury Park, July 13 and 14, by the New Jersey, New York and Pennsylvania divisions. It has been said, inadvertently perhaps, that the holding of this meet has been prompted by those who were unsuccessful in their attempts to swing the national meet their way away from Denver.

* * *

Dai H. Lewis, who took his paper, the *American Wheelman*, from Buffalo to New York, and there organized a company, has, it is whispered, been forced out of the corporation by the combined efforts of the rest of the staff. Whether true or not, the fact remains that he is out and back to Buffalo, establishing a new paper called the *Cycle Record*.

* * *

At last the Stearns people and the St. Louis concern of the lengthy name, have come to an agreement as to the fifth judge in the contest regarding the relative merits of their wheels. To a disinterested observer the "contest" appears to be intended as a mutually beneficial advertisement and that the "contest" may be a draw.

* * *

A wise yet unconstitutional action by the league has been to place the annual dues back to one dollar and allowing it to be discretionary with members to subscribe or not for the official league bulletin, at fifty cents a year. While this announcement of President Luscomb does not conform to the action taken at the National Assembly, still it bears the support of almost every delegate who attended. Since the Assembly many unforeseen things have transpired which makes it imperative that this reduction in dues shall be made. And yet, in order to receive the weekly *L. A. W. Bulletin*, as it is now published, members are obliged to pay an extra fifty cents; but this is optional, and the league dues without the paper remains at one dollar a year.

* * *

Walking is advocated by many of the foremost racers as a very great aid in training.—*Spokes*. Yes, for walking matches.

* * *

Frank A. Lenz, the famous rider who is now putting a girdle around the earth after the fashion of Puck in "Midsummer Night's Dream," though at a noticeably less rate of speed than was used by that pioneer globe trotter, who did the circuit in forty minutes, is now pushing his way over the hills of Beloochistan, a small neck of land lying between India and Persia, inhabited by various semi-barbarous tribes. Lenz's lot is a hard one, but his hardy nature is proof against it.

* * *

Incidentally, we would suggest that the handicaps of a road race of such importance as the Waukesha-Milwaukee event on the Fourth of July should be made known and published much earlier than heretofore, closing the entries

at least ten days before the event. Also, that not a scintilla of suspicion may rest upon the Milwaukee Wheelmen, a paid handicapper should be selected from among the wheelmen who are not members of a club.

* * *

The position in which Isaac B. Potter, ex-editor of *Good Roads*, is in, is not an envious one. His removal from that position by the executive committee of the L. A. W. has left a blot upon his career which should rightfully never have been placed. While it is true that the salary which he received as the editor of the magazine was too large for the work to be done, it was the expressed wish of the Assembly that he remain and retain the position he had so meritoriously filled. His suit against the league for the recovery of some \$1,200, which was loaned to the league by him, will prove to be a case of unusual interest.

* * *

Many who are familiar with Arthur Augustus Zimmerman disbelieve the report that he contemplates a removal into the professional cohorts. They claim that Zim don't care much for money and that the spoils offered in class B races will be of sufficient value to retain him.

* * *

It is understood that the wheelmen of the dusky color will retaliate on their fair-skinned brothers by organizing a league from which white men, in general, and Kentuckians in particular, shall forever be barred. Colonel Watts and his retinue have not yet been heard from as to how bad they feel about the matter.

* * *

It is sad to relate and contemplate, but the fact stares coldly at us. The dear old road race course to Pullman has been abandoned. What will cycling in Chicago seem like without this classic event! What memories it recalls to the old guards. 'Tis true the course was rough, winding and stony, but what of that. The more the fun and dearer the associations with it. Yet, with it all, a grander and larger race can now be expected over the new course selected and the young scorchers wanted it.

* * *

The good roads movement in Wisconsin has been opposed by the chief beneficiaries of good roads and betrayed by the politicians on more than one occasion, says the *Milwaukee News*, but constant and increasing pressure on the state legislature will surely soon force that body to take the action desired by the good roads army.

* * *

Chairman Raymond, of the racing board, has made known his decision regarding the effect of classes A and B on road racing and that riders of either class may mingle without contamination for anything short of cash prizes.

* * *

It all comes back to me again. Sweet shades of memory! What pleasant recollections of sights and reminiscences are recalled by the perusal of a book which has lately come to

my desk, entitled "Midway Plaisance." It seems that I am again among the visions of foreign loveliness in female garb, or in one of the villages gazing with intense interest at the surroundings and habits of the villagers. The hindoo jugglers, the scenic theater, Hagenbeck's circus, towers and castles, all come before me again as I read the interesting narrative of Ebenezer Slimments (A. J. Dockarty), an innocent youth from the Green Mountain state, who, with his ma, "did" the "Midway" from A to Z and narates it in "homespun" language. The book contains 260 pages, well illustrated and is published by the Chicago World Book company.

It was my pleasure the other day to meet "Senator" Morgan, of the *American Wheelman*, New York, right here in our quiet little burg of beer. I was delighted, and in behalf of our local cycling world thanked him for his consideration in paying us a visit. You know the "Senator." Everybody knows of him. He is not only the greatest cycling scribe in the country, but was once, in ye old days, one of the greatest professional racing men on both sides of the herring pond. He is a pro. yet, for that matter, but does not race any more. While conversing on many things, he expressed a desire to meet the composer of "After the Ball," Charles K. Harris. Repairing to his office it was our good fortune to find him disengaged and after presenting the "Senator" and Mr. Harris, of the Syracuse Cycle Company, we sat down and the conversation drifted to one of Chas. K.'s latest productions, "Since Katie Rides a Wheel." "Do you know, Mr. Morgan," began Charles K., "that the wheelmen of the country are the most unappreciative lot of individuals I have ever met in all my born days?" The "Senator" laughed, thinking that this expression was elicited by the fact that the song did not have a big sale, but still responded: "No, why?" "Well sir," resumed Harris, "I have sent over a t-h-o-u-s-a-n-d copies of this song to the different cycling clubs in the country, and I did not get one—single—solitary acknowledgment of the receipt of my song from the whole shooting-match!" The famous author spoke very disparagingly of Milwaukee as a town of business, but dwelt on the quietude of the city to live and sleep in, especially the latter, saying, in conclusion, "In fact, the town is so sleepy that you can sleep here all the time without being disturbed." This brought forth a loud burst of hearty laughter from the "Senator" and having expressed his pleasure of having met him we departed and wended our way out to bid each other adieu.

Good Roads Magazine.

Sterling Elliott, the new managing editor of *Good Roads*, says the first publication of the magazine under the new management will be out about April 16. The style, arrangement of matter and editorial writings will have a characteristicness about them which, we dare say, will make the periodical quite novel. The subscription price of it will be fifty cents a year to league members and one dollar to ordinary mortals.

President of the North Side Club.

One of the popular wheel-riders of the North Side Cycling Club is A. C. Runkel, junior member of the firm of Runkel & Runkel, lawyers. Mr. Runkel is a graduate of the law

department of the University of Michigan. Receiving his diploma in 1879, he was admitted to the supreme court of Michigan. Leaving there he came to Milwaukee and now is thoroughly established in a healthy law business. Although a bicycle rider of but a few years he won innumerable honors in road racing events, chief among them being fifth place in the Wau-



kesha-Milwaukee event of '92, fifteenth place in the great Pullman of '93, and second time and second place in the Thiensville-Milwaukee club race. He was a valuable rider in the Fond du Lac to Milwaukee relay ride last summer and is always ready to assist in anything the wheelmen undertake.

He is thirty-five years of age and has lately become one of the incorporators of the new Milwaukee Bicycle Company. Last January he was unanimously elected to the president's chair of the N. S. C. C. and is ably performing his duties.

Its Ninth Anniversary.

April 27 the Milwaukee Wheelmen will celebrate the club's ninth anniversary. All the members of the other clubs and their friends are to be invited to take part. The club house will be too small to accommodate all who will be present, and to insure plenty of room the Recreation hall has been engaged. The celebration will consist of a literary and musical programme, followed by dancing. Anniversary observances by the wheelmen have always proved to be enjoyable affairs, and the coming one will be in keeping with the others.

President Hutchings, of the club, will make a short address, and A. Cressy Morrison, Chief Consul of the Wisconsin division, will deliver a ten-minute speech on the advantages of being a member of the league.

At the Philadelphia show: Journalist—"You fellows say you've not seen anything new at the show. Why, I've just seen something I never saw before; nor you either—"

Chorus of interested scribes—"What's that?"

"A rear wheel. Who ever saw one before?"



Those Bright Bicyclettes.

Only the brightest of bicyclettes
Sailing over the city setts,
Only a maid with a pensive air,
Only a bell with a blatant blare.

Only a citizen grave and neat,
Who tried abruptly to cross the street,
Only a clang and a maiden's prayer,
Suddenly mixed with a manly swear.

Only a citizen grabbing her dress,
Who wouldn't let go till he made her confess
Where was her residence, what her name,
And whether she oughtn't to bear the blame.

Only a maiden, but one whose wits
Were more than a match for the portly cit's;
"I'll write my name," she remarked aloud,
"But never speak it before the crowd"

Only a moment, he lets her go
To search for a pencil and paper, when lo!
A foot on the pedal, a flash, and then—
Both lady and bike are beyond his ken.

Only a word to a frantic man,
In case he happens these lines to scan,
Many a lawyer has had to confess
He has lost a suit thro' want of address.

—Irish Cyclist.

It seems queer that girls who have wheels do not make themselves better acquainted with the construction of the machines. A very little knowledge will often be of infinite importance; such, for instance, as the repair of a puncture, adjusting of a bearing, etc. Many regular riders, seemingly, have not the ability to do the simplest thing. If the wheel becomes unsuited for their position, they ride awkwardly along with all the sweet innocence they possess, and the thought that they could, with a few turns of the wrench, so adjust the wheel as to appear to better advantage and comfort never seems to enter their dear little heads, and yet there are others whose minds grasp these things intuitively.

What will some of the rabid advocates of "rational dress" think of this: "The woman shall not wear that

which pertains to man, neither shall a man put on any woman's garment, for all that do are an abomination to the Lord."—Deut. xii. 5.

* * *

White shirts and knickerbockers are all the rage among the feminine cyclists of Paris, who are nearly all young married women. Strange as it may seem, the reverse of the American custom prevails there, and the girls are not allowed to wear short dresses when wheeling.

Notes From Everywhere.

Johnson and Eck are at Hot Springs, Ark.

The park policemen of Boston are all to be mounted on bicycles.

It is estimated the number of women cyclists in America has reached 40,000.

Chairman Raymond, of the L. A. W., says there will be about 1,500 race meets in America this year.

The new bicycle track and grand stand, to be built at Denver, Colorado, for the L. A. W. meet, will cost \$10,000.

L. C. Jacquish, comparatively unknown in Chicago, has been selected as the western representative of the national racing board.

Starbuck, Murphy and Banker may also go to Paris to race this year. These in addition to Zimmerman will keep French riders busy.

Denver's twenty-five mile Decoration day road race will be held as usual. Boles, Block, Hartwell, Hilhouse and Burleson were appointed a committee on arrangements.

When Allen and Saetlehen cycled their way around this mundane sphere, each carried an average of about 20 pounds of baggage. Frank Lenz is carrying about 60 pounds.

Chairman Raymond has received an acceptance of the dates, August 13 to 18, for the national meet at Denver, from J. A. McGuire, chairman. The first dates selected by the westerners, which were August 30 to September 1, have been relinquished to the *American Wheelman* for its Good Roads tournament.

The Flakor's Incantation.

Ball of bearing, tooth of cog,
Leather strong from skin of hog,
Para rubber, tube of steel,
Hair-like spoke for racing wheel,
Nickel plate, enamel bright,
Hollow crank both strong and light,
Startling "ad." and pressman's pen,
Legs and pluck of racing men,
Pitch these in the cauldron. Then—
A flying start, a half-mile dash
For fifty pounds paid down in cash.
Ha, ha! Ho, ho! the race is o'er—
The half mile record's gone once more.

—Irish Cyclist.

Cycling Spreading Beyond the Cities.

If anyone doubts that the sale of cycles is increasing by leaps and bounds, the opening of the present season should convince them of the contrary. The unprecedentedly mild weather has boomed sales everywhere and cast to the winds all the croakings that have filled the air of late. Never has a season opened so auspiciously as this one, and it is all the more welcome from the draggy state of trade previous to the coming of March. The boom is felt most in the cities, of course, and this in spite of the undeniable fact of the extremely unsatisfactory state of business in general and the hard winter that we have just passed through. If people in the industrial centers have money to buy bicycles, as seems to be a fact, we may look for an interest in the small towns and in the country surpassing anything ever known.

Every manufacturer, and almost every dealer, is by this time aware of a demand for catalogues and wheels from such places as are remote from the cities, which has been absent in the past. They have been a long time getting the "craze," as some term it, but there can be no doubt that they now have it, and have it bad. Where the

bicycle was before looked upon as a toy, or as a means of pleasure only, and the riding of it left severely alone by the elders, it is now beginning to be seen that it is a vehicle worthy of being placed alongside of horse and buggy. When the craze once gets started there is no telling where it will stop.

There is every reason to believe that this sudden development of the remoter section is due greatly to the reduction in the price of wheels. This is proved, in a measure, by the fact that, even now, when \$125 is the standard price, the demand is for medium grade and cheap second-hand wheels. While it is true that it is a peculiarity of many beginners to consider it a good policy to buy cheap wheels, yet an equally large number are of the opinion that good wheels are cheapest in the end. These country recruits, however, insist with practical unanimity upon buying the cheapest wheels they can get. So true is this that in many small towns high grade wheels are unknown.—*American Wheelman*.

On Climbing Hills.

Many riders have often asked themselves why hills are so much easier to ride in the dark than in the daytime, says *Bicycling News*. It is a curious fact, but none the less true. Let any reader of this paragraph, who is acquainted with a hill which is just beyond his powers, go and have a shot at it when he can only see a yard or two before him. It is more than probable that he will find that he can surmount it with an ease which, compared to his former fruitless struggles, is quite bewildering. The reverse is also noticeable, and many men have found that hills they have ridden for the first time in the dark seem almost unrideable when they have tackled them another time in the light of day. It is in all probability the old story of pacemaking in a slightly different form.

What the eye does not see the heart does not grieve over. The brain waste does not go on so rapidly when the eye sees little or nothing to waste it by worrying about what is in front and what has to be done, before the steep is conquered. Apart from the charm of cycling in the dark, it is remarkable how easily and how fast one seems to travel. We have climbed a familiar hill after

FOTOGRAFS. NONE HIGHER IN QUALITY. . . . We have the facilities and the knowledge of the best methods, which enables us to give you "A Picture" that is abreast with the times. Let us prove it to you.

FORGE BY F. W. SCHMITZ.



SETTING THE PACE.

FRED. W. SCHMITZ, Fotografer,

106-108 Grand Avenue,
Northwest Corner West Water Street.

MILWAUKEE, WIS.

dusk and did not realize that we had ever reached it until it was actually left behind.

May Give Them Dust.

The officers of the Wisconsin division have decided to take a census of all bicycle riders, both sexes, in the state. All local consuls will have charge of the canvass in their respective towns, with the exception of Milwaukee, where each club has been allotted a certain district. It is estimated that there are about 5,000 riders in the state. As soon as a complete list of riders has been secured, a systematic canvass for league members will be made. It is such work as this that has placed other divisions well up to the head of the league column. Divisions of the "upper ten" will do well to look to their pace, else Wisconsin will give them dust.—*L. A. W. Bulletin*.

You cannot afford to miss it. "Midway Plaisance." The funniest book out. 50 cents at this office.

About the City.

Walter Sanger will not brighten the shores of old England this year.

Martin Patitz has been reappointed the official handicapper of Wisconsin.

Sanger's salary, riding for the Union company, is \$500 a month until November 1.

Henry Kanaska is reported to be riding even faster at this early season than he was at the close of last year.

The various clubs of the city will each have strong representations in the Chicago Derby Day road race, May 30.

H. P. Andrae has again been honored with an official seat at the finish of the Chicago road race. He will be a judge.

Dumbleton, a prospective cousin to Charles Culver, who will have charge of Tyler and Sanger, was in the city the past week.

W. M. Breckenridge is now in Minneapolis, but is preparing to make a tour through Europe in company with a few others.

Louis Pierron, secretary of the North Side Cycling Club, has been appointed local consul for the Wisconsin Division in Milwaukee.

The time limit of handicaps in the Waukesha-Milwaukee road race will not be thirteen minutes as last year. It has been demonstrated last year that with but few exceptions every rider made the course within eight or nine minutes of the best time.

W. J. Potter, an active rider and foreman of the wood engraving department at Binner's, was suddenly stricken with paralysis on the evening of March 31, and on the following Tuesday breathed his last. Friends by the hundred mourn the sudden ending of a young and prosperous life.

A full house greeted the minstrels of the Milwaukee Wheelmen upon the rising of the curtain at the Academy of Music, March 29. The entire performance was strong and well appreciated by the audience. H. P. Andrae was the interlocutor, and Herman Black and Nat. Oliphant the extreme end men.

The Mercury Club's racing team this season will be made up as follows: John F. Reitzner, M. Martin, Thomas Stott, H. Zerbel, Victor Manhardt, Jesse Pedersen, W. Milbrath, C. Herman, L. Nelson. Charles Kaiser has charge of the training of the team and takes them in hand Tuesdays and Fridays.

National and State Meet.

Ripon has been granted three dates in the national circuit—August 7, 8 and 9. Irwin Strauss, the Wisconsin Division chairman of the racing board, already has his shirt sleeves rolled up and is deep in the work with a determination of making the event a bigger success than the last. It is understood that this meet will be held in conjunction with the annual state meet.

Coming to the Front.

William A. Bremer, the possessor of the handsome countenance which accompanies this sketch, is a young man who is rapidly going forward to the front rank among our local cycling lights.



After serving an apprenticeship and being employed in the leading machine shops of the city for a term of six years he accepted a position in the then new bicycle factory, known as the Serecombe-Balte Company. After a year's service he was placed at the head of the entire force of workmen. Leaving this place he accepted a similar position at Andrae's. In the spring

of 1892, Mr. Bremer went to Beloit to assist Mr. Decker in the perfection of his double-gear machine. This invention proved a failure, but with all this experience he gained a wide range of knowledge in the construction and repairing of wheels. A year ago, Mr. Bremer branched out in business on his own responsibility, locating at 530 East Water street, and doing a strictly cycle repairing business. His long and thorough experience, together with a practical and mechanical turn of mind, has enabled him to give thorough satisfaction to his customers, and now he enjoys an excellent and successful trade.

Early this season, in company with several others, he formed a 2:30 racing club in the city, which is now known as the Badger Racing Wheelmen and of which he was elected president. The club is in a prosperous condition and is composed of all the racing men in the city. His connection with this is significant of the fact that he also does a bit of racing, because none with a record above 2:30 can become a member. If his business will permit him he will ride at all the race meets in the state this summer. Last year at Oshkosh, Monroe, Beaver Dam and Ripon he attended the different race meets, winning altogether in prizes ten firsts, seven seconds and one third.

G. & J. rims will be made for the trade in this country by C. T. Smith & Sons, of Milwaukee, who have perfected machinery for the manufacture of this rim. This company will present to the trade in a short time a light steel rim which will usurp the place, they think, of the wood rims now in use. This rim will be made by a special process and will weigh many ounces lighter than anyone had supposed a steel rim could be made.

Two new cycle repair shops have been started in the city.

In and Around the State.

The St. Paul Cycle Club has been reorganized with Dr. B. C. Cornwall as president and T. L. Bird, treasurer.

Clintonville is going to have a bicycle club this season. The town has about twenty-two active wheelmen now.

A fair correspondent from Stevens Point writes that there will be some track races in their town some time in June.

C. H. Shuler, Janesville, has rigged out his store with a supply of sundries. He handles the Andrie and Crawford lines.

The Manitowoc Cycling Club has forty-five members. This is a goodly number for a town of Manitowoc's population.

Burlington, Wis., has a new club with these officers: President, John Schroeder; secretary, William R. Devor; treasurer, Rollin Denniston.

At Fond du Lac, Weeks & Hurlbut are handling the Cleveland; Charles Kline, the Columbia; George Dana, the Featherstone and the Lindsay lines.

E. H. Paige, at Waukesha, has opened a new cycle store. He will carry a line of sundries, sell Andraes and one or two other high grade makes of machines.

Arrangements are being made for a road race from Chippewa Falls to Eau Claire, Wis., under the auspices of the Miles Bicycle Club, of the latter city, during the last week in June.

Green Bay wheelmen will shortly prepare for a short relay ride to Fond du Lac to break the record of last year. The town has now about 200 wheel riders, about twenty-five of them being ladies.

A news dispatch from Ashland, Wis., states that on March 28 remarkable speed was attained on the frozen surface of Chequamegon Bay, by means of the ice bicycle devised by A. T. Firth, of Chicago. A mile in 1:44 3-5, by a rider named Gifford; three miles in 3:42 1-5 and ten miles in 10:38 is the time alleged to have been made.

At the annual meeting of the Ripon Cycling Club I. P. Strauss was re-elected to the presidency without a dissenting vote, and is ready with his corps of hustling assistants to make the coming state meet a greater success than the meet of 1898. The question of uniforming the club was brought up and a uniform will probably be adopted in the near future. The new officers are as follows: President, I. P. Strauss; first vice-president, L. E. Hall; second vice-president, J. G. Seelig, Jr.; secretary, J. S. Hall; treasurer, F. W. Lyle; representative, L. E. Hall; captain, W. E. Soule; first lieutenant, J. L. Stone.

An American tourist with his wheel sought refuge in an Irish cabin in a heavy shower, and, finding it about as wet inside as out, said to the owner: "You have quite a pond on the floor." "Yis; shure we have a great lake in the roof," was the owner's reply.

Where She Was Going.

"Where are you going, my pretty maid?"
 "I'm going to be measured, kind sir," she said.
 "Measured for what? For a cloak of taste,
 Or a zone of gems for that tiny waist?
 Or a silken bodice belike, or shoes
 That Cinderella could not refuse
 To wear, or a gown of lace, perchance?"
 "Oh, no," said she; "for my bicycle pants."

—Cycling West.

Asphalt Pavements.

Milwaukee streets are in a poor condition. The pavements are uneven and of so many different kinds that they are impractical for general traffic. One solitary block of asphalt pavement is the only thing Milwaukee can boast of in the line of perfect city highways. Of course there are good driveways, but many can be improved upon.

The agitation for asphalt pavements is gaining ground though, and there are now pending before the council ordinances providing for the paving of several streets with asphalt.

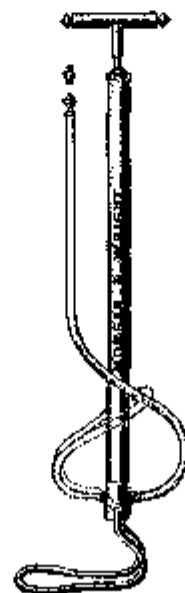
Its Value to Advertisers.

APRIL 10, 1894.—M. C. Rotier, Publisher *The Pneumatic*.—DEAR SIR: For my own particular information, and as a means of determining the relative merits of the papers in which I am advertising, I have been keeping an accurate record of business derived through the different mediums, and it affords me pleasure to say that *THE PNEUMATIC* is way in the lead. The business I derive from it is greater than from any other paper. Truly yours,

W. A. BREMER.

Description of Pumps.

The Morgan & Wright floor pump is the cheapest high-grade large pump made. Its low price and good qualities have made it very popular, especially with those who do not want to pay the price of from \$3.00 to \$5.00, usually asked for such pumps. The M. & W. pump is in no way inferior to any of the higher-priced ones. It is strong and well made, of fine nickel finish, a few strokes sufficing to inflate a tire.



Dimensions—Length, 17 inches; diameter, 3/8 inch; rubber connection, 15 inches. The nipple for attaching to valve is so made that it can be screwed into the valve without twisting the rubber. The dotted line in the illustration shows the foot of the pump folded up. This pump is furnished with both inlet and outlet check valve, folding foot piece, universal tire connection, solid metal handle, and the price is \$1.50, with a liberal discount to the trade.

The Andrae Catalogue.

"Some books are to be tasted, others to be swallowed and some few to be digested." These are the words occupying the center of the opening page in the '94 catalogue lately issued by the Julius Andrae Cycle Works. The entire introductory part which follows this on the next leaf is composed in a novel and interesting style, and is from the pen of the well-known newspaper man, Ed. Dillon. At the head of each paragraph he quotes from some illustrious man an appropriate line or two, which adds to the reader's interest. After a few preliminary lines we read:

"An honest tale speeds best, being plainly told."—Shakespeare.

"We are down to bed-rock. In the foregoing few lines we have been getting to the foundation stone.

"Our opinions, of course, will be questioned by interested opponents. We sincerely believe, however, that the Andrae Cycle Works builds the best high grade wheel in the world's market.

"We will not even place the Andrae in the comparative category of 'second to none.'"

"There is always a best way to do everything. If it be to boil an egg."—Emerson.

"When we designed the Andrae we little dreamt of its ultimate popularity. It did not require an expert to appreciate the wheel's advantages over all competition. The first year pushed us beyond all possibility in manufacture. We realized the importance of expansion. Gradually the plant was increased; until now, for completeness and general utility, it is unsurpassed in America, considering its capacity.

"Unfortunately, this latter has been limited, the demand for the Andrae being far and away ahead of the supply in the past. This however, has been remedied altogether and preparations made for filling all orders."

The closing lines of the introductory part is excellent: "Subsequent pages, it is hoped, will thoroughly demonstrate that the endurance and power-loss of all mechanical contrivances have been reduced to a minimum in the Andrae cycle.

"Friction is the great destroyer and death goes with it hand in hand. It eats up the best work of the best inventors who have carefully guarded against its insidious inroads. Like the moth and rust it corrupts, breaks in and steals the product of their brains, when the watchman is asleep in the tower."

The rest of the catalogue has been carefully compiled and contains excellent illustrations of the various types of Andraes.

Do not forget to renew your L. A. W. membership.

To Southern Climes.

Wheelmen and friends of wheelmen must not forget the Monon Route when traveling towards southern climes. Its service and accommodation is the grandest offered by any road and patronage is due it from the fact that its people have ever been considerate in their treatment toward riders and their wheels.

Cash vs. Credit.

The American Ormonde Cycle Company, 10 Barclay street, New York, who have been recognized during the past three years as the leading manufacturers and jobbers of cycling sundries, adopted terms this year different to any other house in the trade. That is to say, instead of the

usual 30 or 60 days time, less 2 per cent. in ten days, they sell both their sundries and bicycles at a net cash figure, and give 2 per cent. off for cash with order or if goods are ordered sent C. O. D. Or they will open accounts with thoroughly reliable firms on a ten days' basis, terms net. Naturally the company received a good many complaints from old customers; when they received the net cash prices they were satisfied to do business on the new terms. Only those in the manufacturing and jobbing business know what the bad accounts in the cycle business amount to during a season, which have to be provided for, and as the above company turns its money over directly, it can afford to

do business on a very small margin of profit. We understand they are now doing more business than they ever did before.

The Columbia in New Hands.

Mr. Bridgeman, of the Pope Manufacturing Company, came all the way from Boston last week to look over the site for placing the agency of the Columbia bicycles, Andrae having refused it this year, feeling that with his present capacity of building his own machines, he could not do justice in the sale of any other high-grade wheels. For nearly ten years he has handled this machine and has sold during that time perhaps as many of them as the rest of the high-priced wheels put together. The wheel has an envied reputation and Clement, Williams & Co., the new agents, are fortunate in securing this wheel to handle. Samples of the '94 models have arrived.

Chance for Some One.

The American Ormonde cycle company, 10 Barclay street, New York, want agents for every town and village in the United States to sell their Ormonde and Ferris wheels on commission. If they cannot get regular cycle agents in

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

YOUR NAME IS VALUABLE
TO US

WE WILL SEND YOU IN EXCHANGE FOR
YOUR RESIDENCE ADDRESS SOMETHING
OF EQUAL VALUE

MORGAN & WRIGHT
CHICAGO

each place, they will appoint any cyclist, if references are satisfactory. Wake up, riders, send in your address for particulars, if the Ormonde is not already represented in your town.

Local Trade Jottings.

Three Telegram wheels have been shipped to Amsterdam, Holland.

T. L. Paine & Company is closing out his stock of bicycles. They are going cheap.

The agency for the Victor wheel has been placed with the John Meunier Gun Company.

Andrae has completed an 18-pound track racer. Ed. Roth will use this machine on road and track.

Harry Krocke, of the Milwaukee Bicycle Company, will ride in the Chicago and St. Louis road races. E. A. Pails will train him.

G. W. Paine & Company, tailors, 97 Wisconsin street, are in position to make to order some fine bloomer bicycle suits at low prices.

Frank Pingree, manager of the Telegram Cycle Manufacturing Company, will be making towns shortly placing agencies for their wheels.

The Telegram Cycle Company has issued a catalogue descriptive of the Telegram, Lightning Messenger and Sanger types of machines.

Mr. T. W. Prichard, of the Reitzner-Prichard Cycle Company, has retired from the firm and Mr. Wicks now occupies his place in the firm name.

Sanger has received his new Union racer. Weight 20 pounds. Another special machine is now being built for him with racing Palmer tires that will weigh 18 pounds.

John C. Schmidbauer, captain of the Milwaukee Wheelmen and in the employ of Julius Andrae, is regularly on the road now as an additional traveling cycle salesman for the firm.

The Badger Typewriter & Stationery Company have closed a deal with the Hill Cycle Manufacturing Company, of Chicago, to handle the Fowler bicycles. E. D. Haven is the genial manager.

Among the catalogues which have found their way to our desk, the Columbia's is printed and executed in positively the highest art extant, while the Stearns', Monarch's, Sterling's and Union's follow close in point of excellent art printing.

The branch of the Charles F. Stokes Manufacturing Company's local store has been removed to 291 Third street, where large and roomy quarters have been secured. An important change in the firm name has also taken place, it will be called the Milwaukee Bicycle Company and J. E. Reiter, Harry Krocke and A. C. Runkel are the incorporators.

Zimmerman Turns Pro.

It has just been settled and A. A. Zimmerman has made preparations to sail for England on Saturday. It is reported that the arrangements made by Zimmerman's representative, W. B. Troy, are for two match races between the American and A. W. Harris, the English crack. The purse will be \$5,000 in each race, and the contest will take place in June. The races will be decided on the Buffalo and Seine tracks. Manager Troy arrived in New York on the Majestic Thursday. Half of the bonus of \$10,000 promised "Jimmy" to desert the League of American Wheelmen was paid to Troy before he left France, and the remaining \$5,000 is in a French bank and will be turned over to the champion as soon as he mounts his wheel to take part in a race for a cash prize. Troy says the Frenchmen are cycling mad and are longing for Zimmerman's appearance. In every race in which he starts Zimmerman will get \$250, win or lose, and 30 per cent. of the gross receipts. The latter money is given only for his appearance as a competitor at a meet. In the event of a defeat he will be presented with \$250, but in case of victory he will get the purse instead.

As the Country Paper Has It.

A general revolution is taking place. A wheel weighing less than twenty-five pounds is declared unfit for regular road use. Sure as shooting!

The Marinette Cycling Club seems to be *non est* before it has been fully organized. The backers of the club should show their hand one way or the other.

Eugene Keesler has heard from the makers of the Ide wheel, which he will ride this season. They will ship the machine just as soon as possible.

Ed. LeRoy has ordered a Victor Flyer and will soon be astride his new mount. The wheel will be geared to 66½, which Ed. can push at a smart pace. He promises to be a strong rider.—*Marinette (Wis.) Star.*

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As mercury will surely destroy the sense of smell and completely derange the whole system when entering it through the mucous surfaces. Such articles should never be used except on prescription from reputable physicians, as the damage they will do is tenfold to the good you can possibly derive from them. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, O., contains no mercury, and is taken internally, acting directly upon the blood and mucous surfaces of the system. In buying Hall's Catarrh Cure be sure you get the genuine. It is taken internally, and made in Toledo, Ohio, by F. J. Cheney & Co. Testimonials free.

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VOL. V.

MILWAUKEE, WIS., MAY, 1894.

No. 2.

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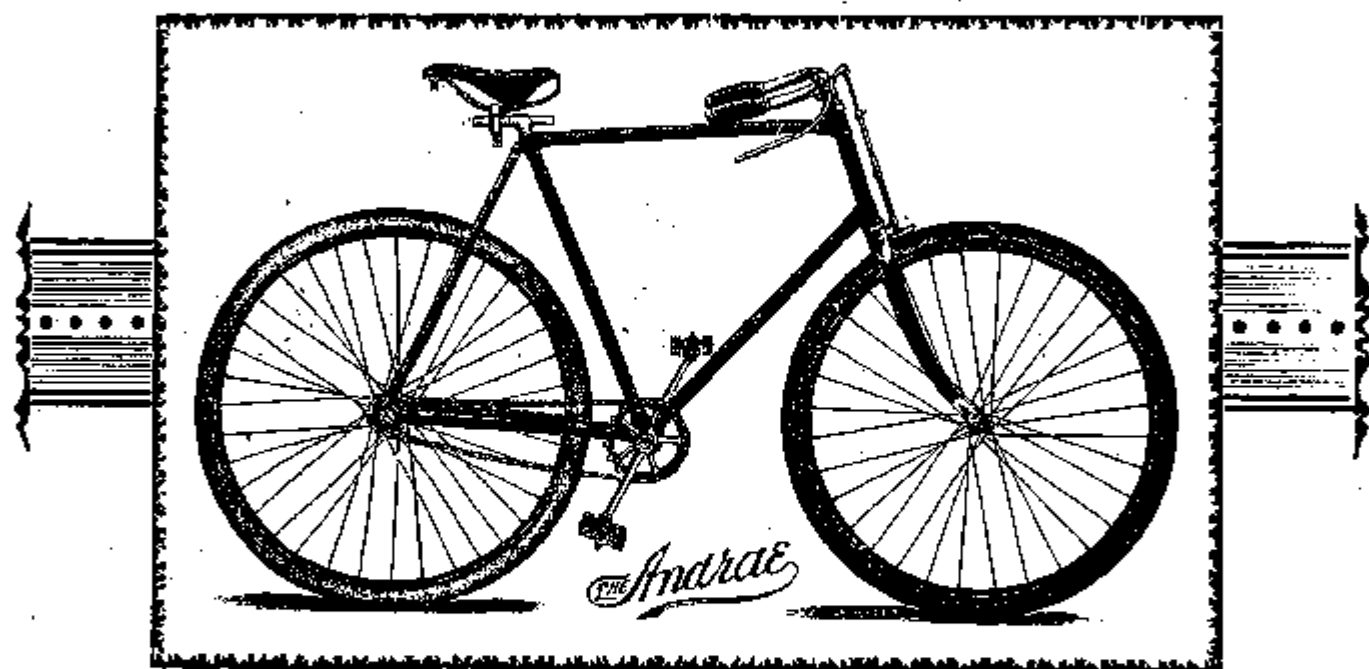
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IF YOU do not take THE PNEUMATIC, this is a sample copy. What do you think of it? At the low price of 50 cents a year, can you afford to be without it?

SOME contemporary has said the League of American Wheelmen has outlived its usefulness, that it had accomplished all that can be accomplished and therefore it must die! Far, far from the truth is the editor who penned the above. The League of American Wheelmen has not by any means ended its mission. It has a great work yet before it. In those states where the rights of wheelmen are still disputed, the League has yet to secure for them the full and free enjoyment of those rights. In those states and sections where the League has secured these rights it must be watchful to preserve them. Even where justice and enlightenment now prevail, ignorance and bigotry are not yet dead, and we are liable at any time to be called upon to defend our rights from the attacks of those who would wrest them from us.

The greatest public movement which any organized body ever attempted is now being carried on by the League and in which it desires the help of all wheelmen. We refer to the crusade for the creation of good roads in this country. All will admit that our roads, generally, are in a miserable condition. They are far inferior to those of other civilized countries and it is one of the chief aims of the League to secure reform in this direction. The League has demonstrated its ability to intelligently lead in this matter and is doing very effective work all along the line. But it needs the co-operation of every cyclist in this work. There is strength in numbers and power in organization. Until it is possible to travel a wheel throughout our country over good roads and free from restrictive legislation, either municipal or state, we cannot wisely do without such an organization as the League.

LEAGUE AMERICAN WHEELMEN.

Chief Consul A. Cressy Morrison Addresses the Wheelmen in Wisconsin an Able and Interesting Lecture - Physical Development and the Modern Methods of Its Cultivation.

Before the inception of intellect, as an out-growth of the instinct of self-preservation, came the necessity, and with it the desire, for physical strength. When the slow process of



A. CRESSY MORRISON.

evolution brought to fruition in the then nearly perfected physical development of man, the element of memory, reason and that divine spark which gives to humanity its intelligence and which is designated as soul, intellect and strength combined, subdued mere brutal force and created man the king of animals. Only in his struggles with himself has man found a formidable competitor, and because man could not

live peaceably with man, the earliest groups of human creatures found themselves in constant warfare with their neighbors, and, as inventive genius had not yet developed an adequate means of defense except physical prowess, the soldier found that self-preservation and the preservation of of the race to which he belonged depended upon the sheer force of muscular development which he could attain. Thus we find throughout the earliest history of the world, songs of praise for strength and prowess and the approbation of all early people giving highest glory to him whose physical development was greatest.

The early Greeks so prized the athlete, who, strange as it may seem, even then was an amateur, that to him who successfully fought for the prize, they erected a

Statue of Commemoration

and today stand in admiration and awe before the perfection of physical development which the cunning Athenian sculptor has wrought in Parian marble. Up through the dark ages came the tournament, where to win his fair lady the knight in armor struggled even to the death. To see the two-edged sword, the mighty battle axe, to lift with all your strength the armor or the coat of mail, makes one wonder how such strength could exist. Even merging into and passing the latter part of the eighteenth century, the necessity for strength in war was lending its influence to the creation of physical supremacy of humanity, but with the gradual increase in the use of gunpowder and firearms and the grand advance of intelligence, the world has become more humane,

THE PNEUMATIC.

less apt to quarrel and quicker in the acceptance of peace, until today, owing to the modern methods of warfare and the increased sense of the universal brotherhood of man, we find that the necessity of physical development for the purpose of mutual destruction has been removed.

The pressure of great commercial transactions, where all the world trades with all the world, confines a large part of humanity to the four walls of a business office, or at least to the limits of the city's smoke and dust. There has been great development of indoor athletic sport, but it's fresh air which fills the lungs with strength; and especially in this country we find a tendency to nervous development and mentality at the expense of physical supremacy of the race, and, as the years go by, unless a great change takes place, the longevity of the individual and the energy of the race will decline.

To again go back to the beginnings of the world, we find that intercommunication is the key of civilization. Most wars have arisen from misunderstandings which might have been averted had the nations at variance been better acquainted. Gradually, as civilization advanced and the interchange of commodities, through the increased wants of intelligence, became necessary, the

Intricate Paths and Mountain Passes

became the beaten roads and the walled canseways of trade; and the little principalities which had waged war so long became bound together in the bonds of brotherly love, and they in turn became part of other communities until nations were formed. Nations desiring to trade with one another built mighty roads o'er which their commerce passed. But the sea was the supreme highway of the world's commerce until the nineteenth century development of the road of steel stole the crown it had worn since the world began. The development of roads among the savage races, which afterwards became the semi-civilized Aztecs of our own country, advanced them from barbarism to what even at this distance is a civilization worthy of consideration.

When Rome became supreme, the highways of the world extended from Northern Brittany into the heart of Africa, from the farthest Indies to where the Atlantic kisses the shores of Spain, and we today use the trite adage, "All roads lead to Rome." The civilization of Rome and the development of its governing power, which swept the world, was dependent upon the highways which gave it intercommunication with its colonies. Civilization would have advanced with immeasurable rapidity and the dark ages would have been annihilated had not the overthrow of the Roman Empire cast the world in gloom and suffered Roman highways to fall into decay.

During our nineteenth century have come the railroad, telegraph and telephone. Through them has come better means for the distribution of correspondence and that mighty engine of the advancing world, the newspaper. Civilization has advanced by means of this intercommunica-

tion more in the last fifty years than it had in the previous two thousand. This is owing to the better means of intercommunication.

A Canny Scotchman

(he must have been canny, for 'twas a Scotchman who said, "All Scotchmen are canny"), a minister of the Gospel, whose little flocks were far between, bethought him that though without a horse, he might afford a vehicle, and so with diligence and inventive mind, he wrought, and his labors done, behold! Two clumsy wheels with a wooden bridge between, and on this bridge a leathern saddle; and astride this queer contrivance he sat, his feet scarce touching the ground, and when he came to the long Scotch hills, with lifted feet, he rode with speed exhilarating to the bottom.

Through various vicissitudes, this Scotch minister's invention, wherein he builded better than he knew, has developed until the modern vehicle and perhaps one which is destined to be of greatest utility, has been evolved. When, a few years ago, the instinct of self-preservation in the race made forceful the necessity of increasing outdoor athletic exercise, the popularity of the new vehicle being apparent, and though used almost exclusively for amusement its utility has been demonstrated from the beginning.

With the growth of this pleasurable exercise, which prejudice, ever ready to crush out all that is best and newest in the world, was trying by invoking the law, to suppress, came the necessity of mutual protection, and little groups of riders of the wheel gathered together for self-defense and for fraternity. These little groups finally formed themselves into a national organization whose fundamental principles were dual: First, the popularization of an athletic sport and a useful means of locomotion which should enhance physical development and increase our longevity, and, second, as an out-growth of the increasing popularity of this means of locomotion, came the demand from this organization for the betterment of highways, which they were the first to see were the means of advancement of the civilization of the world. With these fundamental principles as a basis for organization, even in its inception, the League of American Wheelmen wrested from the reluctant grasp of legislatures the right to live.

From county to county and from state to state, throughout the nation, the League of American Wheelmen has grown from a little group of enthusiastic individuals to an

Army of Valiant Soldiers

thirty thousand strong, and, in the meantime, what have they accomplished? There is not a rider of the bicycle today who, if he exercises his memory and goes back ten years, cannot remember that the public highways could not be used in many cities, and that the railroads either refused to carry a bicycle under any circumstances or else charged extortionate rates. Everyone can remember the individual, to whom we cannot apply a more euphonious

THE PNEUMATIC.

title than that of "road hog," who, sweeping all before him, even, the most enthusiastic among the bicycle riders, reigned supreme.

It was the League of American Wheelmen who taught, not only this nation, but every other, that this means of pleasurable exercise and useful locomotion, the bicycle, was a vehicle, and from that has developed the possibility of its advancement. It was the League of American Wheelmen who grappled, with fearless grasp, the subject of constructing, throughout this country, a system of perfect highways; and today behold the result! There is not a town or hamlet, a city or state, that is not constantly discussing road improvement, and what does that mean to us? Does it not mean added civilization to this country and to every patriotic citizen of Wisconsin, does it not mean the better civilization of our own state? For the poor and lowly of our cities does it not mean the cheapening of the products of the farm? Will it not put bread into the mouths of the hungry? As it was they who gave this movement its impetus, let us give the laurel wreath of grateful recognition to the League of American Wheelmen.

Look at the Great Cities

of the Old World and even those in the eastern part of our own country, and compare them with the broad avenues and greater spread of the cities of the west. In such a beautiful city as Milwaukee, every street is a park and breathing places are found everywhere. Why this greater spread? Has it not been made possible by intercommunication? Does not the means of intercommunication make possible the suburbs?

Is it not strange that at just that period of the world's history when a new means of physical development and a recognition of improved highways as a means of increasing civilization and the cheapening of bread, becomes apparent, that we are witnessing the growth of a new means of locomotion requiring, and at the same time giving, pleasurable exercise to every muscle, and aiding the necessity for its pleasurable enjoyment of good roads; and isn't it characteristic of nineteenth century civilization that with the growth of the new vehicle should come the growth of an organization so intelligent that it could grapple with the subject and set in motion those wheels of progress which were to contribute their large share to the advancement of the world?

I am proud to represent in our great and glorious commonwealth, the state of Wisconsin, that honorable organization which is contributing, and will continue to contribute, so much to our national advancement—the League of American Wheelmen.

Henry Kanaska has started in active training under the care of Sidney Lush, the sparring instructor of the Milwaukee Athletic Society. Young Kanaska is in fine form already and gives great promise of doing some good work. He has written for a guarantee to the Waltham track managers and may go down there to compete for the \$1,000 prize offered to the man who will make the best mile record below two minutes.

Irvin F. Strauss, Ripon.

One of the hardest workers and ablest men the State of Wisconsin to-day has, working to promote and uphold the sport of bicycling, is he whose picture accompanies this article—Irvin F. Strauss. His age is less than twenty-five, yet he holds a position in the business world, social circle and cycling affairs, which has stamped him as a man of remarkable ability. His education was secured in the Ripon high school, which he left at the age of fifteen to work in his father's general merchandise store. In January, '92, he succeeded his father in the business in company with his brother Ed, also, a year later entering the bicycle business under the firm name of Strauss & Lyle.



His connection with cycling dates back to 1889, being one of the first wheelmen in the town. After joining the L. A. W. he was soon appointed local consul for Ripon. This office he faithfully attended to for several years, in the meantime organizing the Ripon Cycling Club as a League organization, to which he was elected president. He still holds this position and in this office, with his energy and perseverance, he has been the means of not only booming his club and making it a credit to Ripon, but he has given the little town more widespread advertising than any other one individual. The success of last year's state meet, held in Ripon under Mr. Strauss' management, was but a forerunner of what he will accomplish this year.

As chairman of the Wisconsin Division Racing Board, he has inaugurated a state racing circuit, which will be an excellent thing to encourage the sport in many towns. Last November he was elected one of the Wisconsin Division's representatives. He is secretary-treasurer of the Ripon Lawn Tennis Association and manager of the Ripon City Base Ball Association.

Milwaukee Wheelmen's Doings.

E. H. Neustadt appointed secretary of the racing board. W. N. Durbin, chairman entertainment committee, vice Will L. White, resigned. Archie Anderson, chairman house committee, vice Geo. Bartels, resigned. Ed. Roth, popular member will race for the North Side club. The club will attend the Decoration Day run to the Home in a body. Next event: July 4, Waukesha-Milwaukee road race.

THE RACING INTERESTS IN THE STATE.

By LEVIN F. STRATTON, Chairman Wisconsin Racing Board.

Cycle racing, as an entertainment for the public, sprang into popularity with the advent of the safety. With the great increase in numbers of the wheelmen of this country and under the beneficial workings of the amateur rule, cycle racing has steadily grown in favor with all people who like to witness good, clean sport. In no part of our country has the increase in interest in this branch of cycling been more marked than in Wisconsin, and in no state are prospects brighter for a continuance of the sport in the high place it enjoys in public favor.

In years gone by, cycle racing in this state was confined principally to Milwaukee, and to whatever city chose to undertake the formidable enterprise of holding the annual L. A. W. state meet within its boundaries. The Waukesha road race and the races at the state meet were all the opportunities provided for the ambitious scorecher to win fame and, perhaps, a medal. And the entries to the races were so few, in comparison to those of today, that the division officials of those days certainly deserve great credit for their efforts to create an interest in the various contests.

At present, however, all is changed. In 1893 there were many successful race meets; at Milwaukee, the state meet at Ripon, and meets at Wausau, Stevens Point, Oshkosh, Ashland, and many other places. The road races, of which I would mention the Waukesha, the Eau Claire, and the Neenah-Oshkosh, did much to create and promote interest in racing.

Although road racing is not recognized by the L. A. W., nor sanctioned by it, being clearly illegal, yet I would say a few words on this subject. Road racing offers many chances to win distinction to wheelmen who have not the requisite qualifications for track work, and handicap road events are, as a rule, most interesting. We should always remember, however, that it is only by courtesy that we are allowed the use of the highways for such a purpose, and therefore to be extremely careful lest we abuse the privilege.

The promoters of road races should use their utmost endeavors to aid the authorities in taking such steps as shall prevent danger of accident during the course of their races. It should be their care to provide against interference with public travel so that no one be inconvenienced. Twenty miles would seem to be advisable as the limit of distance. The strain of a road race of that length on the physique of even a trained athlete is tremendous, and illness as a result of a road race would soon tend to bring it into disfavor.

What naturally interests wheelmen, and L. A. W. members especially, is the 1894 state meet of the division. The board of control in charge is hard at work and expects to exceed by far the success of last year. The dates selected are Aug. 7, 8 and 9, being in the national circuit. At this meet the state championships will be contested for, the distances being one-quarter, one-half, one, and two miles. The present

state champions are E. A. Vogel, of Milwaukee, holder of the one-quarter mile and two mile state championships, and Louie Reed, of the Ripon Cycling Club, holder of the one-half and one mile state championships.

The Waukesha-Milwaukee annual road events probably stand second in importance and bid fair to be even more interesting than ever before. Under the able management of the Milwaukee Wheelmen it will probably retain the national reputation it deservedly enjoys.

The Associated Cycling Clubs of Milwaukee will conduct a race meet Aug. 6, in the national circuit, which, together with several road races, will provide the people of Milwaukee and vicinity with plenty of excellent cycle racing.

Arrangements are now being perfected for a Wisconsin circuit of one-day race meets in June and July, in order to encourage and develop local racing talent. Madison, Janesville, Beloit, Beaver Dam, Oshkosh, Fond du Lac, Stevens Point, Wausau, Eau Claire and Ripon will comprise the circuit, unless applications from other cities are received in the immediate future. Prizes will be limited as to value, and races will be open to Wisconsin riders only.

There are three essentials necessary to the success of a race meet, viz.: A good track, fair financial support, and a few wheelmen willing to "hustle." A half mile track is best, a mile track will do, however, and even a quarter mile if the surface is good and the turns safe. The businessmen of most towns can be relied on for financial support, but there *must* be men willing to "hustle" early and late.

The management should be concentrated into as few hands as possible, and judicious advertising will be found invaluable. Take the public into your confidence, interest them in your local riders, make no promises you cannot fulfill, run your races promptly, and your gate receipts will relieve you as to the result, financially.

Cycle racing is what is advertising cycling to-day; it draws the attention of the public, always eager to witness good square contests of strength or speed. It is only by keeping it free from professionalism and from trickery and unfairness, that it can maintain its high place in public favor. Everything that calls the public attention to any branch of cycling is a benefit; it increases the number of new riders and helps along the growth of the sport.

The Wisconsin Racing Board is under deep obligations to Mr. Howard E. Raymond, chairman of the National Racing Board for valuable advice and courteous treatment and I take this opportunity of acknowledging the same on behalf of the board with great pleasure.

I believe that there is a glorious future ahead for cycle racing; it is one of the few clean sports, with nothing brutal or objectionable about it. Long may it so continue.

The *Wheel* says: Some of the Milwaukee men who rode for cash last year intend to form an organization and hold a cash prize meet in that city, and also ride at county fairs.

For reliable information, the eastern papers every time.

The Reed Boys.

By courtesy of the *Bearings* we are enabled to give our readers excellent likenesses of Louie and Roy Reed, of Ripon, Wis. Three years ago at the state meet at Green Bay, there appeared together on the track a venerable looking gentleman of middle-age, and a bright looking boy, apparently about fifteen years of age. It was soon whispered about that this was Judge Reed and his son Louie, of Ripon, and it was thought the youth gave considerable promise of becoming a speedy rider. The afternoon's events on that day proved it, he winning the novice race easily out of a large field of starters and securing places in several of the events. That was his first appearance on the track and the sportsman spirit of the judge was keenly touched by the victories of his boy.

The following year the younger brother, Roy, took to the wheel and soon blossomed out to be a stronger rider than Louie, and last season, when the state meet was held at Ripon, the two boys were in prime condition and were prepared to give the Milwaukee contingent a warm reception, Louie winning the half and mile state championship events and Roy winning the under 18 years boys' event, the one mile handicap, and the 2:30 class from Gussie Steele. Those two days of racing made the people of Ripon fairly wild with excitement and they were as justly proud over the victories of her boys as the father. Louie Reed is but eighteen years old and a student at the Ripon high school, from which he will graduate this summer, when he will attend college. Roy is but sixteen, but is somewhat harder in physical development and is a better long distance rider than his brother.

It has been authoritatively stated that Judge Reed will not permit his boys to race this season owing to its interference with their studies.

Gerhard Aasem has been elected the official handicapper for the A. C. C.

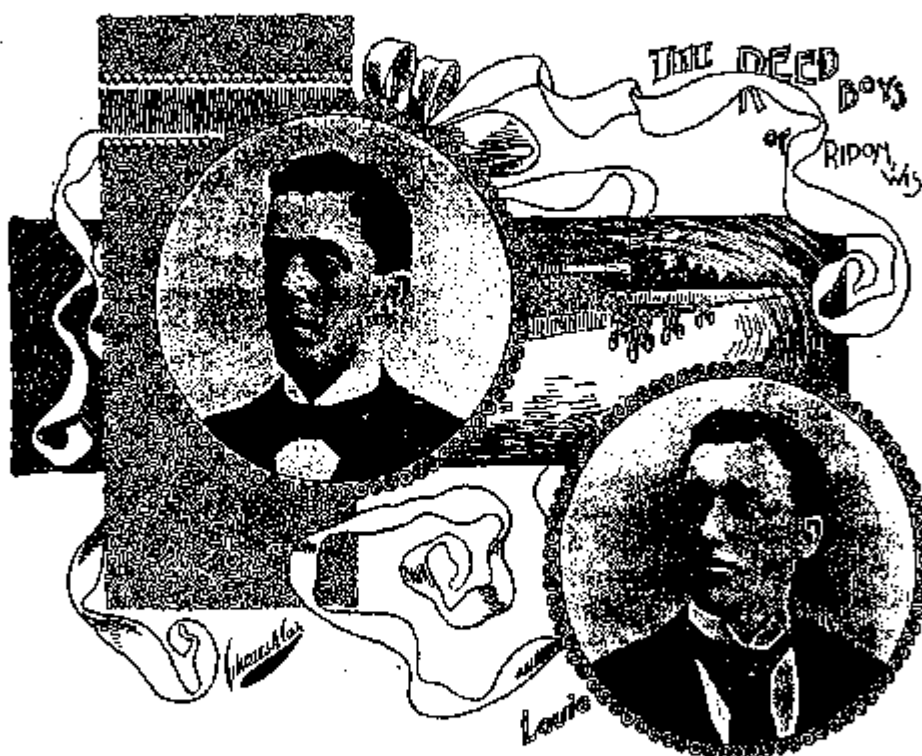
Wheelmen, Attention.

Are there sign-boards erected in your locality at the intersection of every main thoroughfare, directing the tourist and stranger which way to go and how far the distances? If not, why not? Read the following extracts from the Revised Statutes on this subject:

"The chairman of each town shall cause to be erected at the intersection, within his town, of all main traveled roads, with other established roads, suitable guide-boards, giving direction and distance from point of such intersection to adjoining or important towns; and shall keep in repair all guide-boards erected, the expense to be paid from the treasury of the town. And every such chairman who neglects to erect or repair any guide-board after ten days' notice in writing has been personally served upon him, stating that such guide-board has not been erected or that it is out of repair, shall for each month that elapses after said period of ten days, and for each instance of such neglect for such time, forfeit five dollars, one-half to go to the person making the complaint and the other half to the school fund."

SECTION 1228.
If any person shall deface, injure or destroy any such guide board, and shall neglect for the space of ten days thereafter to repair and restore the same to as perfect a condition as it was previously, he shall forfeit ten dollars, and shall also pay as damages to such town three times the cost of repairing such guide-board; and it shall be the duty of every town supervisor who has knowledge that any such injury has been done, to prosecute in the name of the town and collect such damage for its use.

Milwaukee Wheelmen! Guilty? Read: "STEVENS POINT, Wis., April 29.—Joseph Skinner, a young man living just outside the city, was shot by a neighbor and probably fatally injured late last night for singing 'After the Ball.' The latter claims he thought Skinner was a tramp who had previously disturbed him."



Wisconsin Division By-Laws.

(ADOPTED JUNE 30, 1890.)

The Wisconsin Division, League of American Wheelmen, organized in Milwaukee, September, 1886, under the provisions of the parent body, is subject to the rules and constitution of said league, and is pledged to support its interests and uphold and obey its laws.

ARTICLE I.

The officers of this division shall be chief consul, vice consul, secretary-treasurer and one state representative for each two hundred members in good standing; these officers, together with the authorized league club representatives, to form the state board of officers with general authority to transact all business of the division.

ARTICLE II.

The chief consul shall preside at all meetings of the board of officers or of the division; shall appoint all committees not elected by ballot, shall act on resignations from committee men or local consuls, and shall fill such vacancies by appointment; shall appoint one consul for each locality that in his judgement is entitled thereto, and shall appoint league hotels on recommendation of local consuls or majority of members in stated locality. The vice consul assumes all duties of chief consul, in absence of chief consul, and fills office for unexpired term in case of resignation.

ARTICLE III.

Local consuls shall acquire and give any information as to roads, hotels and other matters of interest in their localities to members of the league calling upon them in person or by letter; keep state officers informed from time to time by reports; perform such duties as the latter may require of them, and use all efforts to promote the interests of the league and bicycle riders in their vicinity. Consuls' term of office shall expire September 1st each year, but the office not to be declared vacant until a successor is appointed; they may be removed by vote of board of officers, for cause.

ARTICLE IV.

The chief consul shall make a report at annual meeting of division and upon his retirement a supplemental report covering the official acts of his term of office. The secretary-treasurer shall keep a complete list of division membership, keep all records of meetings of division or board of officers, shall hold funds of division subject to order of chief consul, and shall perform such duties as pertain to his dual office by order of chief consul, board of officers or will of a meeting.

ARTICLE V.

The standing committees shall consist of three members each, and shall be appointed by the chief consul. They shall hold office for one year from the 1st of September and until their successors are appointed. The committees shall be "Rights and Privileges," "Highway Improvement," "Railroad Transportation" and "Division Racing Board."

ARTICLE VI.

An annual meeting of the division shall be called by the chief consul during the months of June, July or August, to be held for the transaction of division business, as a state meet of wheelmen, race and road meet, and for the discussion of matters pertaining to bicycling; such annual meet to be decided by majority vote of division board of officers. Sixty days previous to this meeting each member of the division shall be supplied with a blank for nominating or informal ballot for officers, which members not expecting to be present at meeting will fill out and mail to secretary, sealed and marked on cover "Nominations," same to be subject to recall if member is present at meeting and before meeting is called to order. This ballot will be counted in informal vote together with votes of members present, and the two names for each office having the largest number of votes shall be declared the nominees. The nomination of officers made at annual meeting shall be published in *Bulletin* for four weeks before election and a committee appointed to count the ballots received by the secretary up to the 15th day of November, 12 M.

ARTICLE VII.

Order of business at annual meeting: First, minutes of previous, regular or special meeting. Second, report of chief consul. Third, report of secretary-treasurer. Fourth, local consuls' reports. Fifth, committee reports. Sixth, new business. Seventh, election of officers. Eighth, Adjournment.

ARTICLE VIII.

Any cycling club in this division whose membership shall consist of not less than 75 per cent. members of the L. A. W. shall be entitled to a certificate of a league club.

ARTICLE IX.

Amendments and additions to these By-Laws may be made by being published in official organ over the signature of three members; if at the end of thirty days the secretary has not received votes of one-quarter of the division membership against the same the amendment shall be adopted and so noted in official organ.



Wayback to Uncle Rube—"Oosh, Rube, that 'ere feller must have rid a blamed long way by the way the wheels are swollen."

Ben. W. Park, Madison.

In Madison, Wis., the Gem City of the West, was born Benjamin W. Park, in the year of 1865. While he was being nursed and reared under the influence of home life, he little thought then that in



the years to come he was destined to play such an important part in the interests of the sport of bicycling and the League of American Wheelmen. Four or five years ago, after he had learned to control the silent steed and had traversed the country round about for fifty miles distant, he soon became imbued with the idea that the roads on which he rode were scarcely

what they might be and since then has become a strong advocate for the rebuilding of them. This led him into the League of American Wheelmen, which organization he is now an elected representative of.

Mr. Park has a remarkably quiet disposition, but does many good things of which he says nothing. He races a bit, tours a good deal and is always working for the welfare of the League. In '93 he was elected president of the Madison Cycling Club and at the last annual meeting re-elected for '94.

The Grand Old Waukesha.

Things have begun to stir in the headquarters of the racing board of the Milwaukee Wheelmen in preparation for the great annual event, the Waukesha-Milwaukee road race, to be run July 4. Entry blanks, circulars and letters are being sent out by the secretary, E. H. Neustadt, at a lively rate. Col. Andrae, chairman of the board, asserts that indications point toward obtaining a valuable list of prizes. Entries close June 23. The handicap limit will be ten minutes instead of thirteen as it was last year. The plan of finishing on the fair grounds' track seems to have fizzled out.

A dispatch from Columbus gives us the information that the first blood of the season was won on an Andrae machine in the Fall River road race by M. B. Nate winning first time prize.

Class A riders, while attending college, can give the college as their residence in complying with the rule that class A men shall not compete more than 200 miles from home.

Wisconsin Division Notes.



Renew your League membership. Get your friends to join.

A plan has been formulated by Chief Consul Morrison which, when completed, will redound to the credit of the state. With the assistance of the local consuls he will soon have an accurate road map of every county in the state of Wisconsin.

News comes to us of the severe illness of Henry Van Arsdale, of Racine, once chief consul of this division and now a representative.

Dr. D. S. McArthur, the League consul in La Crosse, is industriously at work to keep up the record established by his predecessor, Willibald Ott, who secured more than fifty new members in one season.

The Madison Cycling Club may very soon be included in the list of League clubs. It has a healthy membership and many staunch League supporters.

League members should take note that Secretary Abbott Bassett, to whom all renewals and applications should be sent, has moved his office to 46 Van Buren street, Chicago, Ill.

The Wisconsin Division is now establishing a League hotel in every town in the state, and fifty new local consuls have been added to the list.

If the local consuls do their duty, we will have an excellent and complete road map of the state before very long.

By the reports in the official bulletin, Wisconsin is now tenth in place in point of renewals. In the way of new members it is also well in the race.

Racine Bicycle Co. Affairs.

C. M. Diedrich, receiver for the Racine Bicycle Company, has sold the stock and fixtures of the company to E. W. Fish. Last June the factory was closed by a garnishment of Kingman & Co., of Peoria. Later H. C. Korfage, an officer of the company, filed an attachment, and for several months the attachments occupied the attention of the courts, with prospects of a settlement. Sixty days ago C. M. Diedrich was appointed receiver, with instructions to dispose of the effects of the concern. The proceeds of the sale will be placed in the bank, where contestants and attorneys may scrap according to law for its possession.

What They Will Ride.

Nearly all of the American amateurs have selected their mounts for the year. Following is a partial list: W. C. Sanger, Union; H. C. Tyler, Union; J. S. Johnson, Stearns; J. T. Bliss, Rambler; M. F. Dirnberger, Rambler; G. F. Taylor, Stearns; W. A. Rodes, Stearns; H. A. Githens, Rambler; W. W. Taxis, Sterling; E. C. Bode, Sterling; A. D. Kennedy, Jr., Sterling; Geo. C. Smith, Columbia; W. F. Murphy, Raleigh; E. A. McDuffee, Union; F. J. Titus, Spalding.

GOOD ROADS.

A Valuable Paper by Wm. H. Foster, Chairman Roads Improvement Committee of Wisconsin—Practical Suggestions How to Promote the Work.

In writing upon the subject of good roads, it is not so much a question of what to say—for the subject is broad enough to fill a volume—as what best to say within the limits of a short article.

Someone has said that the process of obtaining good roads is through agitation, education and construction. Not that good roads can be obtained without construction, but the way to it must first be paved by keeping the question before the people and educating them to a point where action will follow.

How can agitation and education be best pursued? Experience will tell; and the best way to get experience is to experiment.

As a few of the ways in which the subject can be brought to public attention outside of cities the following way is suggested:

Have speakers attend county fairs and farmers' conventions, prepared to present the subject in the best light to overcome the opposition of this class, leaving the cyclist and his machine entirely out of the discussion.

Let each county or township, as far as possible, take up the movement for itself; that is, interest citizens of the locality and have them appear, at least, to take the leading part.

If success seems more certain in one town or county, concentrate attention at that point; for good roads once established in a locality, being an object lesson, will be worth more than months of argument or volumes of statistics.

Articles favoring good roads printed by the publishers of "patent insides" and circulated by local papers throughout the state, may be productive of much good. There is no doubt, however, that much more could be done to forward the good roads movement if the editors of these local papers could be induced to take sufficient interest in the matter to print on the *local* side of their publications articles in favor of good roads, either written by themselves or furnished them by local writers or by the state branch of the L. A. W. Articles thus appearing would be considered as expressing the sentiment of the editor—a person personally acquainted with most of the people in his locality—the influential ones, at least. People are most influenced by each other where they come directly in contact.

It might be a good idea, as part of the agitation and education, for our division of the L. A. W. to formulate a plan for the improvement of roads in this state, drawing up a proposed law to put such plan into effect and then publishing and circulating the same either in pamphlet form or by printing in local newspapers.

In addition to general agitation and education, particular attention should be paid to supervisors, pathmasters and prominent town and county officials. They are the per-

sons having most influence in their localities and influence is what we need.

The plan above referred to must be a good one, providing for a minimum expense with a maximum result. It is suggested that the county system would be best, each county to look after its own roads and be free, under the proposed law, to construct roads or not, as its people should vote. After a law was passed general agitation could still be kept up, and success in one county would open the way to good roads throughout the state.

Want of space will not permit the outlining here of a plan or system; but it may be said regarding the financial part, that if any extensive improvement of the roads of a county was to be inaugurated, bonds would have to be issued, to run for a number of years, thus distributing the expense.

Probably there could be incorporated in the law a provision for state aid in proportion to the amount of bonds issued by any county, or a certain proportion of bonds so issued could be guaranteed by the state, which would make them more salable.

The good roads gospel could be disseminated to some extent by wheelmen when out on the road. The acquaintance of farmers could occasionally be made and their sympathy enlisted in the cause by showing them how the roads might be improved with little or no additional cost, above what is now being paid, to them or to anyone. There are many little arguments which might thus be forcibly brought home to the hearts of that class which are most in need of better highways, yet most opposed to a change. The missionary wheelman would no doubt often think his exhortations useless; but occasionally his heart would be gladdened by finding, perhaps in the most unexpected place, a strong desire for good roads and hand and head ready to assist in the movement as soon as inaugurated.

Our state division should—as the writer has been informed its intention is—appropriate some money to have *Good Roads* magazine sent free to road overseers or pathmasters throughout the state.

When a system is put into operation in any county, only the principal highways should be at first reconstructed, that is, only those connecting the principal cities and villages in the county or leading to principal cities and villages in adjoining counties, leaving the other roads to be "improved" under the present district system. Perchance in time reconstruction would come for them too. Where there is more than one road between two cities or villages and one running through some intermediate village, only that one need be improved.

The foregoing are a few suggestions regarding the process by which we may obtain good roads in Wisconsin. We are not, however, dependent entirely upon our own ideas and experiments. Others have gone through the process and we can profit by their experience.

There is a very interesting pamphlet issued by the New Jersey Division, L. A. W., for free distribution, telling how

Union County, in that state, obtained good roads. It is printed by Cook & Hall, Elizabeth, N. J., and probably could be obtained from them. Everyone interested in the good roads movement should read it. Send for it!

Now, if Union county, N. J., can obtain good roads, why cannot any county in this rich and mighty state of Wisconsin? Why not Milwaukee county? It is the smallest county in the state and the wealthiest. The expense would hardly be felt. Union county built forty miles at an expense of \$350,000—between eight and nine thousand dollars per mile. Ours need not cost more than \$5,000 per mile, which would give us seventy-five miles of road for the same outlay and include all the main thoroughfares of the county.

Why not have them and have not only the benefit and delight of using them, but also the pleasure of saying to the world (to use the words of the pamphlet above referred to):

"And, finally, gentlemen of the wheel and all who are interested in magnificent highways, we present to you not only the methods used in this county, but the roads themselves. Seventy-five miles of the most beautiful and most serviceable suburban roads in these great and glorious United States. Seventy-five miles as smooth as a floor, as hard as a rock. Seventy-five miles over which your carriages or your wheels fairly 'go themselves' on the level, and down those gentle declines you fly like a bird. Seventy-five miles in warm sun and under grateful shade; up to breezy hilltops, where scenes of witching beauty spread before your eyes, and down in gentle vales where crystal brooks babble merrily and suffer no interruption as you noiselessly glide by. Gentlemen, these roads are yours; yours to-day, yours ten years from to-day, and yours all the intervening time. Use them to your heart's content. We of Milwaukee county made them for you (also incidentally for ourselves), and you are welcome not only to all the pleasure they afford, but to all that you may profit by them in the way of receiving inspiration and instruction to make good roads for yourselves."

Memoirs of '93.



Senger at Harno Hill—Milwaukeeans expect Senger to win under any circumstances.

Colonel Watts in a New Role.

A new way of paying church debts is described by the *Louisville Courier-Journal*. The originator is W. W. Watts, a successful lawyer of that city, who has been taking his lunch at church bazaars lately. This slow mode of raising funds to help out the parsonage has set him to thinking. There is a debt on his church in Portland of several hundred dollars, and he wants to see it raised. To want a thing is to have it with Watts. The only drawback was a scheme. He slept over it a night or two and evolved this plan: There are more sinners in the world than Christians. Why not "win" something from the sinners for the church? The more he thought of it the better he liked it. When he got to his office he drew up a paper, something like this: "We, the undersigned sinners, feeling that we owe something to religion for our wickedness, hereby subscribe the amounts opposite our names, to help relieve — Church of debt." Brother Watts started the ball with a contribution of \$25, and he is compelling his friends to "cough up" sums ranging from \$1 to \$10, according to the degree of their wickedness.

A Car Load Wanted.

From all points of the States, wheelmen, wheelwomen and their friends will take advantage of the special excursion rates to the National Meet to be held in Denver, August 13 to 18. Wisconsin will be duly represented. From Milwaukee it is expected a special car will be well filled going direct without a change. Mr. W. L. Simonds will look after the interest of those who wish to attend. Some of them who will go are Mr. and Mrs. F. J. Schroeder, Mr. and Mrs. R. S. Baird, Mr. and Mrs. B. A. Savage, Mr. and Mrs. W. L. Simonds, A. C. Morrison and M. C. Rotier.

"Good Roads" Again.

After a lapse of two months *Good Roads* again comes to us, an interesting and welcome visitor. In general style it differs little from the numbers previously issued, but editorially it takes a decided change. The difference between Potter, the former editor, and Elliott, the present holder of that position, in general style, thought and action, is so great that anyone will readily note the editorial change. The publication does no longer attempt to conceal the fact that it is controlled by the League of American Wheelmen and it contains articles especially interesting to wheelmen. It has a good advertising patronage and promises to be self-sustaining. L. A. W. members can secure the magazine regularly for 50 cents a year.

This is the way *Cycling Life* puts it: The man who wrote "Ta-ra-ra-boom-de-ay" may as well hide his shriveled head. At downright, hearty, good-natured humptiousness he is double-discounted by the man who compiled the new catalogue of the Julius Andrae Cycle Works, of Milwaukee. The preface of this catalogue is as smartly written as anything of the kind yet published. The cover is simple, elegant and striking.



Now that Zimmerman is out, critics are trying to make up their minds who will carry the championship crown this year. But they are well scattered on Sanger, Tyler, Bald, Johnson, Dimberger and others of minor fame. However, in view of last season's work, Sanger has the strongest following.

* * *

Here is a modern version of the first verse of Gray's Elegy: "A lowing herd wound slowly o'er the lea; a scorching rider spun along in glee; the lowing herd stopped lowing on the lea—the rider struck! Then where, oh, where was he?"

* * *

Now that we are about commencing another season, wheelmen would do well to make good resolutions and endeavor to keep them. We may have failed in our duty to ourselves and our fellow cyclists in the past. We may have allowed ourselves to be daunted by the passing shower or deterred by the muddy road. We may not have been as loyal to our club as we should. Too often, perhaps, did we exchange the jacket for the dressing gown, the shoes for the slippers. Do not have to plead guilty to those charges this season, but become regular, if moderate, devotees of the wheel.

* * *

Zimmerman's colors in the amateur ranks will no longer wave serenely at the top. Of course, since his flop-over into professionalism, it could not be if he would, but the question arises, had he not done this, could he have maintained his position the coming season. Last year, although he scored more great victories than any other racing man on the path, he suffered defeat in a few notable events which has demonstrated that others were fast crowding him out of the top notch and that he began reading the handwriting on the wall. Zim has always shown a great amount of tact and he has displayed it unusually fine in his move into the professional fold. He leaves the ranks of the pure and speckled in time, perhaps, to escape defeat and in time to gather in the shekels which the ripeness of professionalism now affords. It is estimated, in fact, it is almost guaranteed, that at the end of this season he will be \$40,000 richer in cold, hard cash. A diplomatic move indeed.

* * *

Pat isn't the only creature in the world who makes those absurd remarks we call bulls. Frenchmen, Englishmen and all others make them with equal frequency. Even Americans make them, and wheelmen at that, as witness the following: "My Dear Will; I left my pneumatic pump

in your back yard the other day. When you come over, please bring it with you if you find it. Yours, Pat—
P. S. — Never mind bringing along the pump; I have found it."

* * *

Again the Milwaukee Wheelmen are bereft of all racing talent to carry the club's colors to the front this season on the cycling path. There is a large amount of inconsistency displayed by the average racing aspirant in the matter of choosing a club to ride for. Last season the Telegram Cycle Club sported the winners, but with its demise they again flocked back to their first love. Now they are gravitating into the North Side Cycling Club, which, from present appearances, will hold the winning hand this season. Still, this variableness on the part of the racing man is not wholly without excuse. As a class, these riders are hard working young men and cannot allow sentimentalities to interfere with taking what is offered them if they so desire. The North Side club has made handsome overtures to these men and they have accepted.

* * *

American Athlete:

Sing a song of cyclists
With collars all awry,
Four-and-twenty cyclists baked pretty dry;
When they finished scorching
They all were done up brown;
Don't they look a dainty lot straggling through the town?

* * *

Sanger has returned from Denver in company with Tyler and Trainer Dumbleton. While down there he succeeded in reeling off several quarters in 30 seconds.

* * *

Parker H. Sercombe, if he does not go to Denver, will represent the Milwaukee Athletic Society in a racing team which they will put out this season. Speaking of P. H., Frank Patnam cleverly says this of him: Parker Sercombe, the party who divides his time about evenly now between wrestling with his sporty mates at the association rooms, writing pamphlets in opposition to the pope and lecturing on "A Rational Explanation of Psychical Phenomena," will probably lead the association's racing team. Parker can be viewed from more different points than Pike's penk, and he is always interesting.

* * *

It was wrong, very wrong, what the Milwaukee correspondent said about one of our leading local racing men in a recent issue of *Cycling Life*. We have the greatest respect for the honesty of purpose the correspondent ever maintains in all his writings, but in this case he has been misinformed. It was not right to say that this racing man had worked two confiding makers and dropped them in order to take the pay offered by the house whose wheel he is now riding. The books of the house show that he has paid his good hard-earned cash for the wheel.



Of a Local Nature.

Captain Schmidbauer says yellow pants will be his racing colors this season.

It is reported the Bay View Wheelmen are not living harmoniously and that the club may be re-organized.

The Associated Cycling Clubs of Milwaukee have been given August 6 as their date for the national circuit meet.

The road officers of the Milwaukee Wheelmen are preparing for a picnic to be held at Fish Creek Park some time in June. A large turnout is expected.

Layton Park has organized the Cyclone Cycle Club, with the following officers: President, Wm. Martin; treasurer, Chas. Wilson; secretary, Oscar Caspari.

It's in the air! Hark! It is whispered the "Tired Ten" club has disbanded and a new club is being secretly organized, to be known as the "Commonw(h)eelers."

Our state official handicapper, Mr. Albert Martin Patitz, was married to Miss Rose Schroeder, sister of ex-Chairman Schroeder, on the evening of May 3, amid great splendor.

A neat new eight-page and cover cycling paper has come to our desk from San Jose, Cal., called the *Pacific Cyclist*. We doubt not it has a large field to cover and will be successful.

Two riders, Arthur Bender and Charles Knudson have left for Kansas on their wheels, taking with them a tent and the necessaries to prepare an out-door meal with. They will be gone some time.

The North Side Cycling Club will soon move into its new quarters and will have a house warming on the 1st of June. A musical and athletic entertainment will be rendered and an admission fee will be charged.

The Junior Cycling Club is at the head of a scheme to combine a number of the small west side clubs and name the club the West Side Wheelmen. The object is to get enough members to build a club house and secure a gymnasium.

When the street improvements already arranged for by the common council and the board of public works are completed there will be a continuous stretch of paved streets from Forest Home Cemetery to Union Cemetery, the southern and northern limits of the city.

The run under the auspices of the Associated Cycling Clubs of Milwaukee to the Soldiers Home on Memorial Day will have the full support of every cycling club in the city. The riders will leave Grand avenue boulevard at 2 p. m., with

their wheels bedecked with flowers and wreaths, which they will leave at the burial grounds of the dead heroes. A stand will be erected at the Home from which speeches will be delivered.

The first Milwaukee road race of the season will be run over the Whitefish Bay course, from the toll-gate to the bay and return, on Saturday, May 26. It will be open only to boys under sixteen years of age. A \$25 gold medal is offered as first time prize and a medal valued at \$15 for second time prize.

The North Side Cycling Club has three time prizes up for the Cedarburg-Milwaukee open road race, to be run on June 17, starting at 4 p. m. Their value will be \$75, \$50 and \$25. Four high grade bicycles have already been secured and the chairman of the racing board, Gerhard Aussem, will buy us a supper if they don't get four more.

The Racine-Milwaukee open road race, under the auspices of the Mercury Cycling Club, promises to be a big event. The course is almost a straight line from Racine to Milwaukee, with but few hills to climb. Riders will pass through South Milwaukee and St. Francis and finish corner Kinzie, Kinzie and Russell avenues. There is no danger of any contestant straying from the course.

In and Around the State.

Shullsburg has twenty-five active wheelmen.

A cycling club is being organized in Berlin with thirty wheelmen.

Ed. Shauer, Hartford, is a wheel rider weighing 230 pounds and has the build of a Sanger.

The Madison club has leased fine quarters to be used as club rooms. One of the rooms will be used as a gymnasium.

Reports from every town in the Northwest evince the fact that at least five wheels will be sold this year to one last season.

S. H. Castle, Black River Falls, has a claim to being the oldest wheel rider in that locality. He is a dealer and a popular fellow.

Arrangements are being made by Appleton cyclists for a road race this summer. The course will probably be from Medina to Appleton.

Adam Hepler comes out with a wheel this week. Surely Pardecville will have to organize a wheelmen's club.—*Pardecville (Wis.) Times*.

Arrangements are about completed for the Decoration Day road race to be held over the Sun Prairie course by the Madison Cycling Club.

Frank Minck, an Appleton boy, while riding a bicycle, collided with a horse and buggy. The bicycle was wrecked, but the boy will recover.

Louis Reyer, Jr., of Calumet Harbor, a well-known racing figure on the path at all state meets, has just taken unto himself a life-partner.

THE PNEUMATIC.

Marinette and Menominee cyclers are making arrangements for a road race, to be run on Decoration Day. The course will be about twelve miles.

Stevens Point riders are hard at work training for the coming races and are confident of success. Ole Veran, Dewey and Thompson are all doing good work on the road.

Whole Oshkosh seems to be on wheels these days. It is one of the hottest wheeling towns in the state. There are three cycle stores and about ten agencies in the little city and all are doing well.

Active preparations are soon to begin to make the race meet at Wausau in June a big success; no pains or expense will be spared to try to make it the largest meet ever held in northern Wisconsin.

Mount Horeb wheelmen are fixing up their track for the season. It's a half mile course. Mount Horeb can lay claim to as great a percentage of cyclers as any town in Wisconsin. There are prospects of some good racing this summer.

The Madison Cycle Club has decided to build a track during the coming summer. The club now has 100 members. This means that the boys will want the next state meet and that they may get it too.

Mr. Mark C. Ewing of the Wausau club is training at Mankato, Minn., and doing better work than ever before. "Climax" says he is after the state championship at Ripon, and if he keeps his present form will come very near getting it.

The Wausau racing men are already at work on the track and are showing fast quarters and halves. Dr. Willard, Joe Stevens, "Pete" Goerling, Stewart Nagles and Will Wilson are all doing hard and long training for the June meetings.

The Winnebago Wheelmen, of Fond du Lac, have elected the following officers: President, C. F. Giese; vice-president, V. M. Weeks; secretary and treasurer, F. G. Steenberg; captain, W. C. Reinig; lieutenant, Elmer E. Thew; directors, J. B. Pinkham, L. A. Brhart, Paul J. Fritz and A. Brutus Anvory.

The Fall River road race, run by the Columbus Wheelmen on May 9, was won by Fred G. Holtz. Time, 46:12. Handicap, 18 minutes. Distance, 9 miles over poor roads. The first and second time prizes were won by M. B. Nitz and E. Blumenthal, respectively. The handicap limit was 26 minutes. There were nineteen entries and seventeen starters.

State Trade Notes.

In Fond du Lac, Oshkosh, Neenah and other northern towns the Cleveland wheels have a good sale.

Will Watterston, an ex-Milwaukeean, is now the leading cycle dealer in Weyauwega. He also does some racing.

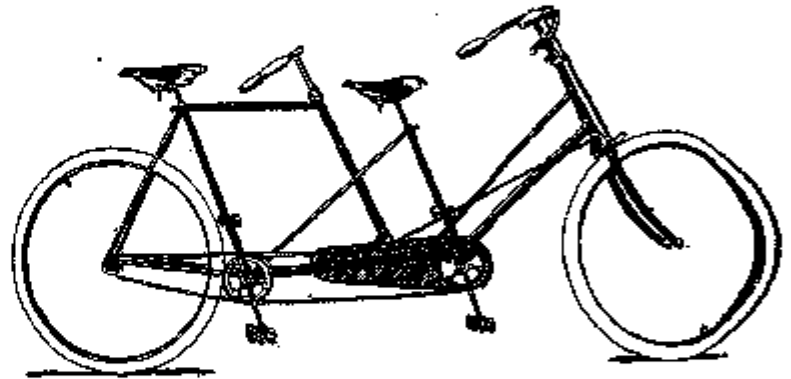
B. T. Higgins, of Oshkosh, who has been local consul since 1890, but resigned his position owing to trouble arising through trade factions, is a successful agent, selling Ramblers, Raleighs, Phoenix and Aerial machines.

W. D. Van de Car, the leading cycle dealer in Merrill, is a promising rider and an enthusiast in cycling matters. He now holds the Merrill to Wausau course record, a distance of 19½ miles, which he made in one hour and twenty minutes. Fenton Fox previously held this record.

Hoaglin & Chase, of Oshkosh, are two young and enterprising men who have this season gone into an exclusive bicycle business. They occupy a neat store on Main street, in the rear of which they conduct a fully equipped repair shop. They handle the Cleveland, Andrac, Waverly and medium grade wheels.

The Rambler Tandem.

As will be seen from the cut, special attention has been paid to the elevation of the rear seat, so as to give a clear view over the front rider's head, and at the same time the



standard reach from the saddle to the pedals has been retained in the rear, thus making it an absolute combination machine, as intended, for the use of a lady and a gentleman.

The wheel base is of moderate length — 5 feet 10 inches — while at the same time ample distance is given between the front rider and the rear steering bar, a very essential point. The details of minor parts are the same as on the No. 7 or Model D, only such parts being modified as are necessitated by the difference in the two machines.

Seventy-inch gearing will be furnished regularly, but if desired, sixty-inch, sixty-three-inch or sixty-six-inch can be substituted.

A new feature will also be noticed in this machine—that the rear steering bar has ball bearings.

Weight 53 pounds, with all on, including tool-bag and tools.

A union run of all organized cycling clubs in Chicago and vicinity was held Sunday morning, May 6, over the new Chicago road race course to familiarize the riders with the road.

All L. A. W. championships have been assigned to Colorado, to be contested for during the League meet on August 16-17-18.

THE PNEUMATIC.

A Budget from La Crosse.

By "CHEERFUL."

Cycling is on the boom in La Crosse this year and upon my arrival on the evening train I was surprised to see the number of wheels on the street. There are probably 200 wheels in the town at the present time, mostly high grade, and the dealers report a lively interest and good sales for this year. The leading dealers and their lines are as follows: E. D. Loomis with Andraes, Lovells, Gendrons, Lindsays and Crescents; La Crosse Book & Stationery Co. with Victors and Columbias; Geo. H. Allen with Sterlings and Ides.

There are also numerous "sidewalk agents," but the above are the leading legitimate dealers.

La Crosse is an exceedingly pleasant town and will doubtlessly have some races during the summer.

It is surprising to see the interest manifested in the sport when one stops to consider the sand through which the riders have to plow in order to enjoy(?) a country ride.

It can boast of no club at present, but will probably have one in the near future. But it prides itself on having held the lead in point of League membership for the past year and the prospects are that it will be largely increased. La Crosse would be a magnificent place to hold a state meet at. Good hotels, great hospitality and famous for its pretty girls.

Adjustable Book Holders.

An adjustable dictionary holder is indispensable to an office where the book is in use and L. W. Noyes, Twelfth and Rockwell streets, Chicago, makes them so handsome that it is an ornament as well. The holder can be adjusted to any book, but is especially adapted for a dictionary, "Bradstreet," "Dunn" or any other volume of large size. It is adjustable to any height or angle, and is pivoted to turn to any position. It stands firmly on four legs on casters. The base is bronzed, the standard nickel plated, and the case of polished walnut, oak or cherry. The book rack holds eight or ten volumes, and is a great convenience.

Doings in Wausau.

Women are rapidly catching the "cycling craze" in Wausau. Mrs. Wm. R. Moss, Mrs. Dr. L. M. Wellard, Miss Wheeler and Miss Hineman are rapidly becoming expert lady cyclists and take regular evening spins.

Joe Stevens, while running at about a three-minute clip on the Schofield road, ran over a dog and took a header of about twenty feet, bruising and cutting himself quite bad.

His wheel escaped with a broken pedal and other slight damages.

Wausau is going to have a racing team at all the state races this season; the team will consist of Stewart Naylor, Joe Stevens, Roy Smith and one or two others.

Local Trade Jottings.

In the show window of W. A. Bremer's new store stands the wheel on which Sanger made all of his records last year. Its a great drawing card, crowds of people continually standing and looking at it.

The Stearns wheel is in great demand and H. L. Kasten & Co., the local agents, are naturally happy.

A number of the chainless safeties made two years ago by the Serrinbe-Hulte Mfg. Co. are still on the market.

Mr. Holte, the inventor, says that in point of workmanship, material used and ease of running, these chainless wheels excel any others that the factory ever turned out, yet wheelmen seem to be afraid of the conspicuous attention paid to riders of the odd-looking mount.

John B. Bangs & Co. are snugly located in their new quarters on Milwaukee street. They keep a complete line of amateur photographic outfits.

Ed. Vogel, holder of the quarter and two mile state championship records, will ride an Andrae this season.

Cycle suits made to order at Simonds. They know how to make 'em.

Waupaca Cycle Notes.

The Bicycle club held its annual meeting Monday evening in S. A. Connell's office and elected the following officers for the ensuing year:

President, D. L. Stinchfield; vice-president, Albert Breit; captain, A. M. Chandler; first lieutenant, Nels Anderson; second lieutenant, John Jardine. A committee was appointed to examine the road to the Veteran's Home and Lake View, and estimate the amount of money which it will be necessary to expend to put it in condition for wheeling. An organization was formed distinct from the bicycle club for the purpose of renting and improving the old fair ground race track and to hold a series of races and endeavor to hold a meeting of the Wisconsin Valley cycling circuit, of which this club is a member; about \$800 was subscribed and the track has been rented. The officers of the association are: President, A. M. Chandler; secretary, D. L. Stinchfield; treasurer, John Jardine; executive committee, Earl Whipple, Nels Anderson.

We notice by our county exchanges a great interest in wheeling all over the county and why should it not be a

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good plan to form a county association and hold meets in the different towns during the season. Waupaca, Weyanwega and New London have good tracks and Clintonville is taking a lively interest that way, and those living in the smaller towns near by could have the advantage of them and become acquainted, besides promoting a sport which is popular, healthful and manly.

Wellman, the Milwaukeean who purposes reaching the north pole by a sledge journey, has ordered sent to Aalesund, Norway, an ice bicycle, made by A. T. Firth, a Chicagoan. The device is here illustrated. Its practicability was demonstrated locally last winter, at Ashland, Wisconsin, establishing a record of 1:42 for a mile. The machine is built



FOR ARCTIC EXPLORATION

thence to the rear runner and up to the bicycle frame again. The weight of the rider is thus entirely upon the runners of the skates, which are made of the lightest material possible.

The power of propulsion is furnished by the driving gear of the bicycle, the chain gear being attached to a propelled drivewheel set in a moveable frame pivoted at the back of

the machine, allowing this drivewheel to be constantly upon the surface of the ice or snow, and thus overcoming all irregularities met. The only pressure upon this drivewheel is its own weight and that distributed to it through the action of the rider upon the pedals. The angle of strain from the chain may be so adjusted and changed by raising or lowering the pivoted drivewheel frame that the friction upon the driving mechanism is brought to the lowest possible point.

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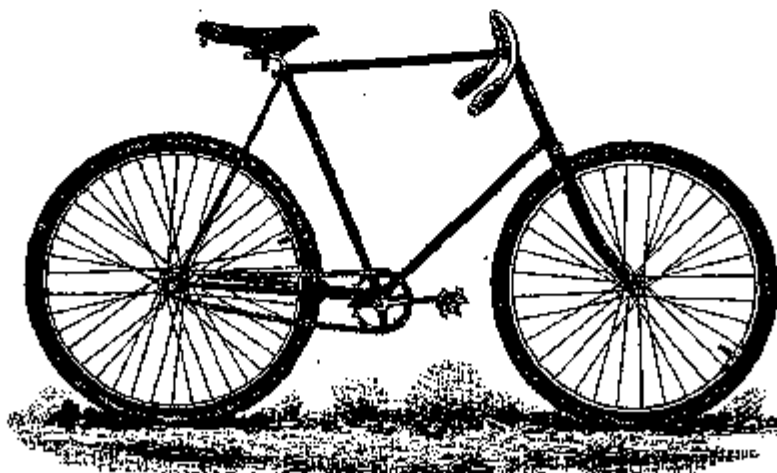
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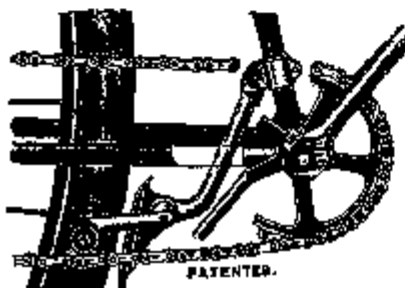
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1894.

ABBOTT BASSETT, Secretary.

Dear Sir: Inclosed please find fifty cents for subscription to the *L. A. W. Bulletin* for one year.

Name _____

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League No. _____

City _____

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Application for Membership in the L. A. W.

1894.

ABBOTT BASSETT, Secretary.

Dear Sir: Inclosed you will find \$2.00 for Initiation Fee and Dues in the League of American Wheelmen to April 30, 1895. I hereby certify that I am over 18 years of age, and that I am an amateur. I refer to the two League members named below.

Name _____

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L. A. W. Renewal Blank, 1894.

Fill out this blank, inclose \$1.00 to pay your Dues to April 30, 1895, and send to ABBOTT BASSETT, 46 Van Buren St., Chicago, Ill. Stamp must be inclosed if sender wants receipt. Otherwise the ticket must be the receipt. Don't forget to send your number. Don't send checks for \$1.00. Write very plainly—PRINTED PREFERRED. Stamps of a denomination above 3 cents will not be received. If you live in one state and have your mail sent to another, state the fact, that you may be located with the division in which your home is. If you desire your address changed, make the request on another sheet than this. Put new address on blank. Ticket holders, 25 cents; with name stamped, 50 cents.

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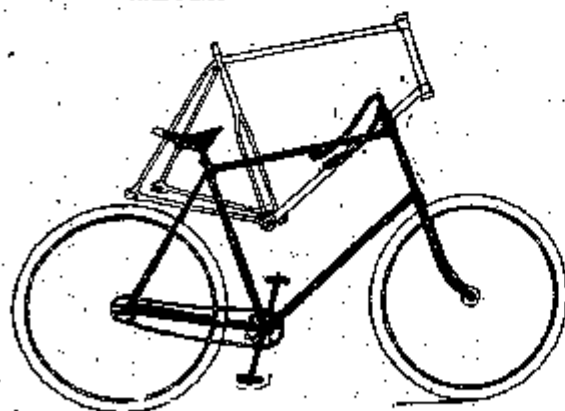
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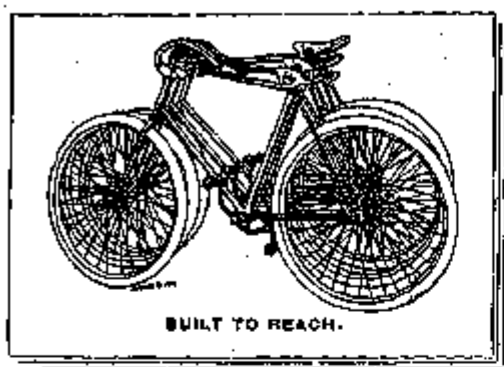
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VOL. V.

MILWAUKEE, WIS., JUNE, 1894.

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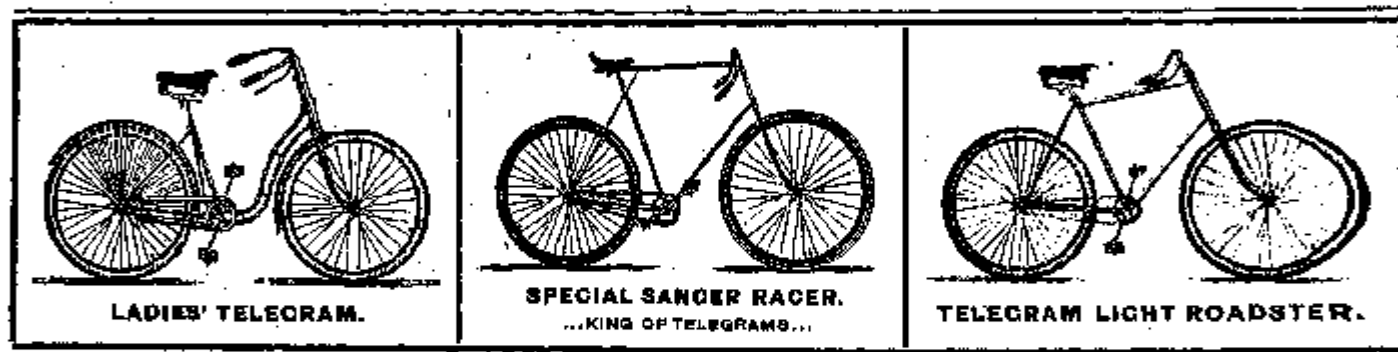
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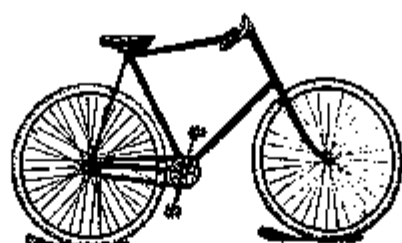
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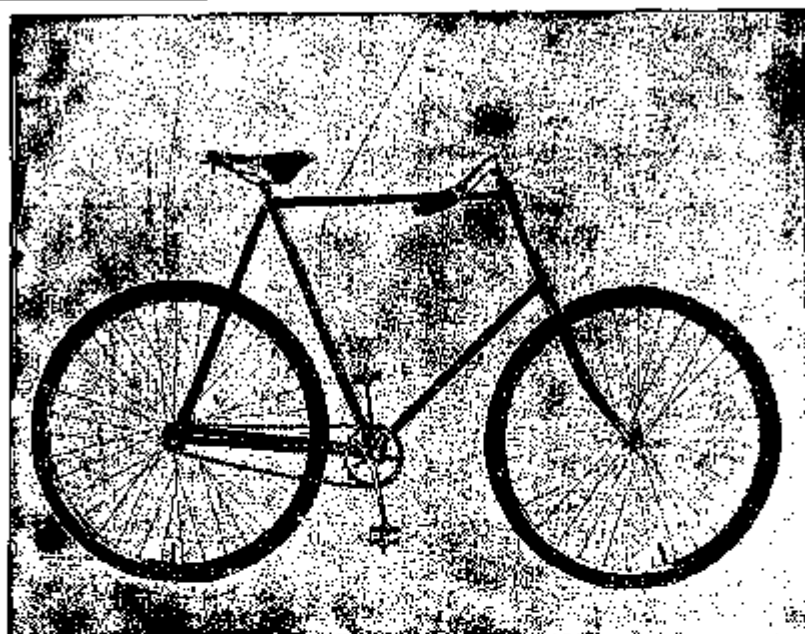
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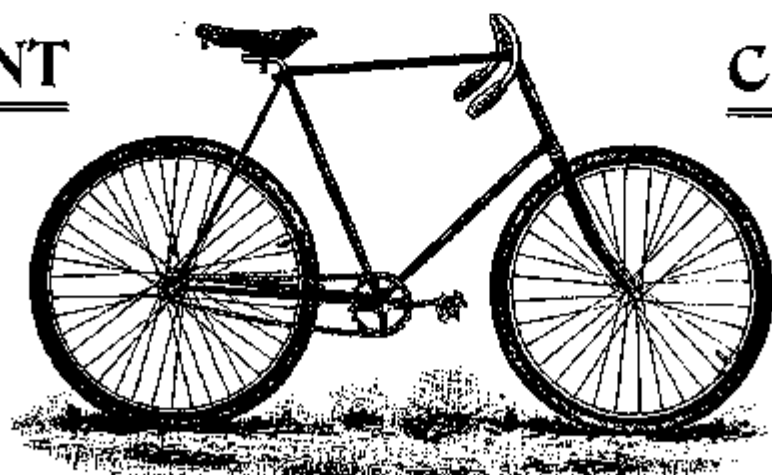
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M. C. ROTIER, Editor and Publisher,
305 East Water Street, Milwaukee, Wis.

THE new amateur class rule, barring general merchandise to be offered as prizes, sadly operates to the disadvantage of race promoters this season. Only medals, diplomas, plate ware, jewelry and cycle sundries can come within the category of the Class A prize list.

INFLATED values of prizes seem again to be the order of things in the cycle racing line. Last year it was cried down by the cycling press to such an extent that it was thought race meet promoters would see the error of their ways and be more conservative in the valuation of them. But we are threatened again with the same display of weakness and unless the racing men organize to protest against this practice the prize lists will receive even more flavoring than before.

WHILE it is not absolutely necessary for racing men or those who enter races to be members of the League, it is to their advantage to be in the fold. Members are accorded privileges and shown distinctions which others cannot get. The state racing circuit riders will do well to avail themselves of the advantages of the L. A. W. and thus become more acquainted with the rules which regulate the sport. In state championship races, however, it is required that the competitors be members.

BALL bearings have been suggested to be applied to wagons to alleviate the resistance power of friction! Well, this idea is perhaps a good one, but rather premature. Averaging it up, which offers the greater resistance in drawing a wagon, the friction of the ordinarily constructed vehicle, or the roads over which it must travel? It has been estimated that in drawing a common load of farm produce the friction is ten per cent and the ground resistance ninety per cent. This, of course, is an argument in favor of the immediate necessity of good roads. But

builders of vehicles are anxious to put something new on the market and they think ball bearings are a new improvement. But the time has not come when it will pay. It would be an infinitely better investment to use the same money to put wide tires on the wheels and narrow the distance between the two front wheels so as to bring these the width of the tires nearer together than the hind ones. What the result of this would be can well be imagined. Our roads would soon be void of those narrow ruts which wreck vehicles and create the ninety per cent resistance.

State Racing Fixtures.

Madison, June 15—Gold Medal Tournament and State Circuit Meet.
Milwaukee, June 16—First Annual Open Road Race, Milwaukee Road Race, North Side Cycling Club.
Holt, June 18—State Circuit Meet.
Janesville, June 22—State Circuit Meet.
Wausau, June 22-23—Cycling Tournament.
Denver Dam, June 25—State Circuit Meet.
Ripon, June 27—State Circuit Meet.
Bertha, June 28—State Circuit Meet.
Oshkosh, July 2—State Circuit Meet.
Milwaukee, July 4—Fourth Annual Waukesha Road Race, Milwaukee Wheelmen.
Stevens Point, July 4—State Circuit Meet.
Columbus, July 4—Bicycle Races.
Winneconne, July 4—Open Road Race.
Beaver Dam, July 4—Open Road Race and State Meet.
Wausau, July 4—State Circuit Meet.
Eau Claire, July 4—State Circuit Meet.
Neillsville, July 11—State Circuit Meet.
Black River Falls, July 11—State Circuit Meet.
Eau Claire, July 13—Annual Chippewa Falls-Eau Claire Open Road Race.
Madison, July 17-18—Bicycle Tournament and Meet.
Milwaukee, August 6—National Circuit Meet, Associated Cycling Clubs.
Ripon, August 7-8—National Circuit and State Race Meets.

An Actor on Cycling.

Coquelin, the elder, the great French tragedian, has the following to say about cycling, now so popular in France. "Cycling is the great rage of the day, healthy and picturesque above all things. The blood never circulates so quickly as on the bicyclette. I should like to write a long article on this terrible passion which invades all, but am not able. To conform to the rules of the great House (Matin) I must be as on the machine which carries me quickly towards the horizon. I am only able to spare a small place on which to dispose my humorous pills. Two words then. Cyclists, my brothers, let us be simple on our machines. I know statesmen, princes and generals, whose courage is unquestionable, cycling experts who lose all their dignity when riding; and also see puny cyclists who give themselves airs as if they had brought back Absace and Lorraine to France. Let them be simple. Simplicity is the true ideal of the pedaler. The bird is simple, and we are birds on our wheels."

An eastern contemporary has compared Sterling Elliott's *Good Roads* magazine to a comic almanac, or *Puck* or *Judge*, and *Cycling Life* has criticised it as a first-class humorous journal. We beg of you not to judge too hastily or too harshly. Perhaps that very nature of Elliott's will touch the right spot in the hearts of the farmers which we are all trying to reach.



Yes, the good old ordinary days. In those days there existed not such a spirit of "nothing to do but to win." I recall to mind my initial road race which extended from the corner of Vliet and Twelfth streets, through Wauwatosa and back. It was during the time when Terry Andras was in his prime and our local pride. This particular race was well handicapped and Terry started from scratch, but long before he came to the finish he passed a whole bunch of us, yelling in his mild fog-horn yell: "No hard feelings, boys." He was always modest about passing anybody on the track or road, and many an old rider, I dare say, can yet picture his large, sincere smile and recall some pleasant remark which he had ever ready for those whom he would overtake. How different are the riders of today!

Local dealers, nearly all of them, are complaining of the demoralized condition of the cycle trade at present in the city. It is claimed that under various pretexts wheels are being sold way under list price and that some dealers, in order to make a sale and maintain that they have lived up to the list, take second-hand wheels in exchange, allowing on them from ten to thirty per cent more than they again can realize on them. Makers of cycles are bringing this upon them by allowing their agents to sell at any price. Even wheels of such reputable makes as the Raleigh are being sold for what they will bring for cash.

The insincerities of life are the little cankers that eat away the friendship one bears to his fellow man. Even though he has not deceived you, the very knowledge of so much insincerity being practiced every day makes you mistrustful and suspicious of others, who may or may not deserve it. And in no class of people is this insincerity more prevalent than among the racing men and the trade. Aye, it is not only that, but downright falsehoods which one encounters while going the rounds.

Much could be said, but 'tis better unsaid.

Prize lists for the various road and track races are being published, with their estimated values attached. After the racing men have won and secured them we venture to say that their actual worth will be far less in many instances and that it will produce in the winners' minds certain unholy feelings which may give vent to utterances and which may be to a great extent justified.

THE PNEUMATIC was in error when it prophesied, some months ago, that the League would now get a first-class

cycling weekly as the official organ. While it is some improvement over the old one published in the East, it still bears the stamp of a paper hastily prepared editorially, and cheaply produced mechanically. Still, the League is none the worse off. For years past many have said the *Di World* was worse than nothing and now it is optional with them to receive the *Bulletin* or not.

Well, the state circuit is on the move. It must be acknowledged that the state racing board has spent a considerable amount of time and labor in arranging this circuit and I vouch will use every effort to make the meets uniformly successful. It largely depends, however, on the co-operation of the different clubs or those in charge. A great deal is expected of the circuit, and there can be no doubt of the influence it will have on the growth of cycling in this state.

A search warrant will soon have to be sworn out for the recovery of that 5,000-membership guarantee which the South issued in order to carry its point to exclude the negro from the ranks of the L. A. W. Scarcely a tenth part of that membership has as yet been secured.

The West will have a cycle show this winter and Chicago will get it. From the same source from which we got this information we have been told that the Chicago cycling press have agreed to lay down their swords together and pull with one accord without a discord!

We wonder, now that the Class B rule is beginning to grind in the mills of the racing world, how many plausible excuses will be concocted by the B racer as to why he didn't win the race!

The handicapping done on the North Side Cycling Club's open road race can be pronounced exceedingly fair. A handicapping committee is not such a bad plan after all.

Sanger's occasional defeats the past month, as per reports, have been attributed to over-confidence. Again the same story! Sanger must yet learn to race to win.

Maintain your rights on the road, but do not step beyond that. "Thrice is he armed who bath his quarrel just."

No bread can be baked in a cool oven. Arouse enthusiasm and the desired results can be attained.

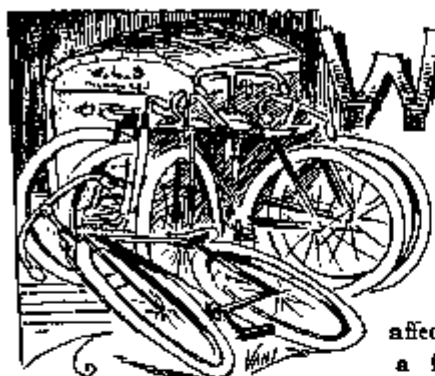
The cycle business in the city fully meets the expectations of the most expectant ones.

Punctured tire in water: Bubble, bubble, toil and trouble.

Eternal vigilance is the price of good roads.

The Converted Baggage-man Talks.

BY W. T. R.



"WELL," said the new member, as he slid into the best stuffed chair, "here I am, about as much of a racing fiend as you will find anywhere. Queer, isn't it, how a man's occupation affects his prejudices. Only a few years ago, I just

wanted to do one thing to every cyclist in sight—that is, kick the short pants off him. Sometimes in the spells between stops I've sat and looked at a lot of wheels and then got up and kicked the water barrel for the rest of the spare time; but, the Old Nick (he didn't say just that) was in 'em in more ways than one. When they'd hit the brakes a little too hard those things always started for the front to see what was up; didn't make any difference if I'd put a grip or a trunk in front of them, they started just the same. If they couldn't get to the front they slewed around and started for me. Wan't no use to fight 'em. You can sling most any baggage around and ease your feelings by kicking at it; but, me boys, never kick at a wheel. It'll join in the scrimmage; and, for ways of getting hold of you, there's nothing that'll match it."

"I take it you're a baggage-man," said the checker player, "but what do you mean by saying that 'the Old Nick is in 'em in more ways than one?'"

"Mostly because I'm riding one. I had bicycles thrown at me and dropped on me, talked at me and piled on top of me. The chumps that owned 'em would leave magazines and circulars in the car. I got to reading them; got to watching the wheels to see the make. Much as I hated the things I couldn't help thinking of 'em. Good deal like when you're gone on a girl—her face is floating around in the air whichever way you turn. I saw bicycles; got to watching the ads; got to arguing with the fellers about bearings and crank fastenings and brakes; got to figuring on how to raise the necessary—well, I got one. That's why I say the Nick's in 'em in more ways than one."

"You must have had some pretty tough loads," said the member who was waiting for an easy mark at billiards to come in.

"Yes, tough ain't a bark for it; but I never got done up entirely but once. That load w—"

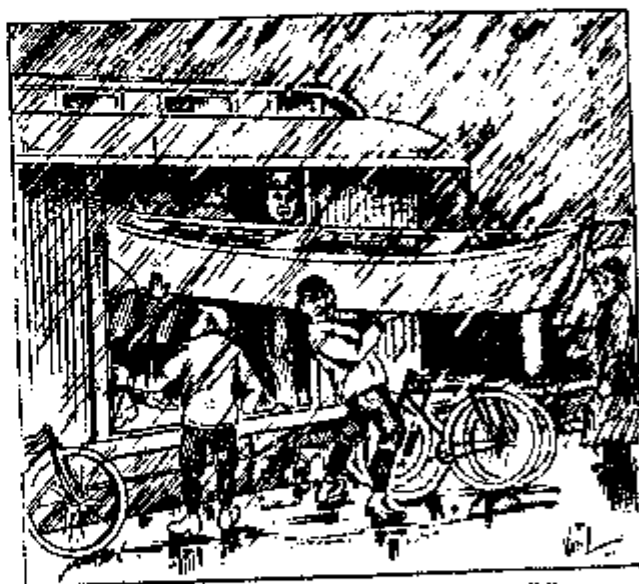
"Tell us about it," chimed in three or four members.

"Well, you see our road did a lot for commuters. Now I ain't saying that the commuters owned the road, or they abused us for accommodating them; but I tell you they did worry the baggage-men. This time I'd put in a big load of straight freight and was thinking it was coming easy, when

a lot of fellers came around with a box—well, I don't know we'd got that stored, about every day or so, and I don't know where between here and Watertown was a place to store and inside with something. Fishpots and beer kegs, pails, tents, beer kegs, fruit baskets—stuff I called dogs, cuts of beef, window screens—well, I say we were loaded, we—"

"Didn't you have any bicycles?" said the checker members.

"Coming to it, boys; coming. When we got out to Brookfield, it was raining hard. I was kind of asking myself with the idea that the people who had loaded me up were goin' to get fooled on weather when I caught sight of the Pewaukee depot. Durn me, if that platform wasn't full of bicycles about the whole length. I'd got the boat uncovered for here she went off with a lot of other stuff. But those Fijis didn't wait for anything to come off, uh, no! 'Fore the train stopped, hif' one came round about a dozen more stuck up in the air in front of the door. I hit



"These Fijis didn't wait for anything to come off."

at the front one and lost a good patch of skin; the next one got past me. Then the fellows began to climb in the further door and come in off the platform. 'Want any help?' they said. 'Help. —!!' I yelled. 'Get that boat off! Get out of here! Get out of the way there!' 'Fore I knew what was up, a big feller gave a 'yo, heave!' and the boat went off kiting. The way they took hold kinder cooled me off. 'What's next?' says the big one, and 'fore I could hardly point to the Pewaukee freight they'd hustled it all off. By this time they'd jammed the other end of the car full of machines. It was the worst looking mess I ever tackled—mud, wheels and the sickest looking lot of 'tourists' on earth. Their looks was what fetched my mail out. Couldn't help laughing; and, when the boys took hold and helped me out, I gave up that they were a pretty decent lot, anyway."

"Didn't the railroads do anything to stop that kind of business?" asked the peaceful member.

"Yes; they conferred *and* conferred. It began to leak out that lots of roads were against taking wheels at all. Why, some make you sign a quit claim document yet; others wouldn't take them on through trains; others made the rule that all other baggage went on first. So, between the stationmen, trainmen and conductors, the cyclist generally got left. Last year they came to an agreement to charge for them as excess baggage—a hundred pounds; but, when the cyclers told them that in that case they'd try to carry the full allowance every time, they thought it over and the notices making it a rule were never sent out. A good many roads, though, stuck up for you. My old road checks them—it's the meanest piece of baggage there is—they ain't under any obligation to do it, and it shows good will and a straight effort to accommodate the passengers.



"But he talked to the four walls."

People running some roads think they carry long heads, but the railroad that sets on bicyclers because once in a dozen rides they've got a wheel along, gets left all the time. Why, half the shipping clerks in the country are cyclers; they ain't saying much, but they're shipping lots of stuff over the roads they take a notion to. The C., M. & St. P. always took cycles and treated the owners as if they had a right to get aboard if they'd bought tickets. Say, you're all going to Denver in August; good chance to show your appreciation a bit. You—"

"Are you still working for the St. Paul?" said the suspicious member.

"Oh, no; I'm selling the Twilight Zephyr, the lightest, strongest, cheapest and fastest wh—"

But he talked to the four walls.

"Trade clubs" have become words of common phraseology.

The Commonwheelers.

(The publisher pleads "not guilty" in the production of this. The manuscript was sent in without a name attached. Presumably the writer or it desires to ramble on speaking terms with the heroes of this story).

The shades of eve were falling fast,
As through the village of Thiensville passed
Three dusty, ragged riders bold,
Who feared not heat, or feared not cold.
With heads bent low and humps on back,
Their lightning speed they did not slack;
J. Coxe Schmidtbauer in the lead
And Scotty Neilson at full speed,
And Carroll of Carrollton on his mettlesome steed.

"Who are these men?" the farmers cry,
As over the road they fairly fly;
Stein's Grove in sight and all seems well
When from Carroll of Carrollton came a yell,
Into the ditch went Carroll of C—
And Neilly laughed in villainous glee.
As the tumbler felt of his battered face,
He heard in the distance: "He's out of the race."
"Not much," he muttered, with rising pride,
"I'll show those Rabes that I can ride."

On, on he sped, and cursed and swore,
For his bones were aching and his face was sore.
A thing of beauty that once did please,
Now looked more like an old hand cheese,
And as they shot thro' Williamsburg,
Neilson was first and Coxe third.
A little Deutscher playing there,
With dirty face and unkempt hair,
To his playmate with the homely mug
Said, "dis must be de Tirtzen Club."

With scowling visage Bill did quote:
"Fellers, that's a German joke;"
And, as they disappeared from sight,
The day was gone and it was night.

* * *

Shine on, oh star, on these young men,
Who once belonged to the Tired Ten,
But out of spite to the blue-coated peelers
Have joined the ranks of the Commonwheelers.

Potter's Good Roads Library.

An advance copy of number one of *Potter's Good Roads Library* has come to our desk, small in size, but containing in condensed form the best information obtainable on the subject of country road making, and the improvement and maintenance of those ordinary dirt roads which are so badly kept in all our states and which cannot be expected to give place to macadam and Telford for many years to come. It is the information most needed by our country road makers and the little book will be a welcome visitor to the intelligent farmer. The publication is a bi-monthly and its pages are brimful of practical hints and illustrations.

J. H. Clement.

A new cycle trades man has been added to the list in this city in the person of J. H. Clement, junior member of the well known firm of Clement, Williams & Company.



Mr. Clement, many years ago, resided in Neenah, where his father then had one of the largest milling concerns in the west. He was one of the first riders in the state and can recall many memorable tours with Hibbard, Hathaway and other riders of the old tourists' club then existing in Milwaukee. In 1884 he permanently located here, riding his wheel but

keeping himself in comparative seclusion. Early this season he was offered the agency for the Imperial wheels and a little later the Columbia's also, which he took, and between the two has a strong combination to meet the wants of the critical cycle rider. Through his influence the Milwaukee Wheelmen secured a Columbia racer as a prize for the Waukesha road race.

Personally, Mr. Clement is an agreeable talker, a model business man and well liked by all who know him.

The Annual Waukesha.

The Milwaukee Wheelmen's annual Waukesha-Milwaukee road race event, to be held on the Fourth of July, is attracting even more widespread attention than ever before. The course is sixteen and one-half miles and has become historical. Many eastern men pronounce it the most interesting route in the country for a road race. It has its fine graveled roads, its gradual downward grade for miles, and two famous tests for hill climbing. The start will be at the new court house which is being erected, in Waukesha, at 9 A. M. sharp and the finish will be, as usual, corner of Grand avenue and Twenty-eighth street. The handicap limit is ten minutes this year, last year's experience having proven that thirteen minutes was too much for the distance. Entries close positively on June 23. The prize list will be headed with seven or eight high grade bicycles and fifty minor prizes have already been donated.

Henry Kanaska, has lowered the Whitefish Bay course record to 15:12, also breaking road records for one, two, three and six miles. Wm. A. Bremer, just previous to that, made the distance, with sixty yards added, in 16:45.

City Cycling Notes.

Louis Pierson, secretary of the North Side Cycling Club, has issued a neat little hand book containing...

A. M. Patitz, the official handicapper, has just kept busy handicapping events for two meets all over the state.

The two Miss Roths, sisters of Ed, the racer, appear on the road neatly attired in bloomers with rollers on their wheels.

The Milwaukee Wheelmen are developing some new talent for racing. They have a number of new riders who are riding in fine shape.

In the trial race of the North Side racers, over the Whitefish Bay course last Sunday, J. W. Warnken came in first making the run in 17:35. John Reiter was second, covering the ground in 17:43.

Harry Krocket, after several years of inactivity on the wheel, has again sprung up and shown the boys that he can still ride a bit. His time in the Chicago race was less than a minute and a half slower than the fastest.

Everybody should have one. The Wisconsin Division Hand Book and Manual of Information to Bicycle Riders will be mailed to any address upon receipt of four cents in stamps. Address Meyer-Rotter Printing Co., 705 East Water street.

A few days ago three tourists passed through the city. They have but one card, on which is printed "H. H. Fournier, leader; Geo. C. Schlenker, Fred E. Willett. Bicycle Tourists. From Minneapolis, Minn., to New York City and Return. For pleasure only."

The Decoration Day run to the Soldiers' Home, under the auspices of the Associated Cycling Clubs, was attended by about 300 wheelmen and six lady riders. In commemoration of the dead heroes lying buried at the Home, each one carried a wreath or bunch of flowers to be laid on their graves.

Bright, Terse and Brimful.

MILWAUKEE, May 18, 1894.—Mr. M. C. Kotter, Editor THE PNEUMATIC:—It gives me a great deal of pleasure to again record my approval of THE PNEUMATIC. The special League edition just issued is extremely creditable to you. It is bright, terse, and brimful of news, features which I prophesy will make it a publication of much larger circulation than even the most sanguine of your friends anticipate.

Yours very truly,

A. CRESSY MORRISON.

Four Cents in Stamps.

The Wisconsin Division Hand Book is now out. It contains a complete list of the league hotels, names of local consuls, officers, cycling clubs, etc., in the state, by-laws of the division, and a good deal of information for bicycle riders. Sent to any address upon receipt of four (4) cents in stamps. Meyer-Rotter Printing Co., 705 East Water street, Milwaukee.

STATE CYCLING EVENTS.

The Wisconsin Racing Circuit Began—An Unusually Large List of Track and Road Events Already Scheduled.

Scarcely has the summer season set in and the sun begun to shed its hot rays upon the earth and mortal man, when all has become commotion and everything is in a marvelous state of activity within the world of cycling in the State of Wisconsin. Especially is this true in connection with the racing interests. The racing board of the Wisconsin Division, L. A. W., of which Irvin F. Strauss, of Ripon, is chairman, has successfully inaugurated a plan which has created great enthusiasm in the towns throughout the state. It is a series of twelve race meets held in as many different towns on a continuous circuit. The primary object of this is to develop local racing talent, bring it to the front, and give local riders in the interior of the state a chance to acquire some measure of track experience before meeting the racing men of other states and of the large cities at the larger fall race meets. The circuit comprises cities in the interior of the state. Everything has been definitely settled and official sanction for the cities and dates has been applied for by the division racing board.

The following general rules for the meets of the circuit have been adopted by the Wisconsin Division Racing Board:

1. In case of rain, meet will be held on the day following.
2. First prize shall not exceed \$10, and second prize \$5 in value.
3. L. A. W. rules shall govern all events.
4. Races are open only to amateurs of Class A, living in Wisconsin.
5. Not more than two races shall be limited to local riders.
6. Entries to handicap events must close seven days prior to the date of meet.

Madison has the opening meet, on June 15, held under the management of the Madison Cycling Club. The well-known attractions of Madison and the high standard of their cycle club should be sufficient to insure a highly successful day's racing. Many of the riders of the State University, of Madison, and of neighboring cities are entered.

Beloit Follows Madison.

The wheelmen of Beloit have recently reorganized the old Beloit Cycling Club. The club was founded in '91, but during the past year has hardly been an active organization. The officers elected are as follows: President, Frank H. Blodgett; vice-president, Solomon Reitler; secretary and treasurer, D. H. Pollock; captain, Frank Van Wart; lieutenant, Ralph Jacobs.

Great enthusiasm is manifested in the circuit meet, to be held there June 18. The entry list is a large one already and many more are expected from neighboring cities. The club will assume control of the racetrack and all local race meets this season, of which it will have several. The racing board is composed of D. H. Pollock, chairman; Solomon Reitler, W. D. Kellogg, R. Paley and Frank Blodgett.

Beloit wheelmen rejoice in the exclusive use of an exceedingly good track, which they aim to keep in fine condition at all times. There are a number of speedy riders both in the city and Beloit College. Frank H. Blodgett, the local consul at that city, has long been known in cycling affairs, and entry blanks can be had from him. Beloit, like Madison, is a great athletic town, and Beloit people will probably witness some fine sport on that date.

The Janesville Meet

promises to be a good one. The boys seem to have aroused themselves somewhat and the old-time enthusiasm prevails. The date is June 22 and is included on the circuit.

Wausau

will hold an independent meet and cycle tourney, June 22 and 23. The town is thoroughly alive in cycling matters and has some very fast riders. Mr. L. A. Pradt is chairman of the racing board, from whom entries can be obtained.

Beaver Dam

follows next on the circuit and is scheduled for June 25, although, from latest reports it seems the boys have abandoned the plan and will join hands with the business men of the town, who will give a large meet on the Fourth of July. The prize list is such as will warrant a large list of entries. The races will be as follows:

Eight and one-half mile handicap road race—First prize, \$100 bicycle; first time prize, \$65 gold medal; second time prize, \$35 gold medal; third time prize, \$20 silver medal. There will be twenty-five or thirty prizes given in this race.

One mile novice open, best two in three, for silver medals.

Two mile track handicap, for gold and silver medals.

One mile open, best two in three, for gents' gold watch for first and silver watch for second.

One mile open, for Beaver Dam wheelmen, for gold and silver medals.

One half mile boys' race (under 16), for silver watch.

Two hundred yard slow race, for silver cup.

Entries to close June 30. For applications for entry blanks address the chairman of racing board. The officers for the meet are: Racing board, L. Lambeck, chairman, and W. H. Becken. Handicappers, Bert Barber, Beaver Dam; Max Janisch, Waterloo; Herman Meyer, Milwaukee, and racing board. Timers, J. D. Flack, Chas. C. Miller, Arthur Chandler, Ed. Coxshall, Walden Rowell. Referee, Bert Hanneman. Starter, W. H. Becken.

Ripon

has its date on the circuit June 27. The success of this meet is assured. The hustling boys of the town and their previous experience will make it an event of much local interest.

Berlin,

situated about twelve miles northwest of Ripon, has June 29 for its date on the circuit. The Berlin Bicycle Club has been organized, with the following officers: W. G. Groffman, president; H. B. Hamilton, vice-president; L. E. Davis,

THE PNEUMATIC.

secretary-treasurer; E. Diefler, captain; Percy Talbot, lieutenant. The club has forty members and will soon be made a League organization. The free use of the Palmetto half-mile track in the town has been tendered to the club. Experienced riders who have tried the track pronounce it one of the best in the state and fast time will surely be made on it.

The local racing talent is training hard for the coming meet. The business men of the town are backing up the members of the club to make this meet a credit to the town.

Oshkosh

may not have a meet July 2, as is scheduled. Up to date no information has been received concerning it.

Then follows Stevens Point, July 4; Wausau, July 6, and

Eau Claire,

July 9, on the state circuit. The Miles Bicycle Club, of Eau Claire, has this meet in charge. The club has secured a half mile track on the fair grounds, which is now being put into fine condition. The citizens generally are taking a warm interest in the meet and the town has about twenty local racing men who will show up well. About \$200 in prizes will be put into the circuit races.

July 16 the club holds its annual Chippewa Falls-Eau Claire open road race. It is an excellent course and many Milwaukee men are expected to enter. Prizes amounting to \$1,000 are offered in this race. The following members comprise the racing board: W. W. Luebke, chairman and official handicapper; Geo. Straight, J. K. Hindle, P. C. Atkinson, L. A. Stiles. Entertainment committee, R. B. Parkinson, W. W. Jackson. Entry blanks are now out.

Neillsville

will undertake its first race meet July 11, on the state circuit. It has a lively set of young men and visitors from the neighboring cities will be guaranteed a good time if they attend.

Black River Falls

will have its first annual meet on the circuit July 18. The event is given under the management of the Black River Wheelmen and the programme has been arranged as follows: One mile novice, half mile open, one mile handicap, quarter mile open, one mile county championship, two mile handicap, one mile for 1894 riders, one mile open, five mile open; \$225 has been set apart for the purchase of suitable prizes. First, second and third prizes for each race and a special prize for the rider who leads at the quarters in the mile novice. Entries close July 7. For blanks address, E. L. Ormsby, secretary racing board.

Marinette

brings up the finish in the circuit and will have a two days' meet July 17-18. The citizens of the town have made up a guarantee fund, which will insure the meet a great success. Neighboring cities in the state will patronize it well and many riders residing on the northern peninsula of Michigan have signified their intention of entering. The prize list will aggregate \$1,000 in value. The half mile track is particu-

larly good and fast time will be made in the races. Entry blanks can be obtained from C. M. Fairchild, Marinette. The programme is as follows:

FRIDAY, JULY 17.

1. One mile novice.
2. Half mile handicap.
3. Boys' race (14 or under), one half mile.
4. One mile open.
5. Boys' race (17 or under), one half mile.
6. Two mile handicap.
7. Professional mens' race (novice), one half mile.
8. Half mile open.
9. Ladies' race, one half mile.
10. One mile handicap.

SATURDAY, JULY 18.

1. City championship, one mile.
2. Our visitor's race, one mile.
3. Quarter mile open.
4. Business men's race (novice), one mile.
5. Menominee River championship, one mile.
6. Half mile handicap.
7. Boys' race, quarter mile.
8. One mile handicap.
9. Slow race, one hundred feet.
10. Consolation race, one mile.

Winneconne Road Race.

Winneconne people have prepared an elaborate programme for the celebration of the Fourth of July. Among the wheelmen the interest is centered in the Omro to Winneconne handicap road race. The event will be limited to the riders of the county.

Decoration Day in Madison.

The annual cemetery road race of the Madison Cycling Club occurred May 30, and the racers succeeded in breaking all previous records. About twenty entered. Eleven cyclists went over the route. The time made was 18:50, by C. Chapman.

The following is the order in which the riders came in, with their time, given in minutes and seconds made by the various riders:

Horner, first, 19:00; handicap, 30 seconds. Holmes, second, 19:01; handicap, 30 seconds. Small, third, 19:10; handicap, 30 seconds. Chapman, fourth; scratch. Park, fifth, 19:57; scratch. Dorschel, sixth, 21:02; handicap, 1:30. Wootton, seventh; handicap, 1:00. Raymond, eighth, 21:40; handicap, 2:00. Berryman, ninth, 21:30; scratch.

The distance run was about 5 9-16 miles.

In the afternoon, after the cyclists had returned from the memorial day procession, they began their club run, accompanied by their lady friends. Seventy-five in all turned out. Their course was over the university and Mendota drives and back to the club rooms, where refreshments were served and the riders made merry with music and dancing.

THE PNEUMATIC.

A Grist of State News.

Madison's annual Sun Prairie road race will occur some time in July.

Cedarburg has organized a cycle club, with Dr. E. R. Norris as president.

Berlin will hold several road races this season, but no dates have yet been set.

A race has been arranged between Julius Homan, an Appleton cyclist, and Prince H., a pacer with a record of 2:17½.

Wausau will hold a two days' meet, June 22 and 23. A valuable list of prizes is hung up and a fast contingent of racing men have already entered.

Stewart Naglee, an athlete of considerable prominence, is looked upon to do some good riding on the track this year. He rides an eighteen-pound Waverly.

Green Bay has a new cycling club called the Beaumont Bicycle Club. It has a membership of forty and handsome club rooms on the corner of Walnut and Adams streets.

The officers of the Beloit Bicycle Club have intimated to the police force that the club stands ready to assist them to enforce the city ordinances relating to riding bicycles on the sidewalks.

J. N. Trout, the Kaukauna cyclist who made such a good showing in the Waukesha road race a year ago, has started East on a long bicycle ride. He expects to spend a month on his eastward journey.

The Palmetto half mile track, on which the Berlin Bicycle Club members are allowed to ride, is one of the finest in this country and the local riders are making some excellent time. B. Deibler made five miles in 10:23 recently.

A new club has been organized in Black River Falls to be known as the Black River Wheelmen. It starts out with a membership of twenty-five. This town is included in the state racing circuit and has its day set for July 13. It promises to be a big success.

The Wheelmen of Platteville have just organized a bicycle club, styled the Mound City Wheelmen, with the following officers: B. E. Burns, president; A. Weise, vice-president; W. E. Minor, captain; T. P. Cortes, lieutenant; E. P. Grindell, secretary-treasurer.

The following officers have been elected by the La Crosse County Wheelmen: President, Dr. E. A. Gatterdam; vice-president, A. M. Paul; secretary and treasurer, J. L. Linker; captain, Arthur Walker. The city has about 400 wheelmen and the club is a prosperous one.

Madison has an ordinance requiring three-inch tires to be used on all wagons for heavy hauling, except farmers' and package delivery wagons. A man named Scott was recently fined \$5 for violating this law and the example has had a wonderful effect with others who were not living up to this law.

A correspondent writes from Platteville: The Mound City Wheelmen, of this city, held a lantern parade on the night of Decoration Day. There was a very large turnout. The streets were crowded with spectators, which shows what a great interest is taken in the bicycle here.

A young minister's son, Goldthorpe by name, of Oshkosh, gives promise of giving the pot-hunters on the state circuit a hard rub in the races. Briggs and Connelly are two other riders who may develop considerable speed. Oshkosh can boast of more lady riders than any town in the state, including Milwaukee.

Ben. W. Park and Bart. Stanchfield, of Madison, recently toured to Fond du Lac through Columbus and Waupaca. Mr. Park expressed much gratification at the way the roads in that section are improving, especially through Sun Prairie to Columbus. He says a number of road machines are now being used in that section and believes that the farmers are actually awakening from their profound state of lethargy.

E. D. Haven.

Several times before have we credited Madison with producing some prominent cyclist, and with the production of this genial countenance

it becomes our duty to score another point in her favor by bringing into this world Mr. E. D. Haven. Some eight or nine years ago, however, Mr. Haven migrated to Milwaukee, accepting a position with H. D. Goodwin & Co., remaining in their employ three years. When the Badger Typewriter and Stationery Company was formed they absorbed the business and Mr. Haven was placed in the manage-

ment of the business in this city. "Ed," as he is familiarly known among the wheelmen, has been riding a wheel for the past seven years and is an old member of the Milwaukee Wheelmen. He does no racing, riding his wheel for pleasure only. Since his connection with the club he has developed considerable theatrical talent, and his recent success at the Milwaukee Wheelmen's minstrel shows has stamped him an A 1 man before the footlights.

Early this season he began handling the well-known Fowler machines in connection with the other business, and his sales have been very large this season. He has also donated a Fowler machine for the Waukesha-Milwaukee road race.

The open road race of the North Side Cycling Club, which will be run on the afternoon of the 16th, will have ninety-four starters.



Local Trade Cleanings.

Harry Warner, traveling for Andrae, has left for a trip through the southern states.

The Friese Boat and Cycle Company is prepared to put the celebrated Eagle-Aluminum rims on any bicycles built.

"Billy" Howie now rides an eighteen-pound "Yellow Fellow." The Steamers wheels, as ever, seem to create a great demand in the city.

The Friese Boat and Cycle Company has added the Sylph agency to their line. The wheel will be sold below list price and is of a high grade build.

The Telegram Cycle Manufacturing Company has been granted a patent on a trade mark, the essential feature of which is the name "Sanger Racer."

Bunde & Upmeyer are the leaders in preparing designs for medals. They have also been very generous in donating valuable time prizes for the Waukesha road race.

Henry Kanaaka and W. Mertens have formed a partnership and established themselves in the cycle repair business and are selling Andraes and Crawford's at 823 Winnebago street.

Willie F. Sanger, younger brother of Walter, will be mounted on a nineteen-pound Andrae path racer this season. The machine is wonderfully strong in build. A new feature on this wheel is its five-inch tread and its spring steel cranks, which are not heavier than an ordinary lead pencil.

A fifty-pound tandem is being built in the works of Julius Andrae under the supervision of Terry Andrae. Terry's management of the cycle factory has been worthy of notice. It is not exaggeration to say that the firm builds more bicycles complete than any other concern in the country, considering its size.

The Chicago Road Race.

It has been estimated that about 50,000 people turned out on Decoration Day to see the start and finish of the great Chicago road race, the successor to the Pullman. Four hundred and sixteen riders had filed their entries for this race and 325 started. It was the largest race of any ever held in the world. The start and finish was at Lincoln Park. Distance, nineteen miles. Fred Rau, a sixteen-year-old lad, won first place, and C. H. Peck and W. Bainbridge were tie for first time. Out of a dozen Milwaukee riders but two captured prizes, T. Kirchner winning eleventh place and Harry Krockner thirty-fourth. H. P. Andrae was one of the judges. The best time made was 54:36. The road surface over this course was fine but the strong wind greatly retarded fastwork for half the distance.

Waterloo Races.

A large crowd of spectators were gathered to see the finish of the Waterloo road race, held June 9. The race for the Featherstone wheel was the race of the day, and F. E. Peschel, of Waterloo, won. There were twenty-six starters and nineteen finished. John Reitzner, of Milwaukee, won the first time medal, and W. B. Duke won the second time prize.

The two mile handicap track race was won by M. Smith, of Beaver Dam, with Reitzner, of Milwaukee, second. Smith had a handicap of 225 yards over Reitzner. The mile open was won by Smith, with Reitzner second; best time, 3:12. The novice race was won by E. Parcell, of Madison, with A. Williams, of Beaver Dam, second. The best time was 3:24.

Handicapper Patitz asserts that Smith, of Beaver Dam, was given a larger handicap than was accorded him in his letter to the racing board.

The hooby prize of a pound of prunes was won by H. Janssen, of Milwaukee.

Aluminum Rims.

Wood rims do not meet with the satisfaction that they were expected to give before the season opened up. There seem to be several disadvantages to a wood rim, the most important of which is that it is almost impossible to get wood as thoroughly seasoned as it ought to be, and the result is that in almost every lot that the manufacturer puts out many of them will warp out of shape and begin to split along the line of the nipple holes.

Another reason is that if the rims ever get wet they will warp and swell, put an undue strain on some of the spokes and the result will be unsatisfactory. Long and severe tests and the trials of actual usage have proven that aluminum rims are the most satisfactory for light weight wheels. The Eagle Bicycle Works have recently issued a circular announcing that they will fit aluminum rims to any wheels made.

They say that W. C. Neilson is riding in good form this season and that he will make the best of them hump.

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 running sound or imperfect hearing, and when it is entirely closed, Deafness is the result, and unless the inflammation can be taken out and the tube restored to its normal condition, hearing will be destroyed forever; and cases out of ten are caused by catarrh, which is nothing but an inflamed condition of the mucous surface.

We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Smith's Catarrh Cure. Sent for literature, free.

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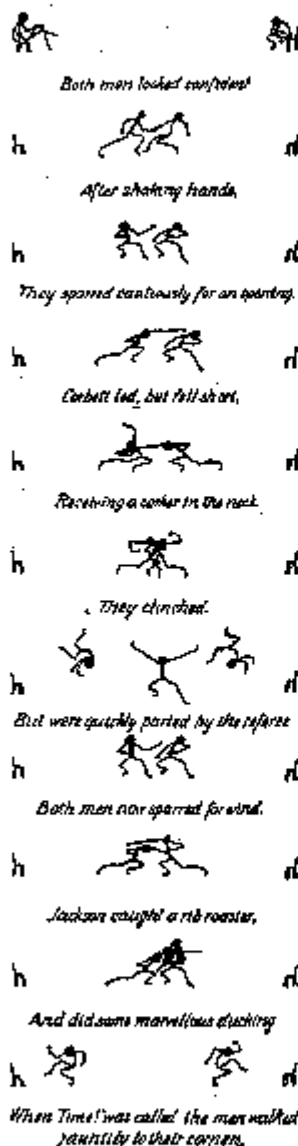
WE WILL SEND YOU IN EXCHANGE FOR
YOUR RESIDENCE ADDRESS SOMETHING
OF EQUAL VALUE

MORGAN & WRIGHT
CHICAGO

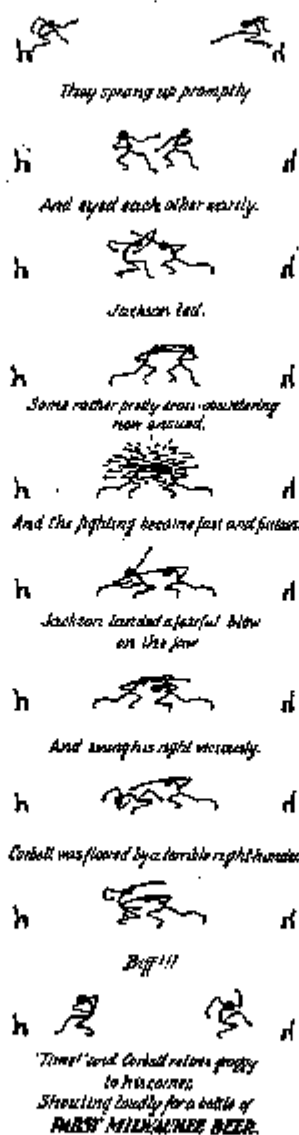
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Championship Saved by a Timely draught of **PABST MILWAUKEE BEER.**

ROUND 1.



ROUND 2.



ROUND 3.



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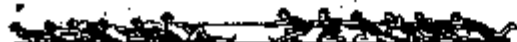
SEQUEL TO THE TUG OF WAR.

SAN FRANCISCO, CAL.—We, the undersigned members of the winning team of the International Tug-of-War Tournament, held at Mechanics' Pavilion, April 25 to 30, take pleasure in stating that our success was largely due to the liberal use of the Pabst Brewing Company's "Best" Tonic, which we heartily recommend for its strengthening and invigorating qualities.

R. D. Campbell,
George Bwing,
A. J. Fish,
J. J. Monton,

N. Mother,
R. Smith,
James Dunning,
George Duplissea, (Captain), Canadian Team.

J. A. McKay,
R. J. McDonald,
J. A. McLennan.



MENTION THE "PNEU."

BELOIT RACE MEET

Monday, June 18, 1894.

ON THE WISCONSIN CIRCUIT.

A Good Programme and a Good Time assured visiting wheelmen.

ENTRY BLANKS FROM D. H. POLLOCK,
CHAIRMAN RACING BOARD, BELOIT, WIS.

WISCONSIN STATE CIRCUIT

Berlin Bicycle Meet

FRIDAY, JUNE 29

EIGHT RACES—FINE LIST OF PRIZES

HALF MILE TRACK UNEXCELLED IN THE WEST.
\$1,000 EXPENDED ON IT LAST FALL.

Send for Program and Entry Blank to
Handicap Events close June 22. L. E. DAVIS, Secretary.

BEAVER DAM

Ten-Mile-Road-Race.

AND TOURNAMENT (7 EVENTS)

July 4th, 1894.

Entry Blanks on application to the...

Valuable Prizes

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L. CAMBROOK.
W. H. BECKEN.

WISCONSIN CIRCUIT.

Eau Claire Race Meet

JULY 9TH, '94

Under the management of the... Miles Bicycle Club....

Fine Half Mile Track.
Good Programme.

For Entry Blanks address
Chairman Racing Board, W. W. Luekenmann.

Black River Falls Tournament

GIVEN BY THE...

BLACK RIVER WHEELMEN

Friday, July 13, '94.

A Fine Track—Splendid Prizes—A Good Time.

ENTRY BLANKS can be obtained by addressing "Racing Board," Black River Falls, Wis.

Chippewa Falls- EXCELLENT COURSE

JULY 16, '94 Eau Claire

Open Road Race \$1,000 IN PRIZES

Good entertainment will be guaranteed by the

MILES BICYCLE CLUB

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AT MARINETTE, WIS.

July 17 and 18.

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Sixteen Class A Races with First Prize \$100 each.
Send for circulars and entry blanks to the secretary.
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ROAD RACE

UNDER THE MANAGEMENT OF THE MILWAUKEE WHEELMEN,

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Good Prizes, Good Roads over a Straight Away Course absolutely the Finest Road Race Course in America. Entry fee, \$2.00. Entries will positively close June 23d. Blanks can be secured by addressing

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How a Wheelman Lost Forty Dollars.

SCENE: NORTH AVENUE BRIDGE. "How much did your new wheel cost?"

"One hundred and twenty-five dollars."

"You were held up! You could have saved just \$40 if you had gone to the Wisconsin Bicycle Agency, room 7, Old Insurance Building."

"How is that?"

"They are selling twenty-three pound, wooden rim, high grade, Morgan & Wright pneumatic tired bicycles for \$85."

"How can they do it?"

"In the first place, their expenses are very light (just like their wheels); second, they secure great bargains and pay spot cash for them; and, third, they sell at a very small profit."

"Have they any other bicycles?"

"Yes, indeed, they carry a full line of new and second hand bicycles at all prices from \$40 to \$90. (None over \$90). Every wheel they have is a bargain."

"Well, my friend Norman Smith wants a bicycle and I will send him there today."

"Tell him to be lively, as the wheels are going like hot cakes."

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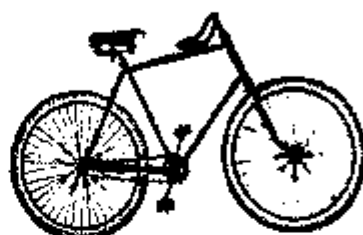
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Fred. Rau, first place.

J. J. Bezenek, second place.

H. Van Herik, third place.

J. Skelton, fourth place.

A. V. Jackson, fifth place.

WM. BAINBRIDGE, First Time.

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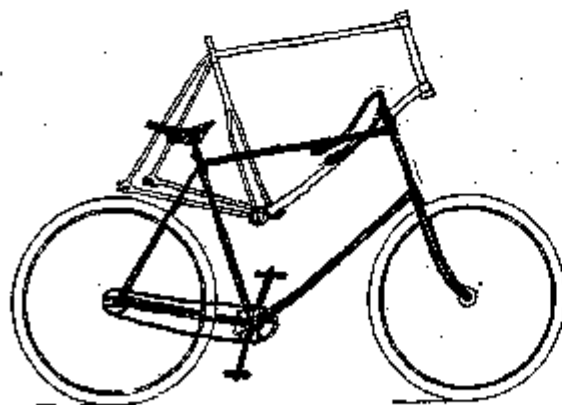
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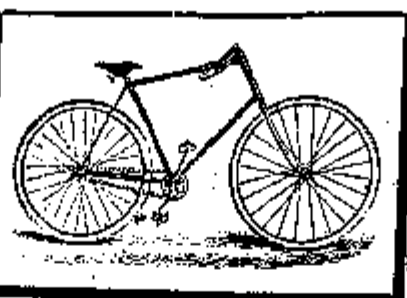
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VOL. V.

MILWAUKEE, WIS., JULY, 1894.

No. 4.

The answer to the query,

ARE G. & J. TIRES FAST?

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Since Jan. 1st, 1894,

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49 Records have been broken
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32 first and second Time Prizes have been won on
ONE MAKE OF WHEEL ALONE.
Many more—others not reported.

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Others not reported.

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Others not reported.

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MENTION THE "PNEUMATIC"

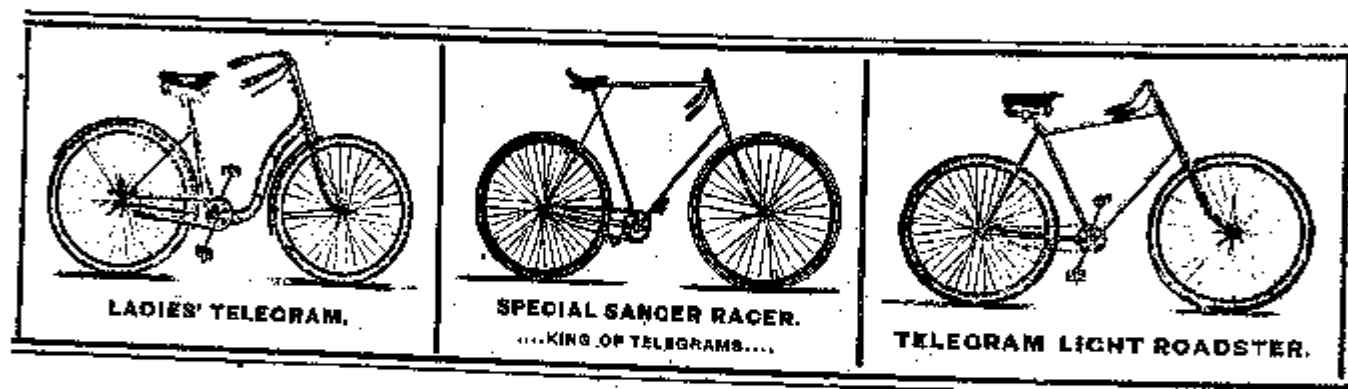
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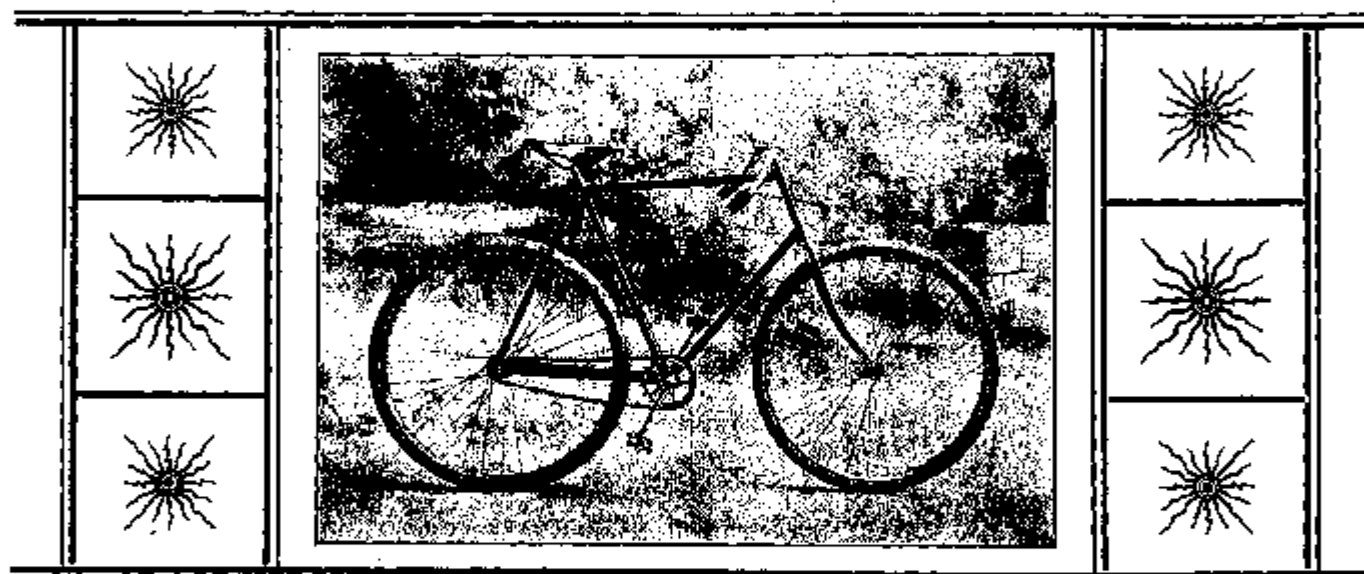
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ADVERTISING.

THE PNEUMATIC is the only cycling paper thoroughly covering the territory in Wisconsin, Minnesota and Northern Michigan. It reaches the homes of individual riders as well as the dealers, and is recognized as a paper which concisely covers all the doings in cycling. Advertising rates on application.

M. C. ROTH, Editor and Publisher,

305 East Water Street,

Milwaukee, Wis.

CROAKERS have been somewhat disappointed by the large re-enlistment the League has secured thus far this season. The staunch and true have responded willingly and before the season closes the total membership will again number between thirty and forty thousand. Wisconsin begins its year with a membership of 450.

IN Chicago, the recent boycott and great strike has been a singularly effective means of demonstrating the utility of the wheel. Suburban trains could not run on regular time and passengers were endangering their lives riding in them, and many unfortunates had to resort to walking to reach the city in time and in safety. A majority of the wheel riders residing in the suburbs, who heretofore simply used their bicycles for pleasure are now bringing them into practical use and congratulate themselves that they have a conveyance which will carry them to work in much less time and with considerably more comfort than by rail.

WE have been looking about of late to ascertain how much real foundation there is for the grumbling indulged in by the cycle dealers and manufacturers about dull trade. Observation over a large field seems to indicate that the growling comes largely from a few misdirected mortals who could not do business in the most flourishing times. Lamentations of poor business are the croakings of chronic fault finders of whom there are a few in the cycle business. As far as our scrutiny has extended we see nothing to warrant dejection. The signs all point to a permanent improvement and a healthier condition of trade in many industries. The spring trade has been much larger than was expected, as was evidenced by many of the larger factories having been behind-hand in their orders. The cheaper grade of bicycles are finding a good market in the smaller towns. While there seems to be a narrower margin

of profit, on the whole, the retrospect for the past six months shows that the bicycle business is in a reasonably prosperous and promising condition.

CUTTING prices is one of the greatest evils of the present system of doing business. This is but a recent-distressing feature in the bicycle trade, but it is a practice in full swing in nearly every department of commercial life and is directly subversive of confidence between business men. It is a very modern mode of warfare, having been almost unknown among merchants and tradesmen of the old school, a race now, unhappily, nearly extinct. They were satisfied with reasonable success, were willing to "live and let live," were not envious of their neighbors' prosperity, nor anxious to put an embargo on his profits. Today a different spirit prevails and the trade staggers and stumbles under the burdens imposed by the commonly accepted motto, "every man for himself and the devil for the hindmost."

PEDESTRIANS have reason to complain of the reckless riding of the bicycle through the streets by some wheelmen. Some youngsters and many people old enough to better control themselves have a weakness, when in sight of a smooth and tempting stretch of roadway, to light out and sprint, forgetting that foot passengers are liable to step out to cross the road, making the possibility of a collision almost inevitable. The League of American Wheelmen has for years been fighting to establish the right of wheelmen to use our public highways, at a great expense of labor and money, but no one can hope for good results so long as this practice of scorching on our city streets prevails. It is the duty of every cyclist who has the interest of the sport at heart, to discourage in every way possible the street scorcher. He is increasing entirely too rapidly and must be called down on every occasion.

THE time is near at hand when the League of American Wheelmen will begin to throw its influence into the national political world. As soon as the political caldron begins to seethe again office seekers may be a bit surprised at another new force, of from 50,000 to 100,000 votes, which they may have to contend with. The crying need is better roads and none appreciate this fact more than wheelmen; therefore it will be but a bidding to have the vote of every single rider, be he a member of the League or not. It will be an unknown power and if each city organizes for political work we may elect capable and proper officials who would deem the roads improvement question of sufficient importance to see that immediate action were taken to bring about a speedy change. In Louisville, Ky., in Philadelphia, Pa., and several other cities, wheelmen have carried the day at election time and now practical bicycle riders as well as intelligent business men are at the head of certain departments of city and county government.



Wheelmen on the road should use a certain amount of care when meeting horses that evince a disposition to become frightened. A quiet dismount is easily made and drivers of such horses will appreciate such an act. It is a courtesy and should be maintained so long as there remain ungovernable horses.

* * *

Fifteen women bicyclists, wearing trousers, were counted within a distance of ten blocks on Madison avenue, New York, in one afternoon. Only one man, evidently a country sightseer, was seen to turn and stare. New York has grown accustomed to the innovation.

* * *

In arranging a date for a road trip always pick out one when almanacs and weather predictions say it will be disagreeable and stormy.

* * *

There is no pen powerful enough to describe the feelings of a man on the occasion when for the first time he goes out riding with his girl who is dressed in bloomers.

* * *

The cyclist who, either through his own fault or unwittingly, inflicts injury upon a pedestrian, and then rides away at top speed, is a creature unworthy of the slightest consideration.

* * *

Karl Kron, who rides the same old Columbia ordinary that he did in 1877, is still grinding out the miles on what he calls "continuous rides," which means he never stops from start to finish. Last Thursday he rode eighty-five miles during the day over the fine roads of Jersey. This time it was a continuous interstate ride. He wouldn't give up his old wheel for any consideration, calling modern machines old velocipedes.

* * *

Cross country touring has its pleasures, however rough the roads. There is beautiful, natural scenery to be sighted at every turn of the road. Especially is this a fact when riding around Wisconsin's lakes. It is generally hilly, 'tis true, but from many a hill-top can the surrounding country be viewed as far as it is possible for the eye to reach, taking in scenes of entrancing beauty. The little lakes, the streams, the narrow, shady and winding roads; the waving, rolling country, all help to lend enchantment to the eye and mind until one stands lost in reverie or trying to guess how it is possible that anything could be half so beautiful.

A. C. Runkel has resigned his position as president of the North Side Cycling Club but the board has refused to accept it.

Programme of L. A. W. Meet at Denver.

The following programme has been outlined for the fourteenth annual meeting of the League of American Wheelmen, to be held in Denver, August 13 to 18 inclusive. The official programme of the races will soon be issued.

Monday, August 13—Morning, informal reception at headquarters. Afternoon, parade of all the wheelmen. Evening, formal reception at headquarters, where addresses will be made, followed by an entertainment.

Tuesday—The morning and evening will be given to several runs. One division will be taken by railroad to Palmer Lake, at the summit of the "divide," and will make the run back to Denver on wheels, a distance of fifty-four miles of continuous easy descent.

Wednesday—A grand League picnic will be held on top of Mt. Lookout, seventeen miles from Denver.

Thursday—Morning, trial heats; afternoon, races. A new one-third of a mile track, fifty feet wide, has been laid out at the Denver Wheel Club athletic grounds, in the heart of the city. In the evening a grand L. A. W. ball will be given at Coliseum Hall.

Friday—Morning, trial heats; afternoon, races; evening, illuminated parade of wheelmen. There will also be a banquet at 7 o'clock to L. A. W. officials.

Saturday—Morning, trial heats; afternoon, races; evening, farewell reception, entertainment and presentation of prizes.

Following the meet it is proposed to organize a grand tour of the wheelmen from Denver to Colorado Springs and Manitou.

How They Elected Hoyt.

The election at Wauwatosa last month was one of the few in which party lines were not drawn. The good roads movement was the issue. E. D. Hoyt, a prominent resident and an active worker in behalf of road improvements, was elected president of the village board. The election was a very close one, Mr. Hoyt winning by one vote. Some time ago the village of Wauwatosa abolished township government and was incorporated as a village. Mr. Hoyt was elected the first president. Highways which heretofore had been mud puddles and poor excuses for roadways were improved under his administration. So pleased was the progressive element, regardless of party affiliations, that Mr. Hoyt was renominated on the Republican ticket. Dr. M. Fisk, a Democrat, but a progressive citizen, declined to run against Mr. Hoyt. The latter's friends believed that the election would be unanimous. Some of the residents of the village are farmers and not up to the times, and did not indorse Mr. Hoyt's modern ideas. Therefore, several days before the election, the Democrats and Populists concluded to run Charles Fingado, a prominent politician, against Mr. Hoyt. When the democratic wheelmen heard that Fingado opposed the improvement of roads, etc., they bolted, voted for Mr. Hoyt, and carried the day.

Ripon Cycling Club Song.

[WORDS BY I. F. STRAUSS. MUSIC BY WALDO MASON, RIPON.]

There is a town that wheelmen own,
And Ripon is its name;
For pretty girls it stands alone
And worldwide is its fame;
There is a club within that town,
Well known, no doubt, to you;
The Ripon Cycling Club's renown,
Sheds glory on the orange and the blue.

CHORUS:

Hurrah, hurrah, hurrah, for the orange and the blue!
Hurrah, hurrah, hurrah, for the orange and the blue!
Ripon is the town,
For her wheelmen win renown,
So hurrah for the orange and the blue.

There is a lad within that place,
A lad of nineteen years;
But when he starts to win a race,
Strong men are but his peers;
No boasting braggart there you'll find,
To talk about his speed,
But the pride of Ripon, do you mind,
Is our bonny Louie Reed.

CHORUS: Hurrah, hurrah, hurrah, etc.

Of all the cities in the state,
There's none that is so fine;
Our races always are first rate;
State meets are in our line.
And when you come to be our guest,
The boys will treat you white;
Just bring your wheel, we'll do the rest,
You'll own we're out of sight.

CHORUS: Hurrah, hurrah, hurrah, etc.

DIVISION MEET AT RIPON.

Fifth Annual Wisconsin Division Race Meet Again to Be Held at the Pretty Wisconsin Resort—A Round of Pleasure for Three Days.

Everyone is expectantly awaiting the beginning of the annual state meet and cycle tourney, to be held at Ripon, August 7, 8 and 9. Ripon has been fortunate in securing the meet the second time, but the members of the League not one whit less so. Those who attended last year are ready at all times to proclaim that they could not have met with more hospitable treatment and entertainment, and their "joy" was continual during their stay.

In connection with the state meet the Ripon Cycling Club will conduct the national circuit tournament, which will vouch for all the fast Class B racing men being present to make things interesting. It will afford an opportunity to see Sanger, Tyler, Johnson, Bald, Taylor and Bliss compete against each other over one of the finest tracks in the states. Its surface is unequaled, turns finely banked and

perfect shape, stretches magnificent, and drainage was shown to be perfect last year. Its competition track record of 2:13 was established by Zimmerman last fall. It will be got in record breaking shape and tents and cots provided for racing men. Every possible provision for their comfort will be made.

Irvin Strauss, chairman of the racing board, writes enthusiastically: "It is the biggest meet in the West. Prizes are what they are advertised to be and the dates are the cream of the month. We intend to outdo them all, Denver included. Attendance bids fair to double last year's mammoth crowds. The whole surrounding country is enthusiastic. The press committee is now getting out a thirty-two page book about the meet. The business men of Ripon back the club with a subscription of \$2,000 and will close all business houses the afternoon of the races. The freedom of the city will be tendered the wheelmen and all L. A. W. members should bring their 1894 L. A. W. tickets, which will admit them free to the races."

ENTERTAINMENT.

On the morning of August 7 there will be an amateur ball game between two of the strongest teams in the state. All trains will be met by reception committee and guests taken care of. Parade at 1 p. m.; all wheelmen invited to participate; in the afternoon there will be races at the park. At 7 p. m., at headquarters, annual meeting of the division and nomination of officers. There will be a good play at the opera house at 9. August 8, morning, base ball game and runs about town and to various points; also finish of Berlin road race; races that afternoon. Evening, grand ball; all wheelmen expected to attend and no dress coat of any description permitted. Ripon's young ladies will endeavor to see that all enjoy themselves. August 9, informal runs about town; afternoon, run to Green Lake and excursion around the lake on steamers.

The hotel committee is making a thorough canvass and will see that there will not be the least dissatisfaction. Ripon's hospitality is proverbial and will not be found wanting. The hotel committee will have an office at headquarters. Everyone attending should register on arrival.

RAILROAD RATES.

The following rates have been secured on all railroad lines in Wisconsin and northern Michigan:

1. From all points 100 miles of Ripon, agents will sell regular excursion round trip tickets at one and one-third fare for the round trip. No certificates needed. Can be bought on and after August 6, good to return on or before August 10.

2. From all points further away than 100 miles, a one and one-third rate on the certificate plan has been granted. Leave your certificate at headquarters immediately on arrival and it will be stamped and returned the next day.

The board of control in charge of the meet consists of Irvin F. Strauss, chairman; L. E. Hall, J. E. Williams, H. L. Powers, W. E. Soule, F. A. Everhard.

THE PNEUMATIC.

Officers of Ripon Cycling Club, L. A. W. 444, are: President, Irvin F. Strauss; first vice-president, L. E. Hall; second vice-president, J. G. Seelig; secretary, J. S. Hall; treasurer, Frank W. Lyle; Representative, L. E. Hall; captain, W. E. Soule; lieutenant, Jas. L. Stone.

Entry blanks are out and can be had by addressing the secretary, L. E. Hall, Ripon, or calling at office of THE PNEUMATIC.

NOTES.

Earl J. Douglas, of Milwaukee, has been duly commissioned chief of track police at the Ripon meet and will preserve order on the track.

Ripon will be represented by Louie and Roy Reed, J. G. Seelig, Geo. Chittenden, Harry Cody, Ike Corliss and a number of new riders. They will all ride under the "orange and light blue," the Ripon Cycling Club colors.

The business meeting on the evening of the first day will prove an interesting one. Many interesting reports will be read. Nomination for new officers will be in order.

The Thirteen Club will be strongly represented again and the Commonwheelers will endeavor to make things interesting.

A party of cyclists from Green Bay will tour on their wheels to the state meet.

The State Championship Races.

The Wisconsin Division meet at Ripon is near at hand and the guessing as to who will be our state champions for another year is becoming intensely interesting. Louie Reed, of Ripon, who holds the half and mile state championships of 1893, will not ride this year, it is reported, but it would seem that the family record may be upheld this time by his younger brother Roy, who is winning races right and left.

E. A. Vogel, Milwaukee, who so gallantly won the quarter-mile championship from Reed last year and also holds the two-mile championship of '93, does not seem to be riding in good form this season, but he still can be looked upon as a possible winner. But there are other riders who have lately sprung up who may keep everybody competing exceedingly busy for the championship races; they are Nels Anderson, Waupaca; E. H. Smith, Beaver Dam; W. P. Sanger, Wm. Howie, W. A. Bremer, F. W. Schmitz, W. C. Wegner and Ed. Roth, Milwaukee.

OUR PRESENT STATE CHAMPIONS.

Quarter-mile—E. A. Vogel, Milwaukee. Time, 33 seconds.
Half mile—Louie Reed, Ripon. Time, 1:05 3-5.
One mile—Louie Reed, Ripon. Time, 2:27.
Two mile—E. A. Vogel, Milwaukee. Time, 5:12.
Three mile—Walter Sanger, Milwaukee. Time, 9:00.
Made in 1892.

Charles Cody won the Sheboygan road race, July 4.
H. E. Thomas won the time medal.

MADISON-MILWAUKEE RELAY.

Fast Riders Will Demonstrate the Utility of a Bicycle in Carrying a Message—A Message from Governor Peck to Mayor Koch.

Plans are being completed to carry a message by relays from Governor Peck, at Madison, to Mayor Koch, in Milwaukee. The date will be Saturday, August 4, the first two riders leaving about noon. Each rider will have but a short distance to cover, and a time of about eighteen miles an hour is calculated on. If this pace is kept up, it will bring the last riders in Milwaukee in about five hours, the entire distance being ninety-two miles. D. D. Warner, the colonel of Madison cycloedom, has the matter in charge and will be assisted by Captain J. C. Schmidtbauer, of the Milwaukee Wheelmen, and M. C. Rotier, who will secure riders for the distance between Watertown and the city.

The great success of last year's Pond du Lac-Milwaukee relay has made the boys enthusiastic over the sport of relay riding, and the people who understand this method of racing against time manifest great interest in these affairs.

The finish will probably be made at the court house, where the mayor will receive the message.

Madison's Big Road Race.

The Sun Prairie-Madison twelve mile open road race, to be held July 28, will be made the event of the year, if the well planned arrangements and excellent prize list count for anything. The Madison Cycling Club, under whose auspices the race will again be run, is working hard to make this annual event second in importance in the state to the Waukesha. The race will start from Sun Prairie at 9 a. m. and will be over the same old course to the city limits, where it will be changed so that there will be two miles of fine macadamized road for the riders to finish on. The entire course is over an excellent road, with but two easy hills to climb and, with the prospects of a fast contingent of state riders entering, the race will prove an interesting one.

The first time medal will be set with a handsome diamond; the second time medal will be of heavy gold. The regular prize list is headed by a strictly high grade wheel, with forty other prizes ranging from \$25 in value down. An interesting programme has been arranged for the rest of the day and the following Sunday, and visiting wheelmen will be guaranteed a good time.



A suggestion for "pros" after the cash prize races are dead.

THE PNEUMATIC.

Wisconsin Budget.

Sun Prairie will have a new half mile track.

The Palmyra road race, held June 28, was won by Frank Hackett.

J. E. Daly, Grand Rapids, was married to Miss Grace E. Balderston, June 18.

A young tough, Granby by name, was arrested in Eau Claire for trying to sell a stolen bicycle.

Fort Howard wheelmen are arranging to have bicycle races at the Brown County fair, September 4, 5 and 6.

Miss Pannie Field, of Green Bay, a lady rider of considerable prominence, was recently married to H. W. Esselstyn.

Cedarburg has a cycling club with the following officers: Dr. Moras, president; Tony Brtl, secretary; F. J. Behrms, captain.

W. W. Wilson, of Wausau, won the half and one mile open races at Marshfield on July 4. Wm. Trumbull won the club road race.

The Berlin club has an eye to road improvement and the members are talking it to the city people and farmers when there is a chance.

The Omro-Wisconsin six mile road race, held July 4, was won by Frank Bowers in 21:10; Hans Jacobson, second; F. J. Luhn, third.

Mount Horeb is pronounced to be the "hottest" bicycle town in the state for its size. It has a well-organized club and an exclusive cycle track.

One of the most promising young riders of the state is E. H. Smith, of Beaver Dam. He is a strong rider and is developing a great deal of speed.

D. J. Donohue, of New Richmond, has won the St. Croix county championship two consecutive times and will this year be represented on the state circuit.

A rider near Hebron recently frightened a horse, which became unmanageable in the driver's hands and caused the latter to meet with very serious injuries.

George Nordvi and Fred Spencer, two Waupaca cyclers, recently made a half mile in 1:10 flat. They are making some of the boys hustle in the Wisconsin circuit races.

The Beloit Cycling Club is wide-awake and active in the sport. D. H. Pollock & Company have sold about sixty bicycles this season and are still supplying an increased demand.

Local Consul F. W. Spencer, of Waupaca, succeeded in clearing the Waupaca riders who rode so well in the Cedarburg road race and on whom there rested a doubt as to their amateur standing.

The Berlin Cycling Club is talking some of holding a local matinee or two in the near future, to be held evenings before dark, and there is a strong desire among citizens that a large meet be held again in September.

In the Hebron road race, July 4, Frank Hackett, of that village, made first time and won the second prize. Young Hackett took the first prize in the tournament under the management of Palmyra wheelmen one week ago.

At the September Ozaukee County fair, to be held at Cedarburg, the agricultural society of the county will again put up the silver cup to be raced for in a mile contest. The competitors must be residents of Ozaukee or Washington Counties.

Roy Reed, the speedy little Ripon cycler, is also a sprinter of great promise. In the recent field-day contests at Ripon he went 220 yards in 24 1-5 seconds, 3 seconds slow of the world's record for that distance, held by Henry Jewett, the Canadian sprinter.

A short while ago Peter Glanzke and Miss Lillie Kuehl, of Cambria, rode to Beaver Dam on bicycles and went before Justice Gustav Stoltz and were married. They then proceeded to Juncos on their wedding trip, while the thermometer was 94 in the shade.

MITCHELL, S. D.

Our Traveling Correspondent Writes Interestingly of a Sprightly Western Town.

Mitchell is a live town of 3,000, situated sixty miles west of Sioux Falls, on the Omaha and C., M. & St. P. roads, in the celebrated Jim River Valley.

It is the leading wheel town in the state, having in the neighborhood of 100 riders. The roads are smooth and level, affording fine rides in every direction. I had the pleasure of a spin of ten miles along the Jim River and was shown their worst hill, which is only a little incline leading down to the river. The roads dry very quickly and the day before we were out it rained all day, still the roads were dry and smooth.

The state meet of the L. A. W. was held at Mitchell last year and much interest was shown. Cycling is young in this country yet and one sees many medium grade wheels, but the dealers tell me that the tendency is toward better wheels and they expect a good trade in light weight high grade wheels of the better makes this year.

The leading dealers are Stair & Warner Bicycle Company, who have the state agency for the Andrae, the Phoenix and the Crawfords, and are local agents for the Columbia. Mr. Stair is on the road with samples and is meeting with good success in placing their line.

The W. J. Healey Cycle Co. are agents for the Victor and also run a small cycle paper, which is used mostly to boom their line of wheels. There is a good outlook for cycling in this state and if crops are good this year the sport will have the best boom it has ever had.

President Luscomb, of the L. A. W., is working hard to secure a \$15 rate from Chicago to Denver and is endeavoring to have companies recognize the L. A. W. ticket as a release from payment for wheels placed in baggage cars.

THE FIFTH ANNUAL WAUKESHA.

It Has Been Entered on the Pages of Cycling History as the Most Perfectly Managed and Successful Road Event of the Country.

Ten thousand spectators lined the walks and crowded the curb on the morning of the Fourth to witness the finish of the fifth annual Waukesha-Milwaukee handicap road race event. It was a "crackers-jack" race from start to finish and the management of every detail was perfect. Two evenings before the race, after the handicaps had been announced, the usual coterie of kickers gathered at the club house looking for the handicappers and expressing decided

opinions as to the mental condition of these unlucky individuals. The race, however, sprung surprises on every hand and proved that the "kickers" didn't know any more about handicapping than anybody. With about a half dozen exceptions the work was well done.

Starter Morawetz and his assistants sent their men off at Waukesha with accuracy and precision and at 10:10 the two Nessels, of Chicago, were the last to leave. Over the first hill, toward Brookfield, some



HARRY CROCKER,
WINNER FIRST YEAR PRIZE.

of the handicapped men were noticeably losing ground. The ten-minute men were not in it from the start. Numerous tumbles and hairbreadth escapes occurred all along the route, and a fact worth recording was that every man whose time hovered near 47:00 had some mishap on the road except Harry Crocker. Up the Stone Quarry and Undertaker hills the fast brigade passed scores of less speedy men, but the dark horses were plentiful in this race, and at the viaduct the first and second men were easily picked. C. Grant, of Tillman, Ind., from the five-minute mark, sped by Franke near the finish and won third place easily. A feature of the race was the riding of Briggs and Bird, of St. Paul, starting in the three-minute class. From start to finish their pace was something terrific, pacing each other alternately all the way in and but for being pocketed on the Stone Quarry hill, their time would have been a minute less. One hundred men crossed the tape inside a period of thirteen minutes' time. The finishing stretch for three blocks was kept entirely clear, fifty police being stationed at intervals of ten to twenty feet. The wild enthusiasm of the spectators is evidence of the fact that the general public now thoroughly understand a bicycle race. The timing and scoring was perfect.

THE FAST BRIGADE.

H. W. Crocker, Milwaukee.....	Time, 47:00
C. Grant, Tillman, Ind.....	" 47:00
G. G. Briggs, St. Paul, Minn.....	" 47:01
T. L. Bird, St. Paul, Minn.....	" 47:03
F. Nessel, Chicago.....	" 47:03
Ed. Roth, Milwaukee.....	" 47:03
Nels Anderson, Waupaca.....	" 47:50

Crocker and Grant being tied for first time, a flip of the coin gave the first medal to the former.

The riding of Ed. Roth was a surprise to every one, as well as himself. At Elm Grove he jumped a ditch to save himself from a smash-up. W. A. Bremer, whom many had picked out as a likely winner of the race, met with several accidents, the last one smashing his front wheel. W. C. Nielson's riding was excellent, running away from his club associates early in the race. Dollister, of Burlington, Wis., has shown himself to be a rider of the first order.

The winner, George M. Chapin, is a young lad of seventeen and a member of the Junior Cycling Club. The order in which the men finished, together with their actual time, is as follows:

POSTING.	RIDER AND CLUB.	HANDICAP.	ACTUAL TIME.
1	G. M. Chapin, J. C. C. O.....	0%	46:14
2	C. Grant, N. and T. C. O.....	8%	46:50
3	C. Grant, Tillman, Ind.....	5	47:00
4	R. C. Franke, Milwaukee.....	9	51:51
5	J. E. Cordes, M. W.....	9	52:11
6	W. E. Hastings, J. C. C. O.....	0%	52:15
7	W. Schmeider, J. C. C. O.....	6	52:30
8	G. H. Sealey, B. V. W.....	5 1/2	52:31
9	P. D. Price, Waukesha.....	7 1/2	52:52
10	G. Gregg, Milwaukee.....	8	51:50
11	H. G. Walker, Waupaca.....	5	48:32
12	J. Dollister, Burlington.....	5	48:34
13	G. G. Briggs, St. P. C. C.....	3	47:30
14	T. L. Bird, St. P. C. C.....	3	47:31
15	W. M. Bokke, Milwaukee.....	0 1/2	50:54
16	E. A. Clifford, M. O. C.....	0 1/2	50:19
17	D. C. Meyer, M. W.....	4 1/2	49:13
18	B. Cline, Tillman, Ind.....	5	49:44
19	O. J. Taak, N. S. C. C.....	9	53:10
20	T. H. Klechman, N. S. C. C.....	3 1/2	48:29
21	A. Brandt, Waupaca.....	0	51:30
22	E. W. Roth, M. W.....	2 1/2	47:52
23	A. Shotts, M. O. C.....	4	49:07
24	B. L. Fielding, M. W.....	5 1/2	50:11
25	G. Haushalter, Milwaukee.....	0 1/2	51:13
26	C. A. Ruino, M. W.....	3 1/2	51:45
27	T. F. Anderson, W. C. C.....	3 1/2	48:36
28	G. F. Carroll, M. W.....	7 1/2	52:18
29	N. Anderson, W. C. C.....	2 1/2	47:50
30	H. Jordan, L. V. C. C.....	4	49:35
31	B. Gridley, Waupaca.....	7 1/2	53:57
32	E. Neithorn, Milwaukee.....	0	51:31
33	E. Everts, N. S. C. C.....	6 1/2	51:02
34	E. E. Harold, N. S. C. C.....	8	51:33
35	W. C. Wagner, W. C.....	2 1/2	48:10
36	R. E. O'Connell, Lake Mills.....	3 1/2	51:11
37	A. T. Anderson, Waupaca.....	3 1/2	50:10
38	A. M. Chandler, Waupaca.....	3	49:37
39	H. S. Roby, M. W.....	4 1/2	50:57
40	H. W. Crocker, M. W.....	1	47:33
41	O. R. Mittlesteadt, A. C. C.....	3	49:47
42	E. A. Aldridge, Milwaukee.....	8 1/2	51:37
43	W. C. Nielson, M. W.....	3 1/2	49:25
44	C. B. Curtis, L. C. C.....	3 1/2	49:37
45	J. Hestelkamp, Milwaukee.....	7	53:11
46	D. A. Dockery, Cedarburg.....	0 1/2	52:53
47	H. E. Moore, M. W.....	8	51:13
48	T. Holmes, V. O. C.....	2	48:17
49	A. J. Held, N. S. C. C.....	4	51:10
50	J. Norman, M. C. C.....	4	50:29

THE PNEUMATIC.

POSITION, RIDER AND CLUB.

		RIDER	ACTUAL TIME
51	W. C. Green, J. C. C.	7	53:23
52	H. Zerbel, M. C. C.	3 1/2	49:54
53	H. W. Hommes, Burlington	8	54:25
54	Adolph Siegel, N. S. C. C.	7	53:28
55	E. J. Nichols, Waupaca	5	50:37
56	A. Wilp, B. V. W.	5 1/2	53:01
57	T. P. Rhodes, Wauwatosa	7 1/2	54:32
58	F. M. Hartzach, M. P. C.	7 1/2	54:57
59	J. P. Kauten, J. C. C.	8 1/2	55:15
60	A. W. Hinkley, Milwaukee	9 1/2	55:23
61	A. J. Berg, M. W.	8	51:52
62	A. J. Richardson, Wauwatosa	7 1/2	54:20
63	W. B. Mawson, M. W.	9 1/2	55:29
64	F. J. Campbell, Columbus	7	51:30
65	A. L. Leonard, Cal. C. C.	1	45:10
66	F. Schomacher, Cal. W.	5 1/2	49:46
67	S. Podlaski, N. S. C. C.	5 1/2	49:50
68	J. O. Swarthout, L. O. C.	8	52:21
69	E. Nessel, I. C. C.	scratch	47:35
70	W. Simpson, Milwaukee	7 1/2	53:09
71	H. Wauken, N. S. C. C.	7 1/2	54:35
72	A. L. Houtchens, Milwaukee	7 1/2	55:25
73	T. M. Leuthesser, Cal. C. C.	4 1/2	49:50
74	J. P. Guesher, L. C. C.	3 1/2	51:54
75	J. W. Warthen, N. S. C. C.	5	53:05
76	A. B. Thorne, L. C. C.	3	51:08
77	M. B. Nole, Columbus	5	51:10
78	W. F. Sanger, Milwaukee	2 1/2	50:50
79	L. P. Rhine, M. W.	5 1/2	54:07
80	E. C. Adams, V. C. C.	6	48:40
81	M. Waterman, M. W.	6 1/2	55:15
82	J. Bunke, N. S. C. C.	5	48:02
83	A. C. Bunkel, N. S. C. C.	3	49:12
84	W. C. Davis, Waukesha	5 1/2	54:42
85	J. C. Schmittbauer, M. W.	3 1/2	53:00
86	J. D. O'Connor, M. A. S.	5 1/2	46:01
87	L. Schmidt, J. C. C.	8 1/2	55:08
88	J. S. Hayes, M. W.	7	46:46
89	F. M. Miller, Milwaukee	9	55:47
90	M. Nessel, Cal. W.	scratch	40:14
91	H. Hiltbrach, P. A. C.	5	55:30
92	O. W. Frei, M. W.	0 1/2	47:03
93	H. J. Schmidt, J. C. C.	4	54:44
94	O. A. Hoffman, Milwaukee	8	52:21
95	W. A. Zealley, N. S. C. C.	6	55:55
96	J. Clark, Cal. W.	2	53:47
97	F. L. Mason, Milwaukee	3 1/2	49:48
98	F. Abraham, J. C. C.	5 1/2	50:55
99	H. C. Wilson, O. C.	5	57:00
100	F. J. W. Schmittbauer, M. W.	2 1/2	50:34

The others who finished were A. Moyer, M. W.; J. P. Weidig, Milwaukee; R. Eades, Wauwatosa, and H. W. Setlar, Cal. W. The first sixty-two men in each get a prize.

HISTORY OF THE WAUKESHA.

		RIDER	ACTUAL TIME
1880	E. H. Paige (winner)	8	59:00
	F. T. Andrus (time medal)	scratch	53:30
	C. W. Price (winner)	7	48:52
1891	N. H. Van Stoklen (time medal)	scratch	47:46
	E. C. Huesner (winner)	12	59:00
1892	F. Nessel (time medal)	2	48:11
	D. C. Meyer (winner)	12 1/2	52:04
1893	E. Upprecht (time medal)	scratch	45:54
	G. M. Chapin (winner)	2 1/2	49:16
1894	H. Crocker (time medal)	1	47:00

The Waukesha Course No More.

Following in the wake of the old Pullman, the great Waukesha course for the annual road race of the Milwaukee Wheelmen will be assigned to its grave. Five years has it served nobly and well in bearing the fastest racing men of the country and aiding in making the annual event second to the greatest in the country. The course to take its place

will include considerable of the Waukesha road. The riders will start at Grand avenue and Twenty-eighth street and ride out through Wauwatosa to Elm Grove. Here a turn will be made and they will return over the Blue Mound road past the Soldiers' Home. The distance to be covered will be about eighteen miles, a mile and a half more than the present course. This change has come about in order to interest the spectators more. They naturally will find much more enjoyment in a race if they can witness the start as well as the finish.

The Cedarburg Race.

The North Side Cycling Club's first open Cedarburg-Milwaukee road race, run June 16, had ninety-seven entries and seventy-two finished in the race. A. M. Chandler, of Waupaca, won first place, with a handicap of 5:30, and J. Dollister, of Burlington, won second place, with a start of 6:30. A. Gardner, of Chicago, won the time medal in 50:49. The road was good and the arrangements at the finish also.

"Kenney" Bids Good Bye.

Kanegora Negaye, the popular little Jap, was a caller at the office recently, to inform us that he would leave Milwaukee to reside in Cleveland in the future, and express his desire to thank the boys most heartily for the kindness shown him at all times during his residence in this city. Everybody regrets his departure and especially the members of the Milwaukee Wheelmen, with whom he was closely associated. He was also a member of the Milwaukee Athletic Society and an excellent athlete. His personality is gentlemanly in a very refined way and he has an artistic ability of a very high order, having filled the position of head designer with the Reliance Wire Works. He goes to Cleveland to accept a similar position.

City Cycle Cullings.

The initiation fee of the Milwaukee Wheelmen has been indefinitely waived.

Special delivery carriers under government control are now mounted on bicycles.

Three geared-ordinaries, lately imported from England, are being ridden by Milwaukee boys.

Parker H. Screombe and wife will shortly move to Denver, Colo., where they will reside in the future.

The North Side Cycling Club's century run, July 8, had twenty-four starters, sixteen of which finished.

E. A. Vogel, holder of the state championship for one mile, has announced his retirement from the track. An effort will be made to have him ride at Ripon, however.

Young Kratz, a member of the Little Posh Cycling Club, met with a severe accident while searching on Wells street. Members of this club are warned to desist from this practice.

The North Side club has postponed its club race for two weeks from August 4, owing to the tournament at National Park on August 6. The time limit for the race will be nine minutes.

THE PNEUMATIC.

OFFICIAL DEPARTMENT.

WISCONSIN



DIVISION.

DIVISION OFFICERS.

A. Cressy Morrison, Chief Consul, Milwaukee
H. M. Baldwin, Vice Consul, Kenosha.
M. C. Rotter, Secretary-Treasurer, 505 East Water street, Milwaukee.

REPRESENTATIVES.

H. Van Arsdale, Racine; W. W. Lieberman, Eau Claire; B. W. Park, Madison; I. F. Strauss, Ripon; L. E. Hall (Club), Ripon; H. F. Schlegelmich (Club), Eau Claire.

STATE COMMITTEES.

RACING BOARD.

Irvin P. Strauss, Chairman, Ripon; Frank W. Lyle, Ripon; Chas. M. Wellcome, Ripon.

RAILWAY TRANSPORTATION.

W. L. Simonds, Chairman, 385 East Water street, Milwaukee; T. E. Hutchings, 429 Jackson street, Milwaukee; W. N. Durbin, 226 East Water street, Milwaukee.

RIGHTS AND PRIVILEGES.

W. M. Foster, Chairman, 505 East Water street, Milwaukee; Ben Hooper, Oshkosh; W. F. Hooker, care of Sentinel, Milwaukee; Wilbert Irwin, La Crosse.

ROAD IMPROVEMENT.

Albert Meyer, Chairman, 224 Twentieth street, Milwaukee; W. M. Foster, 505 East Water street, Milwaukee; F. J. Morawetz, 48 Broadway, Milwaukee; W. T. Walther, Jr., care of Sentinel, Milwaukee.

STATE OFFICIAL HANDICAPPER.

Albert M. Patitz, 505 Galena street, Milwaukee.

IF YOU WANT TO ASK ANYTHING ABOUT

RACING IN WISCONSIN—

Write Irvin P. Strauss, Ripon, Wis.

LEGAL PROTECTION IN WISCONSIN—

Write Wm. M. Foster, 505 East Water street, Milwaukee.

ROAD IMPROVEMENT IN WISCONSIN—

Write Albert Meyer, 224 Twentieth street, Milwaukee.

RECRUITING AND APPLICATION BLANKS—

Write M. C. Rotter, 505 East Water street, Milwaukee.

RAILWAY TRANSPORTATION—

Write W. L. Simonds, 385 East Water street, Milwaukee.

HOTELS, ROADS, ETC., IN ANY PARTICULAR TOWN OR CITY—

Write to L. A. W. Lewis Consul for that town.

SANCTION FOR MEET ON OTHER RACING INFORMATION—

Write L. C. Jaegerlich, 233 Irving avenue, Chicago, Ill.

ANYTHING IN WISCONSIN NOT SPECIFIED ABOVE—

Write M. C. Rotter, 505 East Water street, Milwaukee.

The Racine-Milwaukee Road Race.

The big open road race of the Mercury Club is getting along handsomely. At a meeting of the racing board, held Tuesday evening, the time limit was changed to fifteen minutes, thus giving fast men a good show. The racing board has received another wheel as a prize, a '94 model Victor road racer, from the John Meunier Gun Company. The board has now over fifty prizes and entries at this early day are coming in fairly well. The Pope Manufacturing Company has donated a fine mantel clock. Four wheels are now on the list and prizes are being received almost daily.

The course is in good shape and is always hard in the summer and being down grade slightly all the way, fast time will be made.

The finish will be corner Russell and Kinnickinnic avenues. There are no street car tracks to cross and men will be stationed at the two railroad crossings on the route.

Madison Races.

At the first races on the state circuit, at Madison, June 15, but a small audience was present, although the races were hotly contested and interesting. The kicking over the handicapping was apparently justified by the results. Neither of the two scratch men, Brewer and Hodges, got a place in any of the handicap events, and the winners were men who had big allowances in distance. The results and handicaps were as follows:

One mile novice—Fred Burgess, Evansville, first; B. W. James, U. W., second; C. S. Berryman, Madison, third. Time, 2:40.

One mile handicap—Court Lemeroux, U. W., 200 yards, first; Percy Tracy, Madison, 25 yards, second; Chas. Peterson, Mt. Horeb, 250 yards, third. Time, 2:23 1/4.

Half mile open—W. A. Bremer, Milwaukee, first; Frank Van Wart, Beloit, second; E. L. Hull, Oregon, third. Time, 1:17 1/4.

Two mile handicap—L. H. Fales, Madison, 200 yards, first; C. D. Chapman, Madison, 200 yards, second; Frank K. Chute, Evansville, 210 yards, third. Time, 6:10.

Quarter mile open—F. D. Warner, U. W., first; G. T. Hodges, Monroe, second; Frank Van Wart, Beloit, third. Time, 20 seconds.

Three mile handicap—Fred Burgess, Evansville, 600 yards, first; L. P. Holmes, Madison, 50 yards, second; D. W. Park, Madison, 500 yards, third. Time, 7:42.

One mile open—J. D. Freeman, Madison, first; Frank Van Wart, Beloit, second; G. T. Hodges, Monroe, third. Time, 2:34 1/4.

One mile Dane County championship—J. D. Freeman, Madison, first; C. S. Berryman, Madison, second; B. F. Okey, Madison, third. Time, 2:38.

Wausau's Meet.

Roy Reed, of Ripon, captured the open cycle events at Wausau, June 23, in fine style. Anderson and Chandler, both of Waupaca, also showed up well. The results are as follows:

One mile novice race—Won by Alfred Hanson, Waupaca. Time, 2:36.

Half mile open—Won by Roy Reed, Ripon. Time, 1:12.

One mile, three-minute class—Won by A. M. Chandler, Waupaca. Time, 2:02.

One mile, circuit—Won by A. M. Chandler, Waupaca. Time, 2:17 1/4.

One mile open—Won by Roy Reed, Ripon. Time, 2:02.

Half mile, 1:30 class—Won by N. Anderson, Waupaca. Time, 1:15 1/4.

Two mile handicap, open—Won by Joe Stevens, Wausau. Time, 5:38.

One mile, circuit championship—Won by N. Anderson. Time, 2:32.

Half mile, boys under fourteen—Won by W. G. White, Marshfield. Time, 1:20.

One mile handicap, circuit—Won by Alfred Hanson. Time, 2:10.

Permanent race—Won by Stevens Point, O. E. Virum, rider. Time, 2:42.

Consolation—Won by Dewey, Stevens Point.

Ripon's Races.

The cycle race meet on the Wisconsin state circuit, held at Ripon, June 27, had a large number of racing men present, but a strong head wind on the home stretch prevented fast time. Following is the list of winners:

One mile novice—W. E. Soule, Ripon, first; C. H. Douthett, Ripon, second. Time, 2:35 1/4.

One mile handicap—E. H. Smith, Beaver Dam, first; George Briggs, Oshkosh, second. Time, 2:39.

Half mile open—Roy Reed, Ripon, first; Edward Deibler, Berlin, second. Time, 1:15 1/4.

Two mile handicap—George Briggs, Oshkosh, 200 yards, first; J. G. Scellig, Ripon, 150 yards, second. Time, 5:35 1/4.

Quarter mile open—Roy Reed, Ripon, first; E. H. Smith, Beaver Dam, second. Time, 43 2/4 seconds.

One-half mile Ripon Cycling Club handicap—Ike Cordius, 50 yards, first; W. G. Soule, 75 yards, second. Time, 1:13 1/4.

One mile open—Roy Reed, Ripon, first; Ed. Deibler, Berlin, second. Time, 2:42.

One mile, boys under sixteen—Walter Sackett, Berlin, first; Ike Cordius, Ripon, second.

THE PNEUMATIC.

Beloit Races.

At the Beloit meet held June 17 the races were a success in every particular. There were 500 people on the grounds and the excitement over the finishes was intense. Valuable prizes were given. Sol. Reitter won first in the two-mile handicap from 120 yards, and first in the five-mile from 600 yards handicap. Some of the races were interfered with by a muddy corner on the track causing several bad falls. D. H. Pollock, chairman of the racing board, deserves great credit for handling the meet so successfully. The club plans to have races at least once a month this season.

State Races at Berlin.

The Berlin bicycle meet on the state circuit, held June 20, was attended by about 700 people. The races were hotly contested.

One mile novice—E. Whipple, Waupaca, first; Geo. Waring, Berlin, second; F. Glazier, Joe Deibler, I. Biggart. Time, 2:35.
Half mile open—Roy Reed, Ripon, first; Ed Smith, Beaver Dam, second; Sacket, Anderson, Sandburg, Chandler. Time, 1:24.
Half mile, Berlin boys under seventeen—Sterling Sacket, first; Usher Olson, second; Hanson, third. Time, 1:31.
Two mile open—Nels Anderson, Waupaca, first; A. Chandler, Waupaca, second; Sandburg, Smith, Scelig. Time, 5:50.
One-fourth mile open—Roy Reed, Ripon, first; Geo. Waring, Berlin, second. Time, 51½ seconds.
One mile, Berlin Bicycle Club handicap—F. Glazier, 300 yards, first; Talbot, 400 yards, second; L. E. Davis, 500 yards, third; H. Hamilton, 600 yards, fourth; W. Sacket, scratch, fifth; J. Deibler, 100 yards, sixth. Time, 9:22½.
One mile open—Nels Anderson, Waupaca, first; Roy Reed, Ripon, second. Time, 3:40.
Half mile for men's race, for men weighing over 200 pounds—Gus Metz, first; C. Ellis, second; J. W. Smith, third. Time, 1:40.
Five mile handicap—Nels Anderson, Waupaca, scratch, first; A. M. Chandler, Waupaca, 200 yards, second; Ed. Deibler, 200 yards, third. Time, 18:50.

In the one mile open race there was a close race between Roy Reed, of Ripon, and N. Anderson, of Waupaca, with the result that Anderson won by about a foot or two. Reed had broken the chain to his wheel and used another, which no doubt bothered him.

Beaver Dam Races.

The summaries of the Beaver Dam ten mile road race and track events, held July 4, are as follows:

First prize—Albert Krugmeier, Horicon.
Second prize—Albert Williams, Beaver Dam.
First time prize—John Reitzner, Milwaukee.
Second time prize—W. B. Duke, Milwaukee.
Third time prize—Albert Williams, Beaver Dam.
One mile novice—W. B. Duke, 9:45½; Winfield Smart, 2:45; Albert Krugmeier, 2:47.
One mile open—E. H. Smith, first; John Reitzner, second. Time, 2:45½.
The slow race was won by Willie Tenrick.
Two mile handicap—A. Williams, first; W. B. Duke, second; John Reitzner, third. Time, 5:18.
Half mile boys' race—Winfield Smart, first; Bert Shepard, second. Time, 1:23.
Two mile handicap for Beaver Dam wheelmen—A. Williams, first; Winfield Smart, second; Otto Deyssenroth, third. Time, 5:48.
Quarter mile dash—E. H. Smith. Time, 36 seconds.

Eau Claire Meet.

The state circuit cycle races at Eau Claire, July 9, were well attended. The events were as follows:

One mile novice—McDonough, Eau Claire, first; William Rogers, Eau Claire, second. Time, 2:18.
One mile handicap—L. E. Kraft, Menomonie, first; B. Williams, Eau Claire, second. Time, 2:33½.

Half mile open—J. H. Smith, first; H. H. Richards, second. Time, 1:21.
Two mile handicap—J. H. Smith, first; H. H. Richards, second. Time, 5:10.
Quarter mile open—H. H. Richards, first; J. H. Smith, second. Time, 30 seconds.
Five mile handicap—J. H. Smith, first; H. H. Richards, second. Time, 18:30.
One mile open—H. H. Richards, first; J. H. Smith, second. Time, 2:18.
One mile open—H. H. Richards, first; J. H. Smith, second. Time, 2:18.

Appleton's Road Race.

The open road race of the Appleton Cycling Club, held on the morning of July 4, was won by H. H. Richards in a six-minute run. Out of twenty-three starters, nineteen finished. Adolph Roman won first and second place in 51:32. Following is the order of finish:

POSITIVE	RIDER	TIME
1	Pearson, Appleton	51:32
2	Adolph Roman, Appleton	51:32
3	Fred Miller, Appleton	51:32
4	Willie Alf, Appleton	51:32
5	Katie Baer, Appleton	51:32
6	Julius Roman, Appleton	51:32
7	Anderson, Neenah	51:32
8	Jensen, Waupaca	51:32
9	Stedl, Appleton	51:32
10	Foxwell, Appleton	51:32
11	Hewitt, Menasha	51:32
12	Brant, Appleton	51:32
13	McWilliams, Ashland	51:32
14	Johnson, Appleton	51:32
15	Meltzer, Appleton	51:32
16	Hambill, Appleton	51:32
17	Lucky, Appleton	51:32
18	Vat Alekyne, Appleton	51:32
19	Harrison, Appleton	51:32

Neillsville Races.

A strong wind prevented fast time in the bicycle races at Neillsville, July 11. Following is summary of races:

One mile novice—Won by Bert Hicks, Merrillan. Time, 2:41.
Half mile open—Won by W. W. Wilson, Waupaca. Time, 1:27.
One mile handicap—Won by Fred Houtacker, Neillsville. Time, 2:34.
Quarter mile open—Won by D. E. Varum, Stevens Point. Time, 30 seconds.
One mile Clark County championship—Won by Fred Houtacker, Neillsville. Time, 2:30.
Two mile handicap—Won by W. W. Wilson, Waupaca. Time, 5:10.
Half mile, boys under eighteen—Won by Bert Hicks. Time, 1:21.
Five mile handicap—Won by D. E. Varum, Stevens Point. Time, 18:30.
The prize for the one mile open was not won on account of the time limit of 2:40.

Black River Falls.

The bicycle races at Black River Falls, July 13, were well attended and good time was made. The summary follows:

One mile novice—Carl Monson, first; H. H. Richards, second. Time, 2:40.
Half mile open—H. H. Richards, first; E. Krohn, second. Time, 1:10.
One mile handicap—Carl Monson, 100 yards, first; H. H. Richards, 40 yards, second. Time, 2:34.
Quarter mile open—H. H. Richards, first; Bert Hicks, Merrillan, second. Time, 30 seconds.
One mile Jackson County championship—H. H. Richards, first; E. Krohn, second. Time, 2:42.
Two mile handicap—H. H. Richards, 100 yards, first; H. H. Richards, 100 yards, second; E. Krohn, scratch, third. Time, 5:11.
One mile, 100 riders—Carl Monson, first; H. H. Richards, second. Time, 2:40.
One mile open—H. H. Richards, first; Bert Williams, Eau Claire, second. Time, 2:18.
Five mile open—Carl Monson, first; H. H. Richards, second. Time, 18:30.

Wheelmen stand in their own light when they neglect to become members of the League of American Wheelmen. The protection afforded by this organization is indispensable to all cycle riders, and those neglecting to become members on pecuniary grounds are "penny wise and pound foolish."

His Boy, His Boy!

With a hideous yell,
He reeled and he fell,
As he clutched at the atmosphere,
And he writhed and screamed
Till it surely seemed
That death was hovering near.

Then the doctors came,
With a Latin name
For the cause of his frantic face—
Which was all from joy,
For his favorite boy
Had won the half-mile race.

Road Race Training.

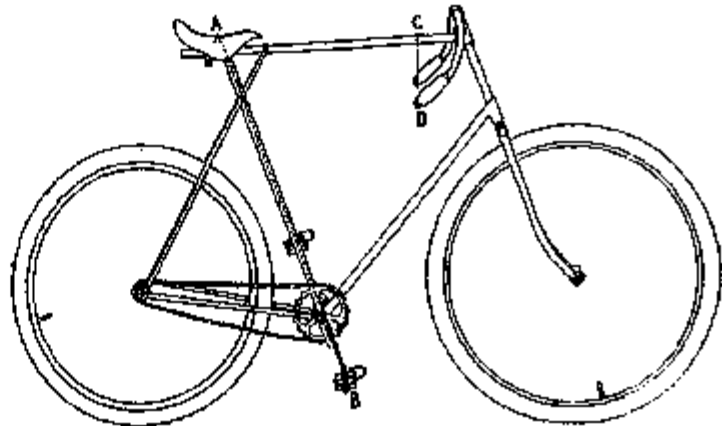
The *Irish Athlete* gives the following hints to cyclists training for road races: "It is best to take plenty of time in getting into condition, and to start with steady rides at, say, twelve to fifteen miles an hour, to serve to bring the muscles in condition for fast work. During the earlier stages of training fast work should not be attempted, but after about three weeks' steady work the pace may be increased, and occasional short spurts be indulged in for the purpose of improving the pace and wind. If the race is not over twenty-five miles, a ten or fifteen-mile spin three times a week is all that is necessary, and a turn over the intended course once previous to the race. It is not advisable to ride 'all out' during training, and riding against the watch is not to be commended. A good rub down with a coarse towel should never be omitted after each ride, and care should be taken to avoid standing about while in a heated condition. Dumbbell exercise is very beneficial in moderation, but alcoholic liquors of every description should be tabooed."

Salesmen as They Are.

Mr. Gormully, while speaking about salesmen, truthfully says: "Much as has been said about bicycle salesmen, it is a fact, however deplorable, that the impression seems to have gone abroad in the trade that anyone can sell wheels. In accordance with this, racing men, workmen from the bench and others with no business qualifications, are sent out as full-fledged salesmen. It seems as though their first thought is—not to expatiate upon the good points of the wheels which they are endeavoring to sell, but to inform prospective customers of the bad points in other wheels. If no true statement can be found derogatory to competitive wheels, they manage to invent one."

The schedule of the Milwaukee Wheelmen's July club runs reads as follows: Sunday, July 22, basket picnic, Fish Creek Park; members will furnish their own lunch; liquid refreshments by the road officers; no bus; start at 9 A. M. Sunday, July 29, Oconomowoc; return via Delafield; start at 7 A. M.

Sanger Racer Measurements.



The measurement from A to B gives the size of your reach; from C to D the drop wanted in handle bar.

Minnesota Cycling Minutes.

This year's Minneapolis racing team is composed of six men, A. W. Harrison, Colie Bell, W. E. Becker, G. Nelson, M. C. Ewing, A. A. Hansen. This team has been in training since early in the spring and will take in all the meets of the season in the Northwest.

The St. Paul team is composed of B. B. Bird, G. T. Briggs, Tom L. Bird, Chas. Hofer and G. F. Cramer. Hofer was awarded the first time prize in the Memorial Day twenty-five mile road race at Minneapolis, making it in 1:16:30.

Mankato, Minn., is turning out some strong riders this year, in the persons of Wilbur Taylor, Brett and Harry Waltz. Each of these men defeated B. B. Bird in the race meet which was held this spring.

The young ladies of the Twin Cities have adopted the bloomer costume, not only for their wheels, but also for horseback, and they no longer ride sidewise, but according to their costume—otherwise.

WILLIE GREEN.

The Value of Advertising.

A wealthy man endeavored once to show
That fortune comes to those who advertise.
A poor man said, "Twas money thrown away,"
And seemed the other's logic to despise.

They argued long, till each to his own view,
Unknowing, had the other one converted.
The rich man hastened to withdraw his ads.,
The poor man rushed to have an ad. inserted.

A year ago or more is it, I trow,
Since those two men thus argued and conversed.
One rich, one poor, they still exist to-day;
But fortune their positions has reversed.

—Yankee Blade.

The Cream City Cycling Club is the name of the new cycling club organized in Bay View, Saturday, July 14. It starts out with a good membership and under favorable auspices. The officers are: E. Seeley, president; W. G. Fry, vice-president; B. E. Saveland, secretary; F. Folk, treasurer.

General Trade Jottings.

Did you ever guess the winner of a road race?

If you have no business, advertise to get some.

Aluminum rims are fast springing into popular favor.

Mr. F. A. Elwell, of touring fame, has purchased a No. 8 Rambler, which he will ride on future Elwell tours.

Edward D. King, of the New National Time Recorder Company, has been granted a patent on an adjustable handle bar.

Wagner Brothers, 117 Reed street, are establishing an excellent trade in repairing bicycles. Their work gives general satisfaction.

The Perfect Nipple Grip is a new tool lately placed upon the market by the Dudley-Meunier Manufacturing Company, of Milwaukee. It is made of drop-forged steel and case hardened. It is adjustable and perfect in its grip of any spoke nipple.

S. S. Lewis, of Whitewater, has ordered an Andrae racer, which he will ride in the state circuit races. He has a record of 2:20.

Jos. Sandberg, of Menominee, rides a sixteen-pound Stearns racer, geared to seventy-three inches. He weighs about 185 pounds.

An eleven and a half pound racer, built by Birdie Munger, came through the Chicago race unscathed, although the rider had three falls with it.

The Rambler people have recently made large shipments of wheels to Bombay, India, Japan and South Africa. Their Mexican trade is very promising.

Wm. Politti, 728 Chestnut street, is a thoroughly experienced and practical workman in repairing bicycles. Everything receives his personal attention.

Ed. Roth will continue to ride the King of Telegrams, the recent report in a morning paper to the contrary notwithstanding. It is true that the local agent on Third street, who has on sale Union wheels, has been untiring in his efforts to have Roth ride one of his wheels, but the report circulated by him is pronounced false.

There is more Catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease and prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Science has proven Catarrh to be a constitutional disease and therefore requires constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, O., is the only constitutional cure on the market. It is taken internally in doses from ten drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials.

Sold by druggists, etc.

F. J. CHENEY & CO., Toledo, O.

The Gormully & Jeffery Manufacturing Company, keeping abreast of the times, have recently turned out several new Ramlers. The new "bicycle built for two" men is

constructed on the same lines as the Rambler tandem which has already been illustrated in these columns. They have also a racing tandem, which is built considerably lighter, and is fitted with light G. & J. racing tires. The new racers, just completed for the Rambler team, tip the scales at sixteen pounds, and are fitted with light G. & J. racing tires. The latest is a Rambler for tall men, which has thirty-four-inch wheels, and correspondingly tall frame. A goodly number of the latter have already been sold.

Wheel Stolen—\$25 Reward.

Description: A '94 Andrae light roadster, with special high frame, nickled rims and other regular parts, cork handles, left cork split and glued. Number of machine, 1,100. Stolen from Mitchell Building, while locked, July 3, afternoon. The above reward will be given for the recovery of wheel and conviction of thief. Address Harry Binner, 65 Mitchell Building, Milwaukee.

Milwaukee On the Circuit.

The Associated Cycling Clubs of Milwaukee, have completed the arrangements for their grand tournament, to be held August 6. This is filling in one date on the national circuit. The races will be held at National Park. Although the track is not in the best condition, good races are looked for.

A new cycling organization, to be known as the "Knights of the Wheel," has been instituted. Its birthplace is Detroit, Mich., and its progenitors are those who recently were defeated in the Michigan case of the L. A. W. The temporary officers are: Supreme knight, A. H. Griffith; vice supreme knight, E. J. Warren, and secretary-treasurer, Leon

Coquard. The new institution proposes to take in the world.

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ARE GOOD TIRES

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OF EQUAL VALUE
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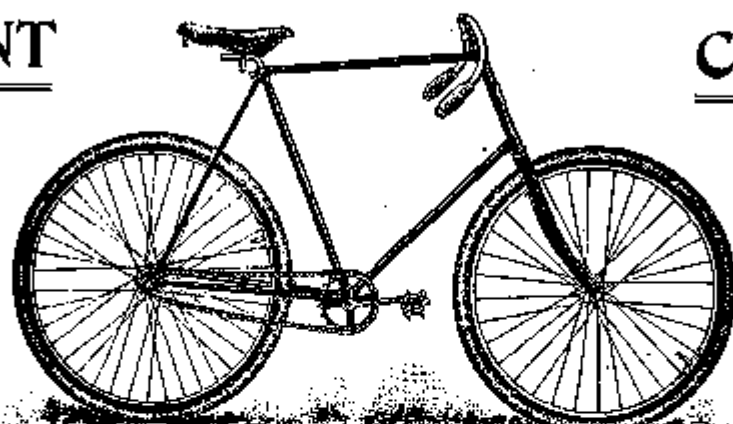
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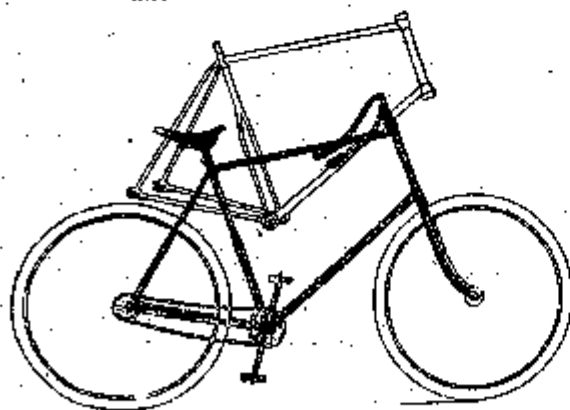


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C. & N. W. R. Y.

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**100 WISCONSIN
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The Chicago, Milwaukee & St. Paul RAILWAY

Is the Only Line Running Solid Vestibuled, Electric Lighted Trains between

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ST. PAUL - MINNEAPOLIS**

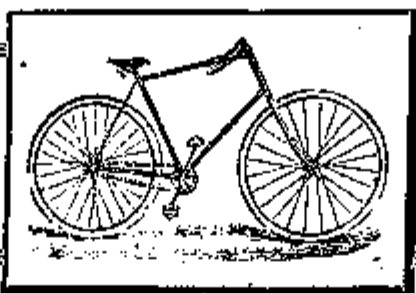
and between CHICAGO, COUNCIL BLUFFS and OMAHA.

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MENTION THE "PNEUS."

THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

VOL. V.

MILWAUKEE, WIS., AUGUST, 1894.

No. 5.

1
MILE
1:54 1/4
WORLD'S
RECORD.

"It's easy on fast tires—"

On G. & J. Tires
WITH STEEL RIMS

25
MILES
1:05:58
World's Road Record
in Competition.

"on road or track—"

On G. & J. Tires
WITH STEEL RIMS

50
MILES
2:21:35 1/2
World's
Road Record.

"long distances or short—"

On G. & J. Tires
WITH STEEL RIMS

On G. & J. Tires
WITH STEEL RIMS

1
MILE
Riding Backwards
2:37
World's Record.

"back or front wheel forward—"

100
MILES
Road by a Woman.
8 hrs. 18 sec.
World's Record.

"even by a woman—"

On G. & J. Tires
WITH STEEL RIMS

"G. & J. TIRES RUN TRUE."

"FASTEST TIRE ON EARTH."

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Cost of Trophy, \$569.68. Cost of Labor, \$99.41.

Back Plate, 508½ pennyweight, 24 kt. Gold.

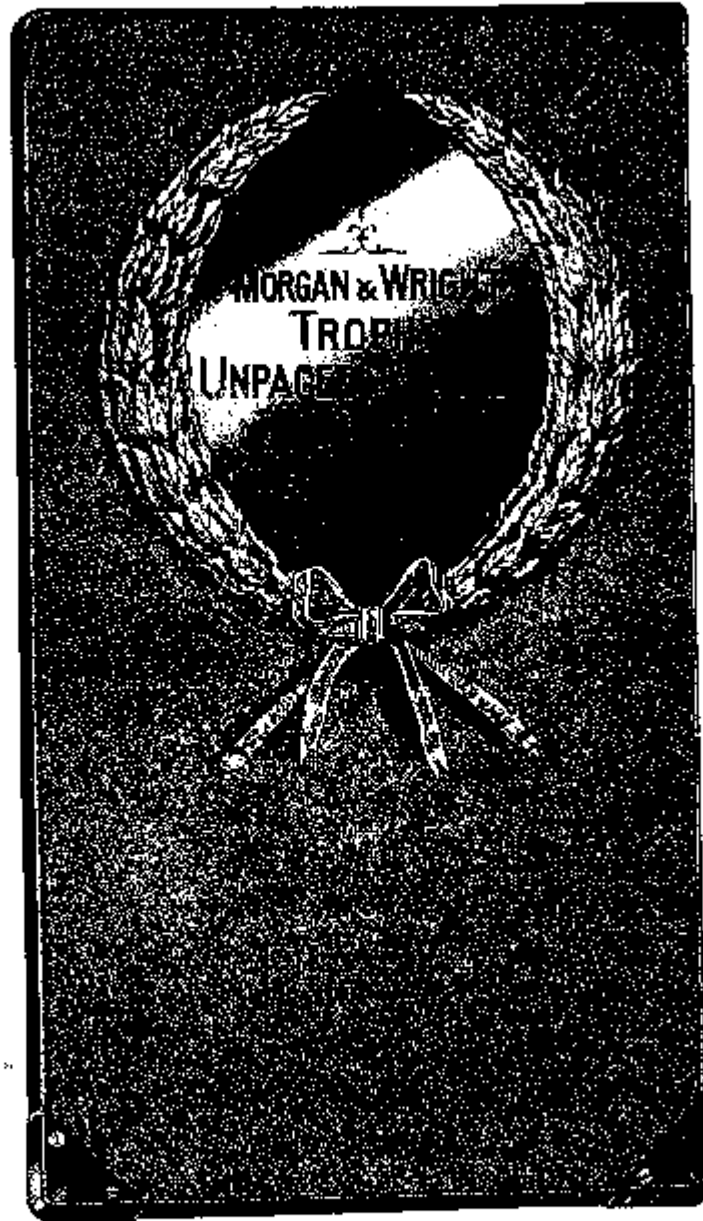
Wreath, 20kt. GreenGold, 27 pennyweight.

Center, 14 kt. Red Gold, 25 pennyweight.

Letters in Center, Blue Enamel.

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Certificate of U. S. Mint assay will be given the winner along with the Trophy.

By far the handsomest, most artistic and costliest prize ever offered in cycling.

Values and amounts mentioned are strictly net cost.

Conditions for competition may be had upon application to Morgan & Wright.

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Andrae Riders

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ENTERED IN THE U. S. AT MILWAUKEE AS SECOND CLASS MATTER.

ADVERTISING.

THE PNEUMATIC is the only cycling paper thoroughly covering the territory in Wisconsin, Minnesota and Northern Michigan. It reaches the homes of individual riders as well as the dealers, and is recognized as a paper which completely covers all the doings in cycling. Advertising rates on application.

M. C. ROTIER, Editor and Publisher,

505 East Water Street,

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SANGER'S great 2:11 unpaced record has fitly been called all wool and a yard wide. *The Bulletin* says: "It is not mixed with the cotton of pacemaking, but is the genuine article throughout. No one shares the honor of Sanger's 2:11. It is all his own. We doff our beaver to the great unpaced."

WITH the growth of the sport of cycle racing we are confronted with several immediate needs to promote race meets in the way they should be managed. Racing on the track has become a science and it is imperative that the rules which govern it should in every detail be lived up to, and in this connection it is necessary that the officials shall not be selected from the home town where the meet is held unless they are thoroughly qualified for the work. During the past season so many glaring errors have been committed by track officials that it is no wonder the Class B men on the circuit are everlastingly kicking. The need on the national circuit is an official referee, clerk of course, and timer. These three officers must rule with stern decision and it is impossible for ordinary individuals to do this, owing to a lack of experience.

STAR riders have proven to be the great drawing cards at all the race meets this season. Where only local talent appeared at races the enthusiasm was generally very tame and the attendance meager. The public's appetite, which has been whetted by the appearance of crack racing men at so many meets, now always craves for the best. In the inauguration of Class B by the League of American Wheelmen it has been made possible for meets to secure good talent, because the manufacturers, under whose employ Class B riders are, compel them to be present wherever a good meet is held, and likewise it overcomes the old complaint of race promoters of the riders not competing in the races which they enter. There have been a few instances where this was not done, but, on the whole, it has

been a marked success and lays way over the amateur rule of previous years which made it utterly impossible to control the men. Class A men, too, are better off. They are protected from the pot-hunters which so abundantly sprung up during the past few years and have some show of winning a race. The two classes have been the saving of the amateur sport. While the Bs are not "pures," circumstances have made it imperative that they should be recognized, and the League, with its powerful wand, has established a precedent in the sport which will ever remain to its credit and which has done it incalculable good.

The Milwaukee Race Meet.

A serious blot has again been thrown upon racing matters in Milwaukee. While it is not the first one on record, it is by far the worst one. With the event of the national circuit meet, Milwaukee sustained a stain which will take a long time to erase. While the racing men and the newspapers too hastily credited the management of the meet with downright swindling in saying that they would not receive their prizes, the management still deserves censure for permitting this reflection to be cast upon them.

It appears that the Associated Cycling Clubs transferred the entire financial responsibilities over to three men, who in turn were to receive three-fourths of the profits which might be gained from the meet. No racing rule governs this point, yet the Associated Cycling Clubs have committed a grave error in allowing their name to be used to secure a date on the circuit and a sanction from the L. A. W., besides enlisting the support of the business men and the general public in the city, all for the gain of a few individuals. But it is not the association alone that is given a blow through this; it is Milwaukee, the fair city which Governor Peck calls the greatest in the world.

The Chicago Cycle Show.

Western enterprise will again assert itself, this time in the great cycle exhibit, to be held in Chicago, January 7 to 12 inclusive. The need of a western annual cycle show has been demonstrated by the immediate and healthful support that it receives from everyone. It is but a month since the plans of the spaces and general outlines of the building were sent out and the date of the show is still months away and yet nearly all the exhibit space has been sold.

The armories where the show will be held are admirably situated for such a purpose, right in the center of the city. All the principal hotels, theaters and other city attractions are in close proximity.

The attractive feature of the show to the manufacturer is the active steps that are being taken by the projectors of the show to induce agents to attend. Arrangements have been made to secure reduced railroad and hotel rates, and already hundreds of agents have declared themselves in favor of the western show and have pledged themselves to attend.

BUT ONCE A YEAR.

The Fifth Annual State Meet and National Circuit Tourney at Ripon Proves to Be the Event of the Season—The Story Told.

Ripon has made herself famous in the cycling world and Wisconsin can be justly proud of this fair little city and her hospitable people. It has been called the "cycling paradise" by the racing men and their opinion bears weight in matters of this kind.

This was the meet which was looked forward to not only by the wheelmen of the state but the racing men of the country. Even Zimmerman, in a letter to a friend, expressed his regret that he could not again be with them on this occasion. The town belonged to the wheelmen and scarcely another town exists that would enter into the spirit of the occasion with such vim and enthusiasm as Ripon. Public institutions and business houses alike were closed down during each afternoon's races and the population for miles around flocked to the city to join in the festivities.

The city was beautifully decorated with bunting of orange and blue, the Ripon Cycling Club colors, and a hand-some arch was erected in the middle of the square.

With the arrival of the special train from Milwaukee on the morning of the 7th, the greater part of the visiting wheelmen had arrived, and then formalities were broken and hilarity reigned without a pause for two consecutive days. The hotel accommodations were not sufficient, but the doors of many homes were swung open and thus helped to smooth away the only annoying feature of the meet. The attendance of wheelmen was the largest in the history of the Wisconsin Division state meets. At the track on the afternoon of the first day Judge Reed delivered an enthusiastic address to the visitors and by authority of the mayor turned over the keys of the town to the wheelmen.

Chief Consul A. Cressy Morrison responded to this address of welcome in behalf of the Wisconsin Division and sincerely thanked the good people of Ripon for their open-hearted hospitality.

THE RACES.

The track proved to be in record-breaking condition. Last year Zimmerman did 2:13, establishing a track record, which was considered quite a performance then. At this meet Louie Reed did 2:15 from scratch in the mile local handicap and rode the last quarter alone. Ray MacDonald followed the new tandem team, Titus and Cabanne, a half mile in 57 seconds, a new state record. The tandem team could easily have bettered that time at least two seconds, as they slowed at two places for MacDonald.

Sanger made a pretty win of the two mile open, beating down Maddox in the straight and winning by a length from Charley Murphy. A limit of 5:20 was placed and the race was run in 5:40 and allowed.

Louie Reed won the two state championships, the first day, being closely pressed by Willie Sanger, although the second day the little champion had a runaway from the whole field of his class and thus is now the holder of the

four state championship medals from the quarter to the two mile. Willie Sanger, however, with proper training, would have undoubtedly pressed Reed very hard for first honors.

SUMMARIES—FIRST DAY.

One mile novices—A. H. Krugmiller, Norison, first; B. G. McWilliam, Oshkosh, second; C. E. Reinke, Milwaukee, third. Time, 2:38 3/4.

Half mile state championship, final heat—Louie Reed, first; Willie Sanger, second; Roy Reed, third; A. M. Chandler, fourth; F. L. Moore, fifth. Time, 1:00. The time limit was 1:10.

Two mile open, Class B, final heat—W. C. Sanger, first; C. M. Murphy, second; L. D. Cabanne, third; W. W. Tuck, fourth. Time, 3:40.

One mile handicap, Class B—A. E. Lumsden, 50 yards, first; A. I. Brown, 70 yards, second; R. E. Goetz, 70 yards, third; H. A. Githens, 60 yards, fourth. Time, 3:10.

Two mile state championship—Louie Reed, Ripon, first; W. C. Sanger, Milwaukee, second; A. M. Chandler, third. Time, 5:24 1/2.

Half mile open, Class B—Titus, first; Kennedy, second; Githens, third; Cabanne, fourth. Time, 1:06.

Two mile handicap, Class A—O. S. Williams, 270 yards, first; J. G. Seelig, 310 yards, second; Smith, 100 yards, third. Time, 4:40 3/4.

The second day's sport was still more exciting. Four good Class B events were run and record breaking closed the day, Titus and Cabanne doing the tandem mile in 1:39, a new world's record, and Bald doing a paced mile in 2:02, lowering the state record. Sanger was beaten in the mile open, the only race in which he rode. He was still unwell. Kennedy, of Chicago, was awarded the \$100 diamond for his record of 2:11 in the mile handicap, this beating Zimmerman's time of last year, 2:13. Titus, who beat Kennedy from the same mark, was disqualified for jumping the gun three lengths.

Charley Murphy lost a second prize which he won by a coup that might have been disastrous in the mile open. Ten yards from home Murphy cut from the pole and made a diagonal dash across the front of Taxis into second place and the referee disqualified him.

The special \$50 diamond prize for a Class A rider making a mile below last year's record of 2:25 was given to Chas. Williams, making it in a handicap in 2:22.

Louie Reed took his third state championship when he won the mile in a clever manner. Roy Reed voluntarily took the pace for a half and then dropped out. Sercombe paced the third quarter and Reed ran Chandler and Willie Sanger off their feet on the stretch, winning by several lengths in 2:23 2-5. The referee refused to allow a protest on account of Roy Reed's pacing. All received the benefit and should have been glad that some one did donkey work, and the referee's decision was supported.

SUMMARIES—SECOND DAY.

One mile handicap, Class A—J. G. Seelig, 80 yards, first; A. M. Chandler, 30 yards, second; F. L. Moore, 85 yards, third; C. E. Reinke, 100 yards, fourth. Time, 3:13 1/4. Williams, from scratch, finished in the bunch in 2:22.

Quarter mile open, Class B, final heat—Cooper, first; Bald, second; Brown, third; Cabanne, fourth; MacDonald, fifth. Time, 31 3-5 seconds.

One mile state championship—Louie Reed, first; A. M. Chandler, second; W. C. Sanger, third. Time, 2:23 3-5.

Two mile handicap, Class B—Titus, scratch, first; E. C. Johnson, 100 yards, second; Kennedy, 40 yards, third; Githens, 65 yards, fourth. Time, 3:11 1/4. This was Titus' greatest win, all in the last ten yards.

One mile open, Class B—Cabanne, first; C. M. Murphy, second; Brown, third; Taxis, fourth; Sanger, fifth. Time, 3:29 1/2.

Quarter mile state championship—Louie Reed, first; W. C. Sanger, second; F. L. Moore, third. Time, 32 seconds.

THE PNEUMATIC.

Three mile handicap, Class B—Goetz, 210 yards, first; Githens, 120 yards, second; Edwards, 400 yards, third; Cooper, 100 yards, fourth; Maddox, 100 yards, fifth. Time, 7:00.

Five mile handicap, Class A—C. E. Rolfs, 375 yards, first; A. L. Williams, 400 yards, second; C. S. Williams, 80 yards, third; R. A. Olinick, 210 yards, fourth. Time, 12:12 2-5.

NOTES.

The attendance each day exceeded 4,000 people and the club has made the snug little sum of \$600 net.

The racing men will try to have their annual two weeks' vacation allowed to them at Ripon if the town will make another bid to get in the circuit.

The distribution of prizes in Opera Hall drew a full house. Class B men were well satisfied with their winnings. Willie Sanger secured three of the silver medals put up for the state championship races.

The annual ball the second evening was the great attraction. The "444" of Ripon were there and the dazzling array of pretty costumes and charming girls created comment by the visitors. The Class B men were all there and posed as the lions of the hour.

Thursday morning, bright and early, innumerable carriages were seen flitting about the streets gathering up little parties to spend the day at Green Lake. Sailing, rowing and swimming was indulged in during the day. In the evening a pavilion hop was a feature.

Lawrence, of Toledo, rode a half mile backward in 1:47, but not in the same manner as young Richardson, of Chicago, rode it, when it was made in 2:37. Richardson sits in the ordinary position and runs the machine backwards, while Lawrence merely turns himself about and runs the machine forward, a vastly inferior trick.

This is the cry that would occasionally be let out by the Class B men in the stillness of a moment: "Do we work for a dollar a day?" Chorus: "No." "Do we work ten hours a day?" "Never." "Down with aristocracy! Down with Pabst beer! Down with any old beer!" Another cry, referring to Sanger, was: "Who wears wooden shoes?" "Wallie-c-c," would be the response in chorus.

The Madison-Milwaukee Relay.

The relay ride from Governor Peck, at Madison, to Mayor Koch, at Milwaukee, ran on the afternoon of August 4, was made in 6 hours and 15 minutes. At 12 m. Frank S. Horner, president of the Madison Cycling Club, ran down the capitol steps with the pouch slung over his shoulder and in company with Horton were soon speeding along at an 18-mile an hour clip, leaving a throng of people cheering them on. Four miles out it was taken by Warner and Tracy, who bore it on for another four miles, then Chapman and Bowman four miles, Small and Oakey five miles, Park and Holmes five miles, and Fales and James six miles. This brought the message to Waterloo, where Max Janisch had arranged to carry it to Watertown in four relays, arriving there at 2:43, seventeen minutes ahead of time. At this point the Milwaukee riders carried it to the city in the

following order: Jesse Pederson and F. J. W. Schmidbauer, 7 miles; Tommy Stott (alone), 6½ miles; W. A. Bremer and Len White, 8½ miles; W. C. Nielson (alone), 7 miles; Ed. Roth and Henry Zerbel, 7½ miles, and Captain Schmidbauer and Geo. Seeley, 11½ miles to the court house. This distance measures ninety-two miles and, considering the execrable condition of the roads and strong headwind, the time was marvelously fast. The message which the riders carried read as follows:

"Hon. John C. Koch, Mayor of Milwaukee:—MY DEAR FRIEND: I am requested by the bicycle riders, who are preparing for a relay ride between Madison and Milwaukee, which is to start at noon today, to send a few words of greeting to you, which I shall certainly do.

"Of course, there is nothing official which I can present to you, except that I think we both appreciate the value of these athletes in working up a sentiment in favor of becoming proficient as riders and to demonstrate the desire of all good citizens for better roads throughout the state.

"Permit me to wish you as much happiness and as little annoyance as possible during the term which you serve the good people of Milwaukee as mayor, and to congratulate you upon being the mayor of what we all know to be the greatest city in the world. I am, yours very truly,

"GEORGE W. PECK."

Merrill Cycling Notes.

The roads in this vicinity are being greatly improved. Many road machines have been purchased, and other townships are preparing to buy machines and improve their roads this fall.

The association that controls the race course is also showing some interest taken in cycling, by permitting bicycle riders to use the track.

We have the following roads that are in very fair condition for wheeling:

The Dudley road of eighteen miles' length leads the tourist to the finest trout fishing district in this section of the world.

The Grand Father road of fourteen miles is for half the distance a continuous round of scenery that is simply grand.

The Chat road, Wausau road and Cornish road also furnish excellent wheeling.

It is a very common occurrence to see a wheelman pacing his way to Dudley with a jointed fishing rod, a trout basket and a net as luggage.

Secretary Bassett has been called upon to grant a sanction permitting a certain musty brained individual to carry a revolver while riding a wheel. Bassett, it is surprising that you still wear that smiling, beaming countenance.

A pleasant thing to note is that of the fifty-eight prize winners in the Waukasha road race there was not one complaint about not receiving a prize nor the estimated values of them.



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"Just think of mounting the light, pretty machine at your own door and, good roads granted, being able to guide it at will ten or twenty miles over the country in a morning! What quickened vitality, firm muscles and rosy health result from this pleasurable exercise! With what an appetite you eat your dinner, how soundly you sleep at night, and how exhilarated you feel in your body and mind!"

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People of the highest social prominence in Philadelphia have formed bicycle clubs and selected uniforms, which include knickerbockers for the women. There will be teas twice a week, luncheons at an out-of-town country club, a series of short tours and four dances during the season. In this instance, Philadelphia is following Paris, instead of London. In England the bicycle is used by milkmen, postmen, soldiers, 'Arry and his girl, the tourist in the country and athletes in general; but the swells prefer to sit on top of a coach or in the interior of a comfortable hansom. In Paris dukes and duchesses ride on wheels and the park is filled every morning with women of high social position, rolling along on bicycles. The bicycle clubs there are numerous and they have been managed with such skill that it is considered a great honor to belong to certain organizations of this kind. The women's costumes are designed by such masters of the dressmaker's art as Worth and Felix, and are published in the illustrated papers. The women wear short skirts and knickerbockers, and in many instances appear without any skirts at all, or in an entirely masculine habit, without attracting any unusual attention from the passers-by.

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If, in the year 2000, things turn out to be as they are depicted by John Jacob Astor in his new book, "A Journey in Other Worlds," the cyclist will be in clover. At this time, according to Mr. Astor's story, horses are rarely seen. Electric phastons on pneumatic tires run at a rate of thirty-five or forty miles an hour along the country roads. Bicycles are still popular, but the motive power is electricity. In the cities the whole width of the streets, including the space formerly occupied by sidewalks, had to be given up to these swift electric vehicles. The streets are divided into strips, along each of which vehicles of the same rate of travel are required to go in the same direction. The pavements are of steel sheets half an inch in thickness, laid over smooth asphalt. As there are no horses and the wheels are all tired with rubber, this steel pavement keeps perfectly smooth. Heavy traffic is carried on by electric railroads underground.

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H. M. Baldwin, Vice-Consul, Kenosha.
M. C. Rotier, Secretary-Treasurer, 505 East Water street, Milwaukee.

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ROADS IMPROVEMENT.

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STATE OFFICIAL HANDICAPPER.

Albert M. Patitz, 505 Galena street, Milwaukee.

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Short Items from the State.

Four bicycle races were held at Weyauwega August 3. A large crowd was in attendance.

Some tramps stole a wheel belonging to W. McArthur, of Waupaca, from the porch of his home.

An ordinance prohibiting the riding of bicycles on sidewalks was passed by the city council of Tomah.

Five bicycle riders were arrested at Ashland for violating the city ordinance requiring them to carry lanterns at night.

The Marinette meet, held July 18-19, was one of the largest and most enthusiastic meets held on the state circuit.

Beloit, it is reported, will be in the field for the 1895 state meet. Berlin and Marinette will also make a bid for it.

The Oshkosh-Neenah race will again be held on Labor Day, September 3. This has become an annual event with the Neenah wheelmen.

At the Waupaca County Veterans' Association picnic, held July 27, at Manawa, a five mile road race was held, Tede Anderson winning first place and time prize.

Marshfield is on the top wave of a cycling boom. She has twenty League members and an L. A. W. club. September 4 the boys will run their first local tournament.

The Chilton Cycling Club held a road race on August 12. The course was from Chilton to Hilbert and return. F. R. Reinhold, of Chilton, won the race. The distance was fifteen miles.

At Waupaca, August 4, A. M. Chandler, the local flyer, won the five mile handicap; Anna Breit, the ladies half mile event; Paul Anderson, the novice. Nels Anderson rode a mile in 2:22.

The Merrill Cycling Club is a prosperous organization, having an excellent gymnasium and seventy members. The members propose to make the gymnasium a feature of attraction this winter.

Janeville cyclists are perfecting a new cycling organization. It will be made a League club. J. C. Shuler is very much interested in the work of arousing enthusiasm in the town over this proposed club.

The Racine police have unearthed nine bicycles that were sold there by C. B. Wheeler, arrested at Chicago on a charge of being connected with a gang of bicycle thieves. The machines were sold for about \$20 each.

Local Consul L. A. Hodges, of Monroe, says that the farmers in the neighboring districts are beginning to see the need of improved methods for road building and the use of improved machinery is becoming very general throughout the county.

One of the most sandy trips in the state lies out of Waupaca to Parfreyville, Little Hope, Eaton's Corners, Idlewild, Wild Rose and Wautoma, returning by way of Mt. Morris, Saxeville, Cedar Lake and Lind Center. This was recently made by four of Waupaca's riders in a day, a distance of sixty-five miles.

Monroe Bicycle Races.

The Athletic Association of Monroe will hold its annual field day exercises on August 28 and have six Class A cycle events, as follows: One mile handicap, three-quarter mile handicap, one-mile open, boys' half mile handicap, quarter mile open and two mile handicap. The prizes are good and have attracted a good deal of outside talent.

The management of the races has been placed in the hands of L. A. Hodges and he assures all wheelmen attending the best and most courteous treatment.

The Madison Open Road Race.

H. W. Crocker and W. C. Neilson, of Milwaukee, won first and second time prizes in the Sun Prairie-Madison road race, July 28. Crocker did the twelve miles in 40:58. Frank Hackett, of Palmyra, a 5-minute man, won the race. Crocker and Neilson finished tenth and eleventh. H. N. Scoville, of Dixon, Ill., a 4-minute man, took second place; time, 44:14½. H. L. Hall, of the Madison Cycling Club, with a 4-minute handicap, took third place in 44:32½.

There were sixty-six entries, but only forty-four started and thirty-eight finished. The whole affair was ably managed and the handicapping was very fair. The first prize was a 27-pound Cleveland machine and the first time prize was a diamond studded medal. The Madison Cycling Club, under whose auspices the race was conducted, has a membership composed of prominent young business men of the town and the management of all the club's undertakings is peculiarly different from any other like enterprises of other clubs in that it asks no pecuniary assistance from anybody and solicits no donations for prizes. Yet, while this is a commendable feature to a degree, it rather retards the interests of the sport because without some outside assistance cycle meets and road races are losing ventures and the promoters must soon tire of "producing" continually.

At Milwaukee.

There was a crowd of 6,000 people at National Park, August 4, on the occasion of the circuit meet here. They were all there to see Walter Sanger ride and he did not disappoint them, although the track was in bad condition. He won the mile open in 2:38 and the half mile open in 1:09. E. C. Johnson being second in the mile, and C. M. Murphy second in the half mile. C. T. Williams, of Erie, Pa., won the mile open, Class A. E. C. Johnson captured the Class B mile handicap from the 180 yard mark in 2:15. A. J. Brown, 180 yards, won the two mile handicap, with E. C. Johnson, 180 yards second, in 5:22. H. Crocker, from the 50 yards, won the five mile handicap. A. J. Brown and L. D. Cahanne rode a half mile on a tandem in 59 seconds. Geo. Seeley won the mile novice.

The Milwaukee Wheelmen propose to hold a local tournament this fall at National Park. It may be confined to riders of Milwaukee County only.

Of Local Interest.

The Crescent Cycle Club is a new organization in the western part of the city.

A Chicago-Milwaukee relay is being planned by one of the Chicago cycling clubs.

The annual club road race of the North Side Cycling Club will occur on August 25 over the Thiensville course.

Among those gone to the Denver meet are W. L. White, W. N. Durbin, E. H. Neustadt, H. W. J. Meyer, Mr. and Mrs. C. Dean and Alex. Bunke.

Milwaukee will soon have an excellent circuit of asphalt paved streets. The work is progressing rapidly and wheel-riders are consequently happy.

Frank Spooner, of the Chicago Record, who is traveling on the national circuit, says there is no more popular man among their crowd than Walter C. Sanger.

At the annual Scotch picnic, August 1, E. A. Clifford, from 275 yards, won the two mile handicap, with A. Stoltz second and H. Zerbel third; time, 4:52. In the mile handicap, Herman Janssen was first, E. A. Clifford second and D. C. Meyer third; time, 2:20.

The Mercury Cycling Club has decided to change the course of the Racine-Milwaukee road race. Next year it will be a local affair. The start and finish will be made at the corner of Kinnickinnic and Russell avenues. It will be known as the Bay View road race. The new course runs to South Milwaukee and back by way of Cudahy.

A number of the Morgan & Wright Club on Saturday last had a pleasant visit in Wisconsin. They left Chicago on the boat Saturday night, went to Milwaukee and in the cool of Sunday morning rolled over the hills to Waukesha, arriving therein splendid condition for a day's pleasure. The swimming pool at the Fountain Spring House was a source of great joy to them, but not half so much as the big dinner they partook of. A few of the members remained over the afternoon to enjoy the concert at the Bethesda Spring and returned to Milwaukee by train, while the others returned with their wheels over the race course. They all met at 7 o'clock and took the boat for Chicago. Everyone seemed to be perfectly satisfied with the visit and expressed the wish that it was one of many which they hoped to have.

Our Madison Visit.

BY ONE OF 'EM.

There were nine of us and yet "there were others."

It was at Madison, the city of the four lakes and the mecca of summer resorters. Scarcely had the dust ceased flying from the Sun Prairie road race, held that morning of July 28, when some of the visitors were packed away in a little steam launch, together with the necessities to keep mortal man from starvation and thirst, and sped across the water of Lake Mendota to Beach point, a spot of beauty that will remain forever indelibly fixed in the memory of those whose luck in life will bring them there. An open

cottage, deep in the wood, awaited our coming. Formalities were thrown to the winds and the boys were soon in the throes of supreme joy. A supper fit for kings was soon prepared. And here is where we must divulge the names of some of the *posse comitatus*. Ben Park was host-in-chief, looking after the wants and whims of everyone; his right-hand support was Lonie Holmes, or "Holmsie." To these dear fellows is due the best the world affords. J. Coxe, Schmidthaver and Lovey Warner were the elected cooks, while Roby and Rotier were the industrious dishwashers. "Brother Bill" Nielson and "Pretty Boy" Koepsell water-carriers.

Supper over, night came, with its usual darkness. The edge of a bluff overlooking the lake. J. Coxe, general utility man, and a bonfire. Things soon became interesting. Singing, war dancing and much hilarity. Ed. Roth, chief entertainer. At 10 p. m. three more choice spirits joined the party, coming over with the boat. They were "Josh" Billings, Udell and Bob Schmiederman. This completed the crowd for the night. At about 1 a. m. some one attempted to retire, but he immediately changed his mind. Later, though, others began the same attempt and finally the majority ruled and the house sheltered in slumber a dozen tired individuals. And so passed the first day and night.

The following day, Sunday, was spent in a quiet, pleasant way, many Madison boys on wheels visiting the camp. At 4 p. m. we were taken back to civilization and soon were on board the cars bound for home. Before leaving, however this "yell" was hastily prepared and given: "Madison boys, we've had many joys; good bye, good bye. Ha, ha, ha! he, he! Mil-wau-kee! If we're alive, we'll be with you in '95."

Washington-Denver Relay.

On receiving the packet brought by the relay riders from Washington, Gov. Waite, of Colorado, sent the following message to President Cleveland: "On this 12th day of August inst., at 10:37:30 p. m. I received from George D. McCarthy, the last relay wheelman, the message written to me by your private secretary and delivered to the first relay wheelman last Monday, 12 noon. The entire 2,037 miles has been made without interruption or serious accident, and the feat will long be a monument of the endurance and skill of American wheelmen. Vast numbers are now assembled in this city rejoicing over the finale of this great achievement. In their name I send congratulations.

"DAVID H. WAITE, Governor of Colorado."

All interest is now centered upon Denver. Men from the East, the South and the North have all flocked thither to partake of the appetizing programme which is spread before them, while the West will do the entertaining. This meet among the mountains I predict will be recorded in the annals of League history as the one occupying the top shelf of success. We are too early to record the championship races and it is not safe to predict who will bear the honors. If Sanger feels well he may possibly capture the mile and two mile events, but he will be kept guessing as to the others until the races are run.

Paragraphs and Pointers.

Chicago is credited with having 100,000 bicycle riders.

Before condemning any saddle riders should alter the tilt and experiment to make sure that the position is not at fault.

For the month of May, England's exports of machines and parts exceeded any other like period in the history of the cycle trade.

G. P. Mills has again lowered the Land's End-John O'Groat's record, a distance of 676 miles, making it in 3 days 5 hours 49 minutes.

Shorland, of London, rode 460 miles and 900 yards in twenty-four hours at Herne Hill, England, Saturday. This is a new world's record.

The utility of the wheel as an adjunct to police service has been thoroughly tested in Boston and has met with the approval of the city authorities.

From inquiry at the offices of various steamship companies, it is estimated that at present there are 5,000 Americans "doing" Europe on bicycles.

The bicycle rider bending over his machine with serious face provokes a quotation from Shakespeare: "Double, double, toil and trouble."—*Boston Bulletin*.

Before a citizen of St. Petersburg, Russia, can ride a wheel he must show his ability to describe a figure eight between two logs of wood placed a short distance apart.

Girls who contemplate purchasing a bicycle would do well to harden their muscles in advance by running their mother's sewing machine or rocking the baby.—*Boston Courier*.

If, after a century or any other ride, you discover a numbness in palms or fingers, says *Cycling Life*, rub in a mixture of camphor and mild linseed oil. The same remedy can be used upon the knees.

If you desire to attract the attention of the public, detach one of the cranks and put it on parallel with the other. The effect will be astonishing, as your legs will go up and down like a dog's.

The cap should be lined with wool. In fact, no wheelmen should use clothing of cotton. "That tickling sensation," complained of by people unaccustomed to the use of wool next to the skin, soon disappears.

There is talk about a tandem race wherein the men on each machine shall be brothers. It would make an interesting sight to see the Murphys, the Johnsons, the Callahans, the Kennedys, the Wells brothers, the Clarks, the McDuffies, the Sangers, and the Dirnbergers all out to score.

Sanger is billed to try for records this fall after the circuit events. Walter has never tackled records and many are anxious to see what he can do. Unpaced records we can gamble on he can create, but it is extremely doubtful whether he can cope with the riders with records below two minutes.

Scraps from the Racing World.

Cabaune, the promising young class B rider, has won 119 firsts, 43 seconds and 16 thirds in various branches of sport since 1889. He has been a good swimmer, a sprinter, and as a hurdler has shown marked ability. He hails from St. Louis.

Arthur Zimmerman rode a quarter at Birmingham, England, in 25 2-5 seconds. He is again in his old form and is proving invincible. He is winning races at every meet and neither the French, the Dutch nor the English can touch him.

Tyler has taken the flying mile world's record away from Bliss by riding it in 1:53 4-5.

C. R. Culversays that Raymond McDonald is the fastest racing man for his age on the path and predicts that if the young New Yorker is properly trained he will beat both Sanger and Johnson.

Trade Jottings.

Fenton Fox and Charlie Price are representing Lozier & Co. on the road.

The C. F. Stokes Manufacturing Company, of Chicago, has been closed by the sheriff.

The Andrae tandem was in the Santa Fe wreck but sustained no serious mishap.

F. Ed. Spooner, of the Chicago Record, may go to England this fall representing a wood rim firm.

Morgan & Wright tires now hold all the world's records from one-half mile to two miles standing start; also one mile flying start.

Morgan & Wright have entered suit against the Newton Rubber Works, 178 Devonshire street, Boston, for infringement of their patents.

H. P. Andrae reports that an Andrae road racer, given by the firm as a prize in the North Side road race, was sold within a week by the winner. He has reported the matter to Raymond.

In the Hilsendegen road race, Detroit, Mich., July 28, C. L. Berthel, on a Rambler racer fitted with G. & J. tires, won first time prize, breaking the world's twenty-five mile road record recently established by another Rambler rider. Time 1:05:58.

A valuable little book has come to our desk called the Cyclists' Hand Book. It contains a complete treatise on training, racing, track management, construction, etc. It is sold for 10 cents by the Wheelman Publishing Co., 23 Park Row, New York.

At San Jose, Cal., Ziegler broke the half mile competition Pacific Coast record and the one mile standing start Pacific Coast record, and Walter F. Foster broke the Pacific Coast one mile flying start record. Both rode Ramlers fitted with G. & J. racing tires.

The W. J. Healey Cycle Company, of Mitchell, S. D., claim that an injustice has been done their firm in the write-up of the town which appeared in the last issue of THE PNEUMATIC. They write: "We are proud of the position we have attained in the bicycle trade in this section. Ours is the only large cycling firm in the state and the only one doing an extensive business."

THE PNEUMATIC.

From G. & J.'s Circular to Agents.

We desire to say a word concerning inducements to racing men, for two reasons. Firstly, to make an explanation to Rambler agents; secondly, to suggest a good talking point in selling Ramblers. We have 1,200 agents, and each one seems to have in his immediate vicinity a "fast" man, an embryo Bliss, whom he wishes to ride a Rambler racer—at our expense. We say this in all due respect, for we think he is sincere in his efforts in behalf of our wheels. Stop and think. Do you imagine we could realize enough advertising from it to warrant this great drain on our stock? We are sure we could not. We beg our agents not to think themselves personally slighted should we feel called upon to decline loaning or making special prices on Rambler racers.

In the face of the fact that most manufacturers are giving away and loaning racers with a liberal hand, and quoting prices to suit individual purses, gauged by the intended victim's standing in the local racing world, Rambler racers have been bought and paid for (at \$125 each) by the leading local fast men of the country. We make no idle boast in so asserting the supremacy of the Rambler racer; witness the splendid list of prizes won, championships and records established thus far in the season which is only now fairly begun.

Are you a member of the League of American Wheelmen? If not, you should send your application at once to Abbot Bassett, Secretary, Room 904, No. 46 Van Buren Street, Chicago, accompanied by the initiation fee and dues—\$2. As a member of the League, you are entitled to receive the *L. A. W. Bulletin*, a very interesting weekly bicycle paper, upon payment of an additional fifty cents, and the *Good Roads Magazine* (regular subscription price of which is \$1.00 per year) for fifty cents per year, also. We are positive that you will find \$3 spent in this way a most profitable investment. The L. A. W. is the wheelmen's national organization, supported by and in the interest of wheelmen at large, and should have the moral support of every bicycle rider. It has for its main objects the protection of wheelmen and wheelwomen, the promotion of agitation and legislation for good roads, and the general advancement of wheeling. You should induce as many riders as possible to become members. We would be pleased to send you application blanks upon request. Ponder upon this subject. It will benefit you as a bicycle dealer.

The Unpaced Record Medal.

On another page we publish an advertisement from Morgan & Wright which contains an illustration of the actual size of the elegant unpaced record trophy medal which

that firm has put up for the racing men to compete for.

This medal has cost altogether nearly \$1,000 and is one of the most elaborate and costly ever produced.

Under the enameled letters "Morgan & Wright Unpaced Record Trophy" is a very highly polished surface of red gold, 14-karat; this is called the center. The highly polished surface under the blue enamel gives a very grand effect. Around this center is a wreath of green gold, 20 karats fine, 27 pennyweight. This center and the wreath has at its background 508½ pennyweight 24-karat gold. The case is full morocco, maroon color, about four inches deep, six inches wide and ten inches long.

The League Out of Debt.

There is cause for jubilation in the ranks of the L. A. W. The executive committee recently held a meeting at which

it was made known that the last old standing debt has been paid. President Luscomb expressed this fact almost joyously to an eastern correspondent, and said: "The two old bills have all been paid and the divisions settled up to July 1, and there is money enough on hand for the future. It has been an awful job, but we are on smooth water now and will be able to do something. Until now our every effort has been to wipe out the debt of the old administration. I doubt very much whether the up-hill fight and the largeness and perplexity of the past will ever be understood or appreciated by the average member. He will credit us with having performed or given him nothing; because last year he received free all of the League publications, he will

overlook the fact it was the transaction of the administration last year that tied us up and prevented us from doing or giving anything."

Mr. Luscomb expressed himself as agreeably surprised at the number of renewals, some 22,000. He expected that the increased fee would cause a much greater shrinkage. Of the 22,000, about 9,000 subscribed and paid for the *Bulletin*.

Politeness is like a pneumatic tire. There isn't much in it but it eases many a jolt in the journey of life.

\$100 Reward, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers, that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

Address,
Sold by Druggists, etc.

P. J. CHENEY & Co., Toledo, O.

THE PNEUMATIC.

America First, England Second.

J. M. Erwin, writing from Paris about the fast bicycle racing men now competing abroad, says:

"At the present time there is little doubt that in Zimmerman and Wheeler the United States has the upper hand of professional cycling in France. Granting the recently developed form of Zimmerman it is safe to say that in a mile race Wheeler would not finish farther than four or five lengths behind him, with the odds in favor of his running him to inches. The scale, according to latest results and form, would have to be arranged with America first, England second, and France third in point of excellence as regards any but the long-distance races. Zimmerman and Wheeler may be placed first, with Harris, the English champion, probably as good as the latter.

"Edwards must be granted a place at this point of the comparison, and Medinger, the Frenchman, who is at the same time tricky, popular, disagreeable and an excellent thirty-eight-year-old rider, is close with either Edwards or Wheeler."

A Difference in Words.

One of those parlor riders betook himself to a haberdasher's place of business one day last week and ranged himself along in front of a clerk.

"I wish to purchase a perspirer," he said in a lady-like voice.

"A what?" asked the clerk, letting his chin drop.

"A perspirer," repeated the parlor rider; "one of those," he added pointing to what he wanted.

"Oh," apologized the clerk, "you mean a sweater," and he raised the price 50 per cent on him.

Note with Moss On.

George Keerl, Jr., has rented a Sanger racer and will compete as a novice in the bike races next Tuesday and Wednesday. George with some training should make a fast man.

DR. W. SCHLAGER, 95 WISCONSIN ST. MILWAUKEE.



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TEETH EXTRACTED WITHOUT PAIN. Teeth Filled Without Pain by a New Method. All Work Guaranteed.

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ELECTRIC LIGHT, STRAM HEAT AND ALL MODERN CONVENIENCES.

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you will not be without it.

No grinding, no snapping, no dust, no rust, no grease. TRY IT.

Ask local Cycle Dealers for it or send 25 cents for sample stick. Discount to dealers.

Sole United States Importers,

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Largest Cycle House near Southern Ohio.

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Building Edition, monthly, \$2.50 a year. Single copies, 25 cents. Every number contains beautiful plates, in colors, and photographs of new houses, with plans, enabling builders to show the latest designs and secure contracts. Address: HUNN & CO., NEW YORK, 361 BROADWAY.

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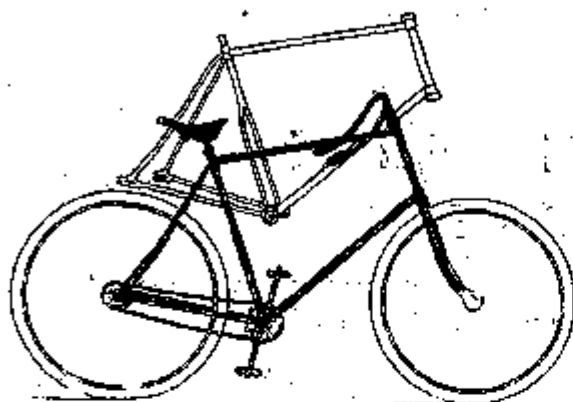
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Wheels fitted with Morgan & Wright, Palmer or G. & J. tires. Wood or Steel Rims.

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AT THE ABOVE PRICE.

This is one of the best English wheels manufactured, list \$125, late pattern, '94 model, Morgan & Wright pneumatic tires. We give a written guarantee with every one sold. Don't fail to call and examine these wheels. This price will close them out quick.

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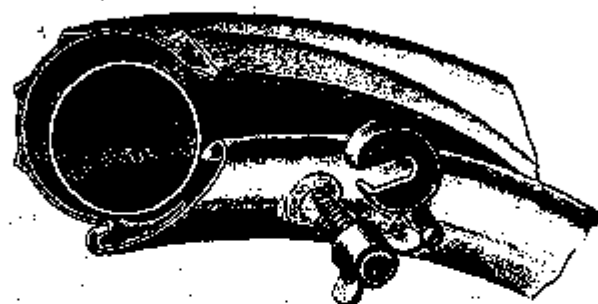
THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

VOL. V.

MILWAUKEE, WIS., SEPTEMBER, 1894.

NO. 6.



This is the ROAD Tire,

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but the

(Always Reliable)

"G. & J. RACING TIRE"

"FASTEST TIRE ON EARTH"

is made in the same way, except that it is much lighter (they have been made to weigh less than 14 lbs. per pair—tested at more than 100 lbs. air pressure), just as easily attached and detached—no cement, no wires, no strings, no bolts, no mechanism, no nonsense. This tire holds the

ONE MILE WORLD'S RECORD

1:52³/₈

made by J. P. Bliss, at Springfield, Mass., Sept. 5th, 1894, with flying start, on a Rambler Racer, Rambler Tandem paced, breaking also the world's three-quarter mile record (1:25 2-5). At same place, Sept. 5th, Fred. H. Allen, on a Rambler, with G. & J. Tires fitted on steel rims, broke the following

"CLASS A" RECORDS:

Quarter, third, half, two-third, three-quarter and mile flying, and half, three-quarter and mile standing.

YOU WILL WANT GOOD, FAST TIRES ON YOUR 1895 MOUNT—THINK IT OVER.

"G. & J. TIRE MANUAL" sent free on application.

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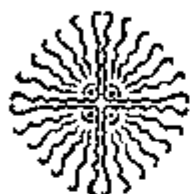
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At every Race Meet in the state

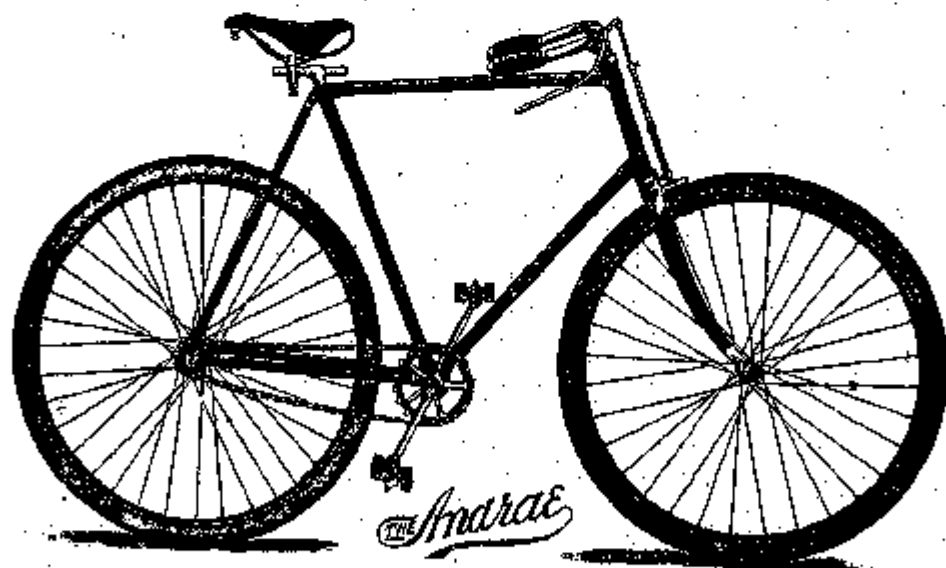


THE Andrae CYCLES

predominated. It tells the story that they are popular. Popular because they are good. Good because they are built on the most improved lines and by mechanics who know their business. In races they finish

— 1 — 2 — 3 —

EXAMINE THE STYLES



EXAMINE THE STYLES

Julius Andrae, Cycle Works,

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A MONTHLY
JOURNAL OF CYCLING LITERATURE AND TRADE NEWS.

FIFTY CENTS A YEAR IN ADVANCE.

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.

ADVERTISING.

THE PNEUMATIC is the only cycling paper thoroughly covering the territory in Wisconsin, Minnesota and Northern Michigan. It reaches the homes of individual riders as well as the dealers, and is recognized as a paper which completely covers all the doings in cyclodrom. Advertising rates on application.

M. C. ROTIER, Editor and Publisher,
505 East Water Street, Milwaukee, Wis.

AN English paper says Zim has astounded all Europe by riding a mile in 1:57 2-5. They evidently do not believe our American records to be true.

ROAD racing is doomed in England, says the *Cycle*. We are hoping for an early doom of a similar kind in this country. Racing on the road sets public opinion against the wheel and retards the popularization of the sport. The law will take the matter in hand sooner or later.

NEW YORK wheelmen will work against President Grover Cleveland now and forever. He has slighted the good roads movement and altogether does not sympathize with bicycle riders. Grover will realize to his sorrow the serious effect this discourtesy may have on his renomination and election for another term of office.

THE mile record has fallen for the fourth time this season. It has been a struggle between Tyler, Johnson and Bliss. This time Bliss holds the record at 1:52 3-5, but perhaps ere this issue leaves the press it will receive another cut. Seven teams will get to work to lower this record in the fall and there is no guessing what will be done. The season of record breaking will wind up in the South at about the close of the year. Who will hold the paced and the unpaced records?

FREQUENTLY one hears the ejaculation "d— them bicycles" issuing from some baggageman's lips. A sensitive person who is traveling with his wheel on board the cars must naturally feel that he is the target of the abuse and often a resentful feeling is carried away toward the railroad which employs men who cannot attend to their duties without expressing their dislike for things which may cause them some slight trouble. This feeling is often carried into their business and a good deal of transporta-

tion is sometimes lost by the company which employs the offending ones. The fact is sometimes overlooked that our bicycle riders are something else than bicycle riders. It is not always considered that the majority of them are young business men or may be prominently connected with some large business house which ships carloads of goods daily. A railroad company cannot afford to slight a wheel rider or his wheel.

IT seems strange that the national championships should have been stowed away under the belt of a comparative unknown. Even up to a week before the races at Denver everyone was guessing which of the circuit riders was going to secure the coveted prizes. Coastman Ziegler has proven himself to be a wonder, Editor Barrett's assertion to the contrary notwithstanding. It might be true that he had the climate slightly to his advantage, but his unpaced record of 2:09 shows that he can well be classed with the best.

DECIDE this question: Is it brains or brawn, muscle and skill, which has made the speed now attained on a bicycle possible? Has it been the brains of the inventive genius, which has reduced the power of propulsion to a minimum, or the study of training the riders to physical perfection? We would infer that it was the former. We believe this constant lowering of records has been due less to the development of skill and muscle on the part of the riders than to mechanical improvements of the machine itself. Within ten years the mile record has been reduced from 2:48 to 1:52 3-5. Mark the changes which have been made in the construction of the machines during this time and is it at all a wonder that the record should have been lowered to where it stands at present? Take the old solid tired ordinary of the '85 vintage, does it seem possible that any human mortal could have ridden that machine a mile in the time of 2:43?

Why Not Wisconsin?

The following communication has been sent to the chief consuls of the Pennsylvania, New Jersey, Connecticut, Maryland, Missouri, Illinois and Ohio Divisions:

"The executive committee of the L. A. W. will shortly take measures for an active campaign for highway improvement and for general state laws preventing villages and cities from enacting special ordinances restricting the rights of wheelmen. As such legislation must be secured in the states, I write to ask if your division will co-operate with the national executive committee. I am desirous that the League take such active part in the coming fall campaign as will convince representatives in the legislatures that the wheelmen are sufficiently organized and in such strength as to command attention to their reasonable demands from those who make our laws.

"Yours fraternally,
"CHARLES LUSCOMB, President L. A. W."



Milwaukee riders have been extremely fortunate that no law has yet been passed compelling them to carry lanterns while riding on the city streets after dark. This reflects some credit on the riders. They have averted all accidents which might be possible riding in the dark and consequently there are no protests from pedestrians and drivers of vehicles. But apprehension is aroused that some accident will befall someone by the reckless gait at which some wheelmen ride. Have a care, ye scorchers.

This has been a lively year in the history of cycle racing, and Wisconsin has greatly helped to make it so. There have been no less than fifty exclusive cycle race meets held in the state this summer and an unknown quantity of events connected with county fairs. It has developed some excellent riders and has created a new form of sport for the smaller towns. What another year will bring forth cannot be foretold, but one thing remains a certainty—the amount of race meet events in the state will be doubled next season.

"What's in a name" will likely be demonstrated when Zimmerman returns to this country to make his star debut as a professional, which, from present indications, promises to be a possibility. This will tell whether or not his name will interest the public sufficiently to patronize cash prize races.

There is a difference between sitting at the club a winter's night talking about the way you are going to ride next summer, and going out and doing it.

The location of the state meet for next year will be decided in November. The time is drawing near and those towns which propose to make a bid for it had better begin preparations immediately. It is expected it will take a good deal of ammunition and some good generalship to capture this prize, for some are already hustling, raising a guarantee fund and getting the townspeople interested. It is possible that the location will be settled by a vote of the local consuls as well as the executive officers.

Something Pneu in Pneumatics.

The pneumatic bicycle skate stands about ten inches high, has ball bearings and spring rests for the feet, and ankle supports. Each skate weighs three and one half pounds. The inventor claims that on asphalt pavement a man can travel at the rate of forty miles an hour.

Hank Young's Bicycle Plants.

A DRUMMER'S LITTLE JOKE.

A long-legged wheelman, who was conspicuous by his light suit and long-peaked cap, used to make frequent business trips down to — county, in the interest of a well-known dry goods firm. Of course, he and his wheel were something of a curiosity at the cross-road stores, and the interest the combination created was wonderful.

One day, while he was adjusting his wheel at one of these stores, he loosened one of the cones to such an extent that the balls dropped on the floor, and rolled around in the sand. As they could not be put back without cleaning them, and as it was nearly time for his dinner, he tightened up the cone to prevent the balls on the opposite side from falling out, and, taking a piece of paper, picked up the balls from the floor, wrapped them in the paper and put them in his pocket. He was about to go back into the dining room, when a green-looking country man, who had been watching the performance with excited attention, hailed him.

"Look yere, mister, is them bysicle seeds?"

"Yep," replied our friend with twinkling eyes.

"Well, I'll be durned! Look yere, mister, do them come high?"

"I guess you call \$6 a dozen high, eh?"

"Well, I'll be durned! Do they cost that much? Look yere, lemme see one, mister."

The cyclist handed out three or four, and, after looking at them awhile, the countryman said: "Well, I'll be durned! To think them things grows from seed too. Look yere, mister, what's a full grown bysickel wuth, hey?"

"Oh, they retail from \$75 to \$100, and wholesale from \$25 to \$75, according to demand," said the cyclist, who, by this time, was ready to burst with suppressed laughter.

"Do tell!" said the hayseed. "And look yere," (getting very much excited) "how many of them things grows on one sprout?"

"Three," said the cyclist.

The result of the conversation was that the hayseed left the store with \$12.50 less money and the cyclist with twenty-five less balls than the cycle ought to have.

On his next visit our joker met the countryman, who looked rather sulky, as some of the loungers had been teasing him, although all they knew about the transaction was gleaned from his dark hints about being "in it," etc.

Said the cyclist, flippantly: "Well, how are the plants?"

"Not a goldarned sight of any plant yit," answered the hayseed.

"Did you plant them in the dark of the moon?" inquired the cyclist.

"Yas, I did."

"Did you put iron filings around them?"

"Naw, I didn't!"

"That's where the trouble is; let's go over to the blacksmith's and get some."

They went over, followed by a dozen, or so, of the loungers, got the filings, unearthed the balls, put the filings

THE PNEUMATIC.

around them, covered them up and went back to the store. The proprietor got the cyclist in a corner and warned him to let up. "That's a bad man you're foolin'," he remarked; and he got so earnest in his manner that the cyclist began to weaken and wanted to return the money. But the storekeeper wouldn't let him. He said, "Not in my store, sonny; you ain't goin' to ruin my bizness, and I don't want no blood shed on my premises, anyway; and, look yere, the best thing you can do is to skin out, fur Ned Simkins and Tod Munks air just about got Hank Young crazy with their kiddin', and if he smells a rat ther'll be a dead man 'round yere, and you won't know who 'tis—"

At that moment there was heard a yell and Hank Young rushed in, pistol in hand, and screamed, rather than asked: "Where is that spider-legged ———?" The storekeeper had seen him coming, however, and had said in an impressive undertone, "Git!" and the cyclist had got—got outside, and got on his wheel—and got a start, in less time than it takes to tell it. It was a fortunate thing he did, for Young's horse (a fast one) was tied outside the store, and it did not take many seconds for him to mount and give chase. As he had his pistol in his hand, you can well imagine that it was not a very "pleasurable" ride for the cyclist. It was four miles to the boat, and over pretty tough roads, and nearly time for the boat to leave; so there was no assurance of safety ahead. But, as he had started, there was no turning back. Away they went, the hayseed getting in a shot on every hill, and the cyclist getting out of range on every down grade.

Just as the cyclist turned the last curve, about twenty yards from the landing, he saw the gangplank hauled in, and the walking-beam of the steamer going up. But before it could descend he had dashed aboard, and would have gone right through and overboard, had he not collided with one of the colored deck hands. As it was, he buckled his front wheel, bent his forks and was badly bruised himself; but he saved his life and was very thankful for that.

There is now a long-legged cyclist, who systematically lies to his employer about the loss of trade in that particular locality; and there is a wild-eyed hayseed who, like McGinty, "haunts the dock" on steamboat day, the most noticeable feature of his wearing apparel being a shot gun loaded with rusty bicycle balls.—*Cycling News*.

From Chicago to Milwaukee.

A meeting was held at the rooms of the Merchants' Association, for the promotion of an entirely new plan. It is to extend the Sheridan drive from Chicago to Milwaukee. B. W. Foster, of Chicago, president of the Sheridan Road Association, of Chicago, was present, and among those in attendance were Thomas W. Spence and F. W. Rogers. The first step intended is to form a Sheridan Road Association of Milwaukee. The Illinois association by this name was organized in 1887 at Chicago, the undertaking at that time being the construction of a pleasure driveway from

Chicago to Fort Sheridan. As the work progressed it was found feasible to extend the drive to Waukegan. This was made possible by the generous and energetic support extended to the enterprise by residents of Edgewater, Rogers Park, Evanston, Wilmette, Winetka, Glencoe, Ravinia, Highland Park, Lake Forest, Lake Bluff and Waukegan. At this time about twenty-four miles of the road are in good condition. At some points on the line the improvements made have been of a very high character, notably in the tract known as the Hubbard woods, at Lakeside, where the ravine is more picturesque than any drive in Cook County.

The large ownerships of property lying on and near the lake north of Waukegan make it appear that the extension of the road from the state line to Milwaukee will be comparatively easy to accomplish. It is the design of the friends of this enterprise to obtain legislation at Madison next winter that will enable the establishment of a pleasure driveway district. This bill will be similar in its scope to one passed last winter by the Illinois legislature.

Tips from "Cycling Life."

Keep your nickel bright by coating the plated parts of your wheel with silico enamel, and do it before the plating becomes dull.

Camphorated oil—the drug store designation—is the thing for stiff knees or that paralytic feeling in the hands after a very hard, long ride.

The wheelmen's half of the road has been defined by an eminent legal authority as half of the traversable road—not the incipient mountain ranges on the side.

Bent pedals are more dangerous than is generally realized and have caused many a sprained ankle. If one of your pedals is bent, have it straightened at once.

Be sure that your toe clips are sufficiently long to permit your foot to rest comfortably on the pedal. Neglect this rule and suffer strained lower-leg tendons and stiff knees.

That abominable rattle, or persistent and maddening squeak that you complain of, ten chances to one is caused by a loosened nut in the saddle springs. Tighten it at once and ride in peace.

After ten years' experience in the saddle, I am forced to the conclusion that the number of dyspeptics would decrease very materially, should each adopt the bicycle as a means of exercise.



Bent on Going.

OFFICIAL DEPARTMENT.

WISCONSIN DIVISION.



DIVISION OFFICERS.

A. Chesny Morrison, Chief Consul, Milwaukee.
H. M. Baldwin, Vice-Consul, Kenosha.
M. C. Rotter, Secretary-Treasurer, 606 East Water street, Milwaukee.

REPRESENTATIVES.

H. Van Arsdale, Racine; W. W. Leubkemann, Eau Claire; B. W. Park, Madison; I. F. Strauss, Ripon; L. E. Hall (Club), Ripon; H. P. Schlegelmich (Club), Eau Claire; B. W. Pulling (Club), Marshfield.

STATE COMMITTEES.

RACING BOARD.

Irvin F. Strauss, Chairman, Ripon; Frank W. Lyle, Ripon; Otto M. Weltsch, Ripon.

RAILWAY TRANSPORTATION.

W. L. Simonds, Chairman, 886 East Water street, Milwaukee; T. E. Hutchings, 430 Jackson street, Milwaukee; W. N. Durbin, 221 East Water street, Milwaukee.

RIGHTS AND PRIVILEGES.

W. M. Foster, Chairman, 505 East Water street, Milwaukee; Ben Hooper, Oshkosh; W. F. Hooker, care of Sentinel, Milwaukee; Wilbert Irwin, La Crosse.

ROADS IMPROVEMENT.

Albert Moyer, Chairman, 221 Twentieth street, Milwaukee; W. M. Foster, 505 East Water street, Milwaukee; F. J. Morawetz, 403 Broadway, Milwaukee; W. T. Walther, Jr., care of Sentinel, Milwaukee.

STATE OFFICIAL HANDICAPPER.

Albert M. Patis, 606 Galena street, Milwaukee.

IF YOU WANT TO ASK ANYTHING ABOUT

RACING IN WISCONSIN—

Write Irvin F. Strauss, Ripon, Wis.

LEGAL PROTECTION IN WISCONSIN—

Write Wm. M. Foster, 505 East Water street, Milwaukee.

ROAD IMPROVEMENT IN WISCONSIN—

Write Albert Moyer, 221 Twentieth street, Milwaukee.

RECORDING AND APPLICATION BLANKS—

Write M. C. Rotter, 606 East Water street, Milwaukee.

RAILWAY TRANSPORTATION—

Write W. L. Simonds, 886 East Water street, Milwaukee.

Hotels, Roads, Etc., in any particular town or city—

Write to L. A. W. Local Consul for that town.

SANCTION FOR MEET OR OTHER RACING INFORMATION—

Write L. O. Jacquish, 323 Irving avenue, Chicago, Ill.

ANYTHING IN WISCONSIN NOT SPECIFIED ABOVE—

Write M. C. Rotter, 606 East Water street, Milwaukee.

Division Notes.

What the Marshfield Cycle Club is doing is worthy of note. On the entry blank for its tournament it is stated that all L. A. W. members will be admitted free into the grounds during the race meet and provides for races limited to L. A. W. members. Such courtesy and protection to League members will bring its reward. Already a number of new applicants have been received through this announcement.

* * *

Editorially, the *L. A. W. Bulletin* sums up the controversy between Denver and the League officials in this manner:

"The feeling which existed in Denver over the absence of the executive committee has been very much exaggerated by the press. The Denver boys were very much disappointed, but there were no threats of vengeance, and no hard words.

The committee had in view the financial interests of the League when they decided not to attend the meet, and for this they must be commended. They feel that they have no money to spend on a junket, and that if they do so they cannot give a good account of their stewardship when the day of reckoning shall come. In all fairness, let the committee be judged by the results it shall accomplish."

* * *

League politics are comparatively quiet in the Wisconsin Division. Chief Consul A. C. Morrison received an unanimous renomination likewise Secretary-Treasurer M. C. Rotter. The office of vice consul, however, will be contested for by Irvin F. Strauss, of Ripon, and Ben. Park, of Madison. Also, for the two state representatives the following candidates are in the field: Dr. D. S. McArthur, La Crosse; H. P. Andrae, Milwaukee; W. W. Leubkemann, Eau Claire. The election will be decided by a mail vote next month.

* * *

B. W. Pulling has been elected club representative of the Marshfield Bicycle Club.

* * *

It has been settled that a banquet and social gathering of Wisconsin Division members will be held some time in the month of November.

1894 State Records.

Quarter mile, Class A, competitive, 32 seconds. Class B, competitive, 31 3-5 seconds. No flying start or paced records.

Half mile, Class A, competitive, 1:09. Class B, competitive, 1:06. Flying start and paced Class B record, 57 seconds.

One mile, Class A, competitive, 2:22. Standing start, paced record, 2:15. Class B, competitive, 2:33.

All these records were made on the Ripon track during the state meet.

Comstock's Road Map.

D. S. Comstock & Co., of Oshkosh, Wis., have published a map of the vicinity of Lake Winnebago, especially prepared for wheelmen's use. It is a sheet 24x36 inches in size and covers Fond du Lac, Winnebago, Outagamie and Calumet Counties complete, and sections of Waupaca, Dodge, Sheboygan and Brown Counties. It is printed in four colors and clearly outlines every road in each county. It is sold for 50 cents and ought to be in the hands of every wheelman.

Disadvantages of Walking.

The great advantage that cycling has over walking is that in the latter exercise, unless one foots it like a maniac, there is no particular lung action, whereas wheeling, even in its mildest form, stirs up that organ. The quick recovery from cycling fatigue too, is a marked contrast to that which always lasts after walking.—*Cycling Life*.

THE PNEUMATIC.

MILWAUKEE WHEELMEN'S MEET.

An Afternoon's Sport Which Promises to Be the Crowning Event of the Season—Ten Events for the "Pneumatics" to Enter.

Saturday afternoon, September 22, the Milwaukee Wheelmen will hold a bicycle tournament at National Park. It is the only meet which the club has undertaken to conduct this season and the efforts of its hundred and fifty members have been centered on this project to make it the event of the year. While it will have none of the paid riders or Class B men entered in the events, the races promise to be even more interesting because all of the best riders in the state will compete to secure the best record possible before the close of the season. Many riders, such as Louie Reed, of Ripon, the holder of the four state championships; W. F. Sanger, the promising young brother of Wallie; Chandler and Anderson, of Waupaca; Will Howie, of Milwaukee, and E. H. Smith, of Beaver Dam, will all assist each other in pacing to reduce the state records.

It is calculated that, owing to the attractions of the state fair and excursion rates, a large part of the attendance will be made up of people from the interior of the state, and riders from Waupaca, Ripon, Wausau, Janesville, Burlington, Horicon and other towns will be entered for the races. Will Sanger and Terry Andrae will go against the state tandem records. M. C. Ewing, the Minnesota champion, has given his promise to be here.

The park track will be worked on for a week before the races to make it in record breaking condition. H. P. Andrae is the chairman of the racing board and is ably managing the affair.

The programme consists of the following events:

One mile novice, two prizes; half mile open, two prizes; one mile handicap, two prizes; one mile 2:30 class, two prizes; two mile handicap, three prizes; quarter mile scratch, two prizes; one mile, boys under eighteen, confined to 26-inch wheels, two prizes; one mile Milwaukee championship, one prize; three mile handicap, two prizes.

H. Kanaska Will Race in England.

H. Kanaska, the young pro., has departed for England. He uses all the money he has in the world to make this trip, but is sanguine that once across the water he will soon be in condition to win some of the coin which is offered over there. He will train near London for the fall races at Herne Hill, in which Zimmerman, Wheeler, Harris, Scofield and the others will compete. Kanaska is very fast and stands a show in some good events.

Bicycle Thief Sentenced.

Many wheels which so mysteriously disappeared during several months past have been recovered by the capture of Raymond Hamilton, a Milwaukee crook. He was arrested on a charge made by Harry Binner, whose wheel he was trying to dispose of. Nine other wheels were recovered, all taken from local wheelmen. He was sentenced by Judge Wallber to serve in state's prison for a term of five years.

Local News in Brief.

Wisconsin has but one Class B rider and his name is W. C. Sanger.

Ed. Roth's Sanger racer, which was stolen August 16, has been recovered.

W. C. Sanger was so followed about by a mob of youthful admirers in the streets of Newark, Ohio, that he had to retreat to his hotel.

There are still a few Wisconsin Division Hand Books in our office which can be secured at 4 cents in stamps each. Meyer-Rotter Printing Company, 505 East Water Street, Milwaukee.

Parker Sercombe's Sanger racer was stolen from in front of the Sentinel Building, last Friday afternoon. It was numbered 347 and had a black Brooks saddle, rat-trap pedals, adjustable handle bars, Palmer tires, both plugged, and wood rims.

Ed. Roth won time prize and A. J. Held first place in the North Side Cycling Club's annual club road handicap race from Thiensville to Milwaukee. Held and Frank Harbach, both 8-minute men, finished first and second. Theo. Kirchner and Paul Evarts got second and third time.

The League officers have taken the matter in hand of investigating, the reports that two Milwaukee cyclists, who won wheels in a road race, have disposed of them for a cash consideration. If the cases are found true, their names will be published in the press, warning other riders not to compete against them in any race.

Denver Did It Well.

The National L. A. W. Meet, which was held in Denver, August 14 to 19, can be recorded as the brightest in the history of the sport. The entertainment of the visitors was unprecedented. Eleven new records were established, something never before done. They are as follows:

DISTANCE.	RIDER.	TIME.
1/4 mile competitive.	E. C. Bald.	1:00
1/4 mile backward.	L. Richardson.	2:35
1 mile flying, unpaced.	H. H. Maddox.	2:10 4-5
1 mile flying, unpaced (Class A).	E. C. Bennett.	2:14 1-5
1 mile competitive.	F. J. Tims.	2:10 3-5
1 mile novice.	Clyde Turnbull.	2:33 3-5
1 mile tandem, unpaced (flying).	Titus and Cubano.	1:50 4-5
2 mile competitive.	O. Ziegler.	4:21 2-5
2 mile standing, paced.	A. D. Kennedy.	4:15
5 mile competitive.	F. J. Tims.	12:19 1-5
5 mile competitive (Class A).	H. B. Bird.	12:15

Bicycle Detectives.

Chicago has had for a number of years a "horse detective," whose duties were to visit livery stables and keep in touch with all horsemen so as to enable him to more readily get track of horses. Now that the bicycle has come into such prominent use, cases of stolen wheels have become so numerous that the police department has put two bicycle detectives to work. These men visit the repair shops and frequent bicycle clubs and thus far they have been quite successful in recovering stolen wheels.

THE PNEUMATIC.

Boiled Down Incidents.

A man in Oshkosh rode away on a bicycle one day. His sentence was two years.

A cycling dude tried to tell a farmer how to build roads. His friends picked him out of a ditch.

A wheelman tried to cross the track in advance of a locomotive. He was buried by his cycling friends.

A farmer directed some tourists to the nearest and best road to reach Podunkville. Blue streaks still mark the course of their way.

Bloomers are the thing for bicycling girls and now the brothers keep their knickers and bicycles under lock and key.

A girl's brother tried to ride the visiting young man's wheel. The girl is looking for another fellow now.

He won a bicycle in a road race. He preferred the cash. His expulsion from the amateur ranks came the next day.

French Army Bicyclists.

The French war office has just issued regulations for the employment of bicyclists in the army. The present organization provides for the enrolling of between 6,000 and 7,000 "wheelmen" in case of war. They are, curiously enough, provided with a double armament, for, according to the regulations, they are to carry a cavalry carbine and thirty-six cartridges on the machine and a revolver and eighteen cartridges in their belts.

Their chief use is to be that of messengers, and old-fashioned grumblers say that the first result of a general having a crowd of cyclists hanging about his headquarters will be that he will send far too many directions to his subordinates. — *Vanity Fair*.

Action for Roads Improvement.

During the meet of the Wisconsin Division some interesting facts were developed regarding the connection of this organization with the good roads movement. While the League has for eight or ten years of its existence devoted itself primarily to the advancement of cycling, the control of bicycle races and the securing of rights, both of the road and the privilege of carrying wheels on the railroads, the last four years it has been developing the question of good roads. The L. A. W., in undertaking this, foresaw that in the increased mileage of rideable highways was an added inducement which would advance the number of wheelmen; hence, too, the number of League members; but the organization soon discovered that the movement for good roads meant more—it meant the advancement of civilization, the enhancement of reality throughout the country, and the ultimate cheapening of food products.

From the time that this became apparent, the L. A. W. has thrown itself into the good roads cause with such decisive energy that the good roads movement, which is today affecting every town and hamlet throughout the country, is the result. Already in hundreds of localities

local good roads organizations have been formed, and through the efforts of the League, a national good roads conference has been organized, the object of which is to further the interests of good roads throughout the country.

This good roads conference has recently been in communication with Gov. Peck, looking to the organization of a Wisconsin division. The matter was referred by the governor to the chief consul of the Wisconsin Division, L. A. W., who brought the subject before the League meeting at Ripon, where, amid much enthusiasm, resolutions were passed unanimously extending to the executive branch of the state government every possible assistance which the League can give. There is no doubt but this means the organization of a state good roads movement within a very short time, and, if the citizens of the state take hold of the matter as enthusiastically as they have elsewhere, Wisconsin will soon be blessed with innumerable good highways.

Cash Subscriptions.

How dear to our heart is
Cash on subscription,
When the generous subscriber
Presents it to view;
But the man who don't pay—
We refrain from description;
For perhaps, gentle reader,
That man might be you.

—*Courier*.

Covering the Cycling World.

Light road vehicles are beginning to be shod with pneumatic tires. Severe tests have proven that they are thoroughly practicable.

Isaac B. Potter, with his *Good Roads Library*, is doing great work for the creation of good roads. Anyone interested in this movement can have copies of this interesting publication sent to farmers with whom they might do good. Send in a list of names to his office, Potter Building, New York.

Otto Zeigler, the recently developed wonderful rider of the Pacific slope, hails from San Jose, California, and is a mere youth, being but eighteen years old. He is a member of the now famous western "Rambler" team. At the Denver meet three of the national championships fell to his lot in races in which the fastest men in the country competed.

Sterling Elliott, the L. A. W.'s joker, nearly caused a panic when, at the Ashbury Park meet, he gravely announced a time limit of 1:56 for the mile open.

Walter Sanger, in practice at Springfield last week, rode an unpaced mile in 2:06, more than a second below the record, which is held by his team mate, Tyler.

A man with a head for figures has estimated that there are at least 800,000 bicycles used in this country, and, at an average cost of \$100 each, they would represent an outlay of \$80,000,000.

A Grist from the State.

It is reported a race meet was held in Kaukauna September 8.

James McCretcheon has been arrested in Milwaukee on a charge of stealing a bicycle in Fond du Lac.

W. F. Sanger won the open events, at the Edgerton meet, September 5. Will Howie rode second to him in every event.

At the Hudson fair Bunker won first place in a three mile race. Fuller second, and Foster, of River Falls, third.

Waterloo promises to have an interesting race meet on September 26. The business men of the town are back of it which insures its success.

The Wausau wheelmen held a bicycle meet, September 15, in conjunction with the Marathon County fair. There were eight lively contested events.

The Oshkosh-Neenah road race, which was to have been held on Labor Day, did not come off on account of lack of entries and some trouble among the promoters.

The Neenah Cycling Club contemplates holding a two days' race meet the latter part of this month. It will draw a large delegation of pot hunters from Milwaukee.

Beaver Dam wheelmen intend to give a race meet on September 28, two days after the Waterloo event, hoping to secure a number of the riders who will enter the latter races.

Out of seventeen starters in a century run of Waupaca wheelmen, seven covered the distance. The course was from Waupaca to Iola and return, four times. The best time made was by Nels Anderson in eight hours.

Janesville wheelmen are endeavoring to organize a local club, but some dissension among the riders causes each effort to meet with failure. There are a number of riders in the town who have competed for cash in races and they, of course, cannot become members of any amateur organization.

Elkhorn Races.

At the Walworth County fair, to be held at Elkhorn, September 27 and 28, four bicycle races will be held, all handicap events, two each day. They are as follows: First day, mile handicap, three prizes; half mile handicap, three prizes. Second day, two mile handicap, three prizes; mile handicap, three prizes. The prizes run in value from \$5 to \$50. Entries close four days before the races. Elias S. Weeks, of Whitewater, has the matter in charge.

The Milwaukee Wheelmen meet promises good things.

Marshfield Cycle Meet.

Marshfield wheelmen are alive and hustling. Their tournament, to be held Tuesday, September 18, must surely result in a grand success if the efforts of the wheelmen are at all appreciated. It will be the first event of the kind ever held in the city and the outcome of it is watched with considerable interest. Nine events have been scheduled, as follows: One mile novice, half mile open, one mile three-minute class, quarter mile open, half mile 1:30 class, one mile, open to L. A. W. members, half mile, boys under sixteen, two mile handicap, half mile consolation.

The value of the medals are exactly as advertised. Riders from Stevens Point, Wausau, Neillsville, Merrill, Waupaca and Milwaukee have entered. Visitors are promised a good time.

Touching on Trade Topics.

A Whitewater man won the Andrae bicycle in the Camp Douglas rifle tourney.

W. Bainbridge, of Chicago, now holds the world's record for ten miles on the road, made in 26:13 1/4. Morgan & Wright tires were used.

Confidence has again been restored. Already manufacturers are completing preparations to put out their '95 goods. Nearly every factory has been undergoing extensive improvements and will double its capacity the coming winter.

Thos. L. Bird, of St. Paul, Minn., on Morgan & Wright tires, reduced the state road record for one hundred miles

from 7:25 to 6:45 under most unfavorable circumstances, as the roads were in bad condition for lack of rain. He proposes to make a further attempt to lower his own record in the near future.

Herbert A. Githens;



Traveling Salesman and Leading Racing Man on the Gormully & Jeffery Staff.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES
 YOUR NAME IS VALUABLE
 TO US
 WE WILL SEND YOU IN EXCHANGE FOR
 YOUR RESIDENCE ADDRESS SOMETHING
 OF EQUAL VALUE
MORGAN & WRIGHT
 CHICAGO

Dilation and Realization.

"Bicycling is a noble sport. The pneumatic tired wheels set the miles at naught. The sturdy athlete thinks as little of riding from Maine to California as you do of crossing the Atlantic in an ocean grayhound. The wheel needs no oats. The wheel needs no rest. The wheel never goes lame. In short, the bicycle is the perfection of methods of locomotion." (From a sermon by Rev. Elijah Truckmuck.)

The following letter from a Rochester young man who started to ride to New York bears on the question. It is dated Syracuse, August 12: "This is Sunday a. m. and very cold and rainy. When I left Rochester all went well till I was a mile west of Manchester. There I punctured the rear tire. It took me two hours to mend it. I had breakfast in Manchester and started on at 9:15. About half a mile west of Manchester the rear tire was punctured again and I had to walk three and a half miles to Clifton Springs. Oh, it was lots of fun! After getting it repaired there I started on again just at 12 m. I had just ridden about fifty yards when the valve blew out and the entire tire came off, throwing me and hurting my right ankle a little. Back to shop I went and while it was being repaired I had my dinner. I started again at 1:30. When near Phelps the rear tire sprung a slow leak, I could not get it fixed at Phelps, so I kept on moving, but had to pump it up at every mile. I got to Seneca Falls, but could not get it fixed there. Being thoroughly disheartened I took the train for Syracuse, arriving at 7:30 P. M., and am not able to get it repaired before Monday a. m. I think I shall go to Albany by train."

An Explanation.

The trouble caused in the distribution of prizes to the successful contestants in the North Side Cycling Club's Thionville club road race was entirely due to a wrong understanding which some of the riders had regarding the disposition of them. The medal which was inscribed "first time," but given to the winner of second place, is the same which was won by Hugo Meiswinkel in the club's race in '92, but he sold it (along with his amateur standing) for \$12.50 to the club. This being club property it was put to vote at a meeting two weeks previous to the race and was decided to place it within reach of all the members by putting it up as a regular prize. It was an action of the club which could not be ignored.

The Rambler people are justly proud of late performances on their wheels and tires. Bliss, Githens, Lumsden and Ziegler have, during the past two weeks, established seven new world's records. At the National L. A. W. Meet Ziegler, Wells and Foster, hitherto unknown except on the Pacific coast, romped away from the cracks of the land, carrying away one-half of the possible first "R" prizes, winning in all eighteen out of forty-two prizes, breaking two world's records, and winning the national one-quarter, one

and two mile championships. Chas. H. Roth, at Cincinnati, recently created a new state one hour record, going 23 miles and 1,251 2-3 yards in the hour. All this was done on Rambler bicycles fitted with steel rims and "G. & J." racing tires. Mr. C. S. Wells, whose weight is 203 pounds and who did such brilliant work at Denver, rode a 16-pound Rambler racer, fitted with steel rims.

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Louis Pierron, secretary of the North Side Cycling Club, will run a road race, the prizes in which will be nothing but wearing apparel, from a suit or overcoat down to a pair of socks. He proposes to purchase these prizes with the money derived from entry fees, which will be \$2 each.

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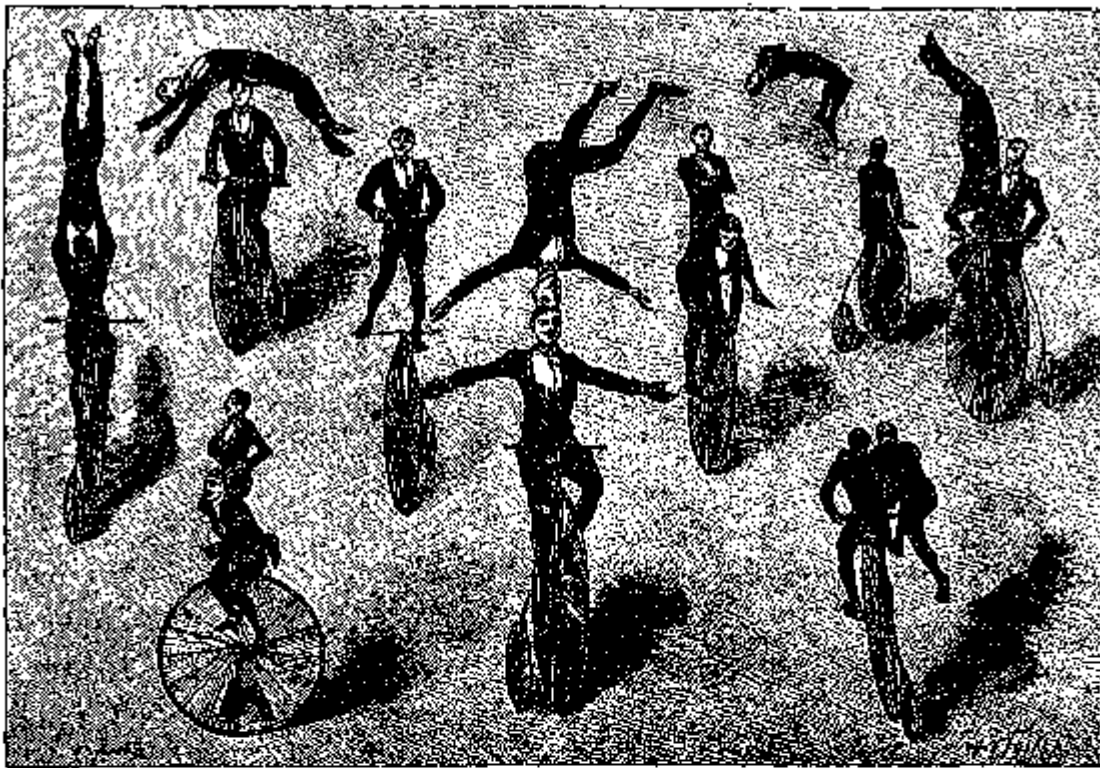
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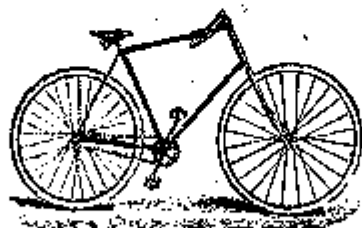
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THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

VOL. V.

MILWAUKEE, WIS., NOVEMBER, 1894.

NO. 7.

"I'll ride any wheel 'G. & J.' will make—"

—BIG WELLS.

Never were stronger words of recommendation spoken than those above quoted, as they were uttered by C. S. Wells, or, as he is familiarly called,

"BIG WELLS,"

the California Rambler rider, who, in company with Ziegler, repeatedly defeated the "cracks" of the land at the L. A. W. National Meet, Denver. His weight is

203 POUNDS,

and he trains down to and races at 180 pounds' weight. In all his races, including the Denver races, above referred to, he

RODE A 16 LB. RAMBLER RACER,

and so strong is his faith in the Rambler that he declared he "would ride any wheel G. & J. would make." So much for reputation, for thoroughness and reliability—so much for the combination of

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THE PNEUMATIC is the only cycling paper thoroughly covering the territory in Wisconsin, Minnesota and Northern Michigan. It reaches the homes of individual riders as well as the dealers, and is recognized as a paper which concisely covers all the doings in cycling. Advertising rates on application.

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504 East Water Street, Milwaukee, Wis.

A CYCLIST who indulges in road racing should bear in mind that he will be civilly responsible for any injury caused thereby to anyone using the highway in a legal manner.

NOTHING ever helped the sport of bicycling so much in the West as the National Meet at Denver. The wheelmen of Colorado have come to the front with nearly 500 League members and the entire West is waking up to the necessity of belonging to this organization to accomplish the good which it is striving to attain.

WHEELMEN should become active in the agitation for the extension of the Sheridan drive way from Chicago to Milwaukee. If this boulevarding system is once completed it will be a standing argument for the improvement of roads in the state in general. It will demonstrate to the farmer that money spent in this direction will bring him a handsome return.

COUNTRY roads are now in prime condition. The bracing atmosphere of fall weather spurs the wheelmen to new physical and mental activity. Now cyclists energetically spin from the turmoil of the city to the calm of the countryside, and find amid the hills and vales of nature's creating a keen contrast with the heated days of summer. This is the beautiful season of tinted autumn leaves and it takes not the eye of an artist to appreciate the garb of crimson in which nature is now adorned.

IN one direction all of this dress discussion has been profitable of good results. It has turned public attention—or, more accurately speaking, feminine attention—to the subject of an ideal cycling suit. What this is to be is still a matter of dispute, modistes themselves being unable to agree upon a satisfactory suit. It is, however, rapidly

being conceded that if short skirts and their adjuncts are permissible for mountain climbing and similar out-door pleasures, they are also permissible for cycling.

GOOD. Listen to this: The Denver Wheel Club has organized a "'95 L. A. W. Meet Club," with seventy-five names on the roll. Each member is to pay \$1 per week from now on toward an expense fund, to be used next summer in traveling east to whatever point the meet shall be held. This but shows the sympathetic nature of Denverites. They have experienced the disappointment of anticipating large delegations of visitors and are already planning to intercept a like occurrence in whatever town the League meet may be held.

THE summer season has rolled around and gone. Autumn is here. The race meet promoter has quit work, put on his coat and will begin to live on the glory he attained at it. Races have been won and lost and now the record slaughtering has commenced. Speculation is rife as to what may be accomplished. All sorts of assertions are floating around in promiscuous profusion as to what the most notable riders may do. Riding against time and pace making has been brought down to a science. Will the record be carried below 1:50 3-5?

SANGER'S winnings toward the close of the season have but proven the assertion of his friends that he was ill for over six weeks. His work in the last races demonstrated his real superiority over all others and we look with confidence to his proposed attempts at record breaking. If such riders as Johnson, Bliss and others, who have seldom won races, can be carried around the track at record breaking speed, what can we look forward to when the great champion gets to work? He is reported to be in prime condition and ere a month has elapsed we may read some interesting accounts.

IN Ireland the road laws must be uncomfortably stringent for the cyclist. According to her laws a bicycle is held to be no more or less than a carriage or vehicle and subject to the rules regulating vehicular traffic, but, owing to its peculiar construction and comparative newness, the authorities exact more requirements than the real laws cover. The bicycle must be equipped at night with a lighted lamp where other vehicles need not and the machine is considered an obstruction when left standing upon the highways. In our country the laws are more liberal and will be made more so from time to time as the League of American Wheelmen grows in strength of numbers and helps to maintain the rights of wheelmen. However, while the regulations in remote country districts must be more liberal, regulations in the larger cities must be strict as to the speed of riders and warnings to pedestrians.

An incident at the Marshfield meet: A 35-minute suspension of the program waiting for the schoolma'ams to arrive.



"Shroud not thyself from wind and weather, O ye cyclist! Thou wouldst become strong and agile; thou wouldst become fleet and powerful, yet shrinkest from the morning chill and the head wind from the Northwest."

Young men in the flourishing time of their age are prone to succumb to the allurements of the club, the theatre, society and dancing, in preference to a lengthy spin on their wheels. They mean to become strong and healthy yet waste every opportunity, on one pretext or another, to get out and do some work. Few ever think of braving a blustering wind or venturing out on a chilly morning, yet it is this very thing of becoming weathered which will bring strength to your limbs, expand your lungs and nurse you to health and wisdom.

The cyclist has an immense advantage over the citizen who trusts to his pedestrian powers, be they great or small, to carry him into regions of fresh air and nature. He has an immense advantage even over the patrons of the trolley car or the steam railroad, for does he not obtain health-giving exercise in reaching the classic spots of nature, where he can feel every inch a man and hold the universe his servant.

Cycling is better than all the cosmetics and sweeteners of breath that ever were invented. And then think what nobler, sweeter beings it makes of women. What a difference there is both in mind and body between the joyous dames who ride their wheels, glowing with health and exercise and freshened by every breeze, and the ones who are sole victims to parties and ball rooms, who, when out for their health, sink languidly in one corner of an enervating carriage. This is a strong contrast, but follow it up and the same picture will present itself to you.

Major Wm. H. Upham, the Republican candidate for governor of Wisconsin, can be figured in as a friend of the wheelmen. His son, Frank, is an enthusiast in the sport, a right good fellow, and deeply interested in the work of the League for the improvement of our roads in the state. If the Major from Marshfield is elected, we can count on a worthy delegation of its wheelmen using their friendly influence to have active steps taken to bring about some important movements which the League of American Wheelmen is agitating.

Coaching has become a popular mode of travel about some of the eastern cities by pleasure seeking people, and it seems that Milwaukee will have a coach running to Oconomowoc and return next season if sufficient capital can be

interested. This may have a tendency to popularize road touring a wheel to even a greater extent than ever. It will cause an increasing desire to see more of country ways, wooded hillsides, flowing brooks and many interesting bits of scenery which can never be seen from a speeding train, and as a wheel rider comes rolling along with that free and graceful movement it cannot help but demonstrate the pleasures and independence of a wheel. It will create a longing to see more of our beautiful surrounding country, to stop at will and go where fancy leads you.

Champion Arthur Zimmerman has made arrangements to race in Madison Square Garden, New York, every night during Thanksgiving week. He will be the star of a great week's racing arranged by Manager Sanger of the Garden Company. The leading racing men of France, Germany, Italy and England will come over, and altogether the meet will be the biggest affair of its kind ever held indoors. Zimmerman will sail for this country about November 1 and Harry Wheeler will accompany him. Should the meeting prove a success there is a possibility of Johnny Johnson jumping into the professional ranks.

State Class A Records.

Quarter mile, competitive, 30½ seconds, Will Howie, Milwaukee, on Janesville track, October 10. Flying start, 31½ seconds W. W. Wilson, Jr., Wausau, September 15.

Half mile, competitive, 1:09, Louie Reed, Ripon, August 7. Flying start and paced, 1:04½, A. M. Chandler, Wauwata, Marshfield track, September 18.

One mile, competitive, 2:22, C. S. Williams, Erie, Pennsylvania, Ripon, August 8. Standing start, paced, 2:15, Louie Reed, Ripon, August 8.

Two mile, competitive, 5:09, A. M. Chandler, Wauwata, on Marshfield track, September 18.

Punctures.

WOMAN'S ADVANCE.

Time was when women stayed at home,
A-working fancy stitches,
But now they fly about the streets
In blazers, vests and bicycle bloomers.

KNEW THEIR LITTLE WEAKNESS.

Schneider (landlord of the "Pig and Whistle" pub)—
"How many empty beds are dere, Pauline?"

"Four, sir."

Schneider—"Vell, go outside and spread dese tin tucks on de road. Me dinks I see some bicyclists coming dis way on dem wheels vat are blown up mit air."—Cycling.

OBJECTED TO WORKIN'.

"Well," said Flodding Pete, "I certainly did work that young felly on the bicycle fer some good smokin' terbacker."

"Cycling has no wealthy class," "It hasn't eh? What's the matter with Class B?"

One Thing He Never Did.

The literature of cycling is on the increase and the following classical tale contributed by the *Chicago Post* is the latest addition to the cycling book shelf.

"There's wan thing with all me faults I niver done," said Mr. Dooley.

"What's that?" asked Mr. McKenna.

"I niver r-rode a bicycle," replied the philosopher. "I've been a r-rough man in me day an' I seen th' warruld an' got me skates upon me an' whin I was a la-ad manny's th' rimpation I let come between me an' me jooty, but so help me hivins, Jawn, I niver done nothin' th' like iv' that. I'll say this here f'r Bridgeport, that takin' it all an' all fr'm th' slip to Brighton I niver seen a bicycle here but th' wan, an' that wan, praise be to the saints, is over in Mathias Dennehy's wood shed this blissed moment waitin' f'r Marcella Dennehy, who have an' ingaynious mind, f'r to schame some way iv makin' ayether a hustle or a coal-scuttle out iv it.

"I was young Sarsfield Dennehy ownded it. He come back fr'm Nother Da-ame Collidge las' summer with his head so full iv quare notions that his poor ol' man, as simple a soul, Jawn, d'ye mind, as iver put his pick on his shoulder, was afraid to open his mouth f'r he'd say something that'd offend the dam jood. He got Dennehy that there scared, d'ye mind, that he wore his shoes afther supper an' had to re-roll th' growler f'r a pint in a handbag. He'd larned to r-ride the bicycle—th' la-ad had—an' all winter he's been tellin' me he was gawn to get a wheel. 'Ye'd better be gettin' a wheel-barrow,' I says. 'Tis more in th' line iv yer family,' I says. They're not much, Jawn. Not a priest belongin' to thim.

"Well, sir, last Mondah evenin' th' fam'ly was settin' out on th' front stoop, Mrs. Dennehy in her Sundah shawl an' th' ol' man tortured in a coat an' th' brogans he'd wore all day an' glarin' acrost th' shreet at Mat Dorney, who'd come out iv th' saloon like the mane divvle, he is wipin' his lips f'r to tantalize Dennehy—they was sittin' there whin up driv an' express wagon an' th' driver hauls out a bicycle. 'Glory be to Gawd, who's that f'r?' says Dennehy. 'Tis me new wheel,' says th' la-ad. 'Ye'er not a gawn to r-ride it,' says th' ol' man. 'I am that,' says th' la-ad. 'I am that,' he says. An' up he gets on it an' goes bell bent down the road. Well sir, there was the divvle's own excitement. The people all come to th' windows f'r to see th' bicycle, an' all th' little lads goes lammin' after it an' cheerin'. Th' wimmen come out wipin' th' dish wather off their hands on their aprons, an' th' young girls stood on th' sidewalk an' giggled. Ol' Desmond, th' shoemaker that ain't been east iv Halsted street since some one tol' him he was dhrasted f'r the war, seen the bicycle comin', ducked in his shop an' closed th' dure.

"Well, sir, the la-ad goes up an' down th' road till th' pofis had to turn out f'r to kape th' sidewalk clear. In the manetime ol' Dennehy had ducked across to the Dutch-

man's an' h'isted in a tub 'r two, and whin he went out he was walkin' wide an' mutterin' to himself. Th' la-ad was through his r-ride, an' was standin' tellin' th' crowd about th' bicycle. 'Ye can't ride it,' says Dorney to th' ol' man. 'My dad,' says Dennehy, 'I cad,' he says, 'if I wanted to.' 'I dahr you to,' said Dorney. 'I'll take naw dahr,' says Dennehy, 'fr'm any Ros-common hor-rac-thief,' he says. 'Give me that there mesheen,' he says. Well, sir, he makes a r-runnin' jump at it, an' by gar he goes dam well f'r about a r-rod till he turns to give Dorney the laugh, whin haug he goes agin a path roll box an' falls like asif he was dhrapped fr'm th' top iv the shot-tower.

"Thin, what d'ye think he does? Oh, 'twas th' Irish iv him. He r-runs into th' cellar an' comes out with th' ax an' goes at the bicycle like a man choppin' wood. They had the 'ell's own time with him, an' when he got through, th' bicycle looked like a bir-rud cage that'd been r-run over be a dhray. Th' next night I seen him settin' on th' stoop with his coat an' shoes off dhrinkin' his beer out iv—what d'ye suppose? Out iv a sprinklin' put; no less."

What Good Roads Mean.

They would make it possible for our farmers to take advantage of the highest market, no matter at what season of the year.

They would save him days and weeks of time which he wastes every year plowing through the disgusting mire of dirt roads.

They would reduce to a minimum the wear and tear on wagons and carriages.

They would lessen the expense in keeping horses in working order, and fewer horses would be required in the country to perform the farmer's work.

They would require less to keep them in repair than do the dirt roads.

They would make it easier for a team to pull several tons over their smooth surface than to draw a wagon through the mud.

They would afford ready communication with the outside world at all seasons of the year.

They would save the farmers many vexations and nervous strains.

They would practically shorten the distance to the local market.

They would increase the demand for country and suburban property.

Mr. T. A. Zimmerman, the father of Arthur Augustus, says the prospects are that his son will not return to America until next spring. Zim will remain abroad, riding in the different indoor tournaments until the next season's racing commences, when he will likely be the shining star in a new cash prize association to be formed.

THE PNEUMATIC.

OFFICIAL DEPARTMENT.

WISCONSIN



DIVISION.

DIVISION OFFICERS.

A. Cressy Morrison, Chief Consul, Milwaukee.
H. M. Statule, Vice Consul, Kenosha.
M. C. Butler, Secretary-Treasurer, 603 East Water street, Milwaukee.

REPRESENTATIVES.

H. Van Arsdel, Racine; W. W. Lamberton, Jan. Club; B. W. Park, Madison; L. F. Strauss, Ripon; L. E. Hall (Club), Ripon; R. P. Schlegelmich (Club), Jan. Club; B. W. Polling (Club), Marshfield.

STATE COMMITTEES.

LEASING BOARD.

Irvin P. Strauss, Chairman, Ripon; Frank W. Lyle, Ripon; Chas. M. Wellman, Ripon.

RAILWAY TRANSPORTATION.

W. L. Simmons, Chairman, 320 East Water street, Milwaukee; T. E. Hutchinson, 420 Jackson street, Milwaukee; W. N. Durbin, 320 East Water street, Milwaukee.

RIGHTS AND PRIVILEGES.

W. M. Foster, Chairman, 505 East Water street, Milwaukee; Ben Hooper, Oaklawn; W. F. Hooper, care of Sentinel, Milwaukee; Wilbert Leach, La Crosse.

ROADS IMPROVEMENT.

Albert Meyer, Chairman, 321 Tremont street, Milwaukee; W. M. Foster, 505 East Water street, Milwaukee; F. J. Morawetz, 433 Broadway, Milwaukee; W. T. Walther, Jr., care of Sentinel, Milwaukee.

STATE OFFICIAL HANDICAPPER.

Albert M. Paltz, 328 Graham street, Milwaukee.

Division Notes.

Beginning November 1 and lasting until March 30, '95, initiation fee and dues into the L. A. W. will be \$1.50. This is always allowed because of the short season before they must renew again. Local consuls will please take note and make another effort to recruit members.

* * *

This is the order sent out by President Luskomb to the members of the L. A. W.:

The League of American Wheelmen is bound to secure better roads, and you, as a wheelman, are expected to assist at the polls. The work must be largely done in the primaries and whatever your politics may be, you must see to it that the good roads interest is well looked after. Attend your primaries. Don't vote for a candidate opposed to good roads. Your assembly must see that favor an increased appropriation. Work up a quiet interest among your friends to attend primaries. Find out how the candidates stand and vote for good roads candidates only. If the people's representatives in the legislature refuse to support good roads measures, see that they are left at home and given a chance to educate themselves as to the necessity for highway improvement. A county meeting will be held in each county. Attend and bring your friends. Get your club to come in a body. Ask every wheelman to come and bring all interested in good roads. It will be non-partisan and good speakers will be in attendance. By order of the National Executive Committee, L. A. W.

CHAS. H. LUSCOMB, President.

* * *

A small pamphlet has just been issued by the Wisconsin Division containing an application blank for membership in the L. A. W. and a sound little article on "The Good of the League." This is part of it:

"The League was organized and is maintained only for the sake of the good it can do for riders of the bicycle and the cost of membership is limited to what is necessary to accomplish these objects.

"The result of the work of the League and its state divisions has been felt all over the country and many of the advantages secured have been for the good of all riders.

"The League is the recognized power in the crusade for better roads and deserves credit for the recognition, both in the courts and by city and county officials, of the rights of the riders. It conducts all litigation on behalf of wheelmen and gives its members full legal protection. It secures privileges on all railroads, including free transportation of wheels; recovers stolen wheels, provides League hotels with reduced rates for wheelmen, publishes road maps, and by the very fact of its being an organization of wide-awake, active young men of character and standing, commands the respect and attention of the authorities and the public.

"With the small expense of membership in the League, it is the duty of every wheel rider to join, both as a recognition of the many advantages secured in the past, and for the sake of assisting the League to further its objects in the creation of good roads and maintaining the rights of wheel riders. A member rides his wheel with the assurance that, in case of interference of any kind, the local and state officers of the League will assist to secure protection and redress that may be due him, and that a powerful organization of 25,000 energetic men stands ready to lend its hand in case of necessity."

The "Senator" Is Married.

We all unite in offering congratulations to that prince of good fellows, "Senator Jones, of Racine." Cards are out reading like this:

J. ROLAND JONES, JR.,
KATHERINE A. DOLAN,
- Married.

They were married at the home of the bride, in St. Ignace, Mich., but will reside in Racine. Those who attended state meets, years ago, will recall some incidents connected with his presence.

Firsts.

The first bicycle was brought into the United States from England in 1876.

The first safety came to this country in 1883.

The first cushion tire in this country was made in 1889.

The first pneumatic was brought to this country in 1890.

The first road-hog presented himself upon sight of the first bicycle.

Lenz Heard From.

A Chicago dispatch states that the fears expressed for the safety of Frank Lenz have been dispelled. On September 25, Wm. Amory, of Chicago, received a letter from Lenz, dated Teheran, Persia, April 14. He was then 1,300 miles from Constantinople and reported that he had made over 1,400 miles and met with universal kind treatment. Out of twenty-eight nights spent in the desert he was compelled to sleep sixteen without a shelter. He reported himself to be in excellent health.

THE PNEUMATIC.

Wisconsin Paragraphs.

Addison Burr, of Rockford, is a fine, athletic built young rider who gives promise of making state riders hustle next year.

At Cumberland, September 19, a five mile road race was won by Clarence Taylor; Harry Bird, second; C. Shoemaker, third.

The Waterloo races, held September 26, although they were full of interest and furnished excellent sport, were poorly attended and the boys lost money.

At the county fair held at Waupaca, October 3, A. Chandler won the mile open and Nels Anderson won the two mile handicap from scratch. Alf Hanson, with 350 yards, won the five mile handicap.

The "twin cities," Grand Rapids and Centralia, have about 125 wheel riders, twenty-five of them ladies. The roads around the towns are principally sandy, but a favorite run is to Stevens Point, twenty-two miles.

During the county fair at Chilton, September 27 and 28, some spirited bicycle races were run. Paul Schimmel, Milwaukee, won the boys' race under sixteen years; H. Miller, Appleton, one mile open; F. Reinholdt, Chilton, three mile handicap county championship in 2:35, half mile open in 1:12 1-2, and five mile lap race in 18:00. A number of Milwaukee riders who had entered failed to appear.

The race meet held at Wausau, September 15, was witnessed by a crowd of 2,000 people. A. M. Chandler won the half mile open, the two mile handicap, in which he lowered the state record two seconds, the mile open, and rode an exhibition half mile, flying start, paced by Wilson and Ewing, in 1:04 1/4. Nels Anderson rode an unpaced one-half mile in 1:11, and W. W. Wilson rode a flying quarter in 31 1/2 seconds.

Elkhorn Races.

At the Walworth county fair races, September 27 and 28, the management put up some of the finest prizes for Class A riders in the state. The field of entries was large and good races were the result. The summary is:

Mile handicap—W. A. Stewart, Whiteswater, 135 yards, first; Harley Cooley, Pearl Prairie, 100 yards, second; L. O. Hollister, Delavan, third. Time, 9:48.

Half mile handicap—Stewart won. Time, 1:32.

Two mile handicap—Will Howie, 90 yards, first; Ralph Barie, Chicago, 175 yards, second. Time 5:03 1/4.

One mile handicap—Ralph Barie, 50 yards, first; Will Howie, 80 yards, second.

In all the events the riders were well bunched at the finish.

The Marshfield Meet.

The inaugural meet of the Marshfield Bicycle Club, held September 18, was an event modeled after the famous Ripon tournaments except that it was not so liberally patronized. The management was without an error, the races were spirited and the entertainment was all that mortal man

could wish for. The prizes, which were advertised at their actual value, were far better than the proverbial \$25 and \$50 medals. The track is an excellent one, A. M. Chandler doing a flying half on it with pacing in 1:04 1/4.

The non-appearance of Willie Sanger and other Milwaukee riders created some just condemnation, but Chandler, of Waupaca, although slightly ill, did some excellent work and made races interesting.

The summary of the events is as follows:

Mile novice—F. W. Dempsey, first; C. Baker, second. Time 2:48.

Half mile open—Chandler, first; C. E. Viron, second. Time 1:30 1/2.

Mile three-minute class—Ed. Harkins, first; Joe Stevens, second.

Quarter mile open—Viron, first; M. G. Ewing, second. Time 41 1/2.

Half mile 1:30 class—Stevens, first; Harkins, second. Time 1:07 1/4.

Mile, L. A. W.—Chandler, first; Ewing, second; Aug. Stock, third. Time 2:52 1/2.

Two mile handicap—Chandler, scratch, first; Stevens, 150 yards, second; Harkins, 100 yards, third. Time 5:00.

Half mile consolation—F. W. Smith, first; Geo. Ascott, second. Time 1:17 1/4.

A State Wheelmen's Resort.

The wheelmen of Wisconsin will have a summer home on Green Lake. Articles of incorporation were filed recently by the Green Lake Club House Company, of Ripon, the object of which is to build and maintain a club house. The incorporators are Irvin F. Strauss, L. E. Hall, J. E. Brayton and others. Some time ago a proposal was made by a Green Lake property-owner to present a handsome piece of land for a club house on the lake if a club were formed that would agree to build and maintain a club house. The matter was left to Irvin Strauss and the company was formed. The capital stock was fixed at \$1,500 and every share has been taken. Before next season a commodious building will be erected and handsomely furnished, and it will be used as a resort for wheelmen during the summer months.

The Class B riders are given each summer a vacation of ten days and they are unanimously in favor of selecting Green Lake for their outing. The past season they were in camp at Ashbury Park, but when they visited Ripon and Green Lake later on the circuit, they pronounced it far ahead of any place they had ever visited.

Rev. Monkley McKoon on the Bicycle.

"They shall junkie one another on the streets . . . they shall run like the lightning!"—NAHEM II., 4.

"Bredren, evidentlyly dat means de bicycle. Dat is, de man dat carries his stummick between his shoulder-blades an' his face on de top of his haid, an' his trousers has to be cut wid a buzz-saw. He gits a hump on his back like a Russian Jew pack-peddler an' walks like a knee-sprung turkey on a stony road. He cometh up like a flower an' doubles over like a frostbitten tomat-plant. His life is a weariness ob the afflicted flesh, an' he looks like a frog dat has indigestion. De colored man kain't ride de bicycle bekase his legs is in de middle ob his foot, an' you couldn' tell which way he was goin', an' his shinbone would cut de rubber tire. Let us be thankful. Sing."—Judge.

THE PNEUMATIC.

They Did Not Lose.

The postponed Milwaukee Wheelmen's tournament, at National Park, September 29, from a sporting standpoint, was everything that could be desired. They had a good field of entries, an excellent day and the track was in the best possible condition. But the patronage was something deplorable and if it had not been for Andrae's frugal management, money would surely have been lost; as it was, however, about \$25 stands its credit on the books.

The novice race was easily won by Bingenheimer. He gives promise of becoming a great rider.

The half mile open and mile 2:30 class events were the notable races of the meet. Heretofore Will Howie never came within five feet of Willie Sanger at the finish of a scratch race but in these two events he pulled out a winner by two most magnificent sprints.

Ed. Roth, a Milwaukee favorite, won all three handicap events from a large field of starters, and in close finishes.

In the Milwaukee championship there were virtually but two starters, although Schmidbauer went in to help make things interesting. It was a race between Howie and Sanger and the latter won by the length of a wheel.

The results are:

One mile novices—A. Bingenheimer, first; Lewis Wagner, second; E. Johnson, Chicago, third. Time, 1:23.

Half mile open—Will Howie, first; W. F. Sanger, second; A. Jackson, Jr., third. Time, 1:23.

One mile handicap—Ed. Roth, 60 yards, first; Albert Krugmeyer, Horizon, 75 yards, second; E. A. Clifford, Mercury Club, 85 yards, third. Time, 2:17 2-5.

One mile, 2:30 class—Will Howie, first; A. Jackson, Jr., second; A. L. Leonhardt, third. Time, 2:30 1-5.

Two mile handicap—Ed. Roth, first; J. C. Schmidbauer, second; Anton Stoltz, third. Time, 4:41.

Quarter mile open—W. F. Sanger, first; A. L. Leonhardt, second; A. Jackson, Jr., third. Time, 3:3-5.

Three mile handicap—Ed. Roth, 250 yards, first; Albert Krugmeyer, 300 yards, second; E. Bingenheimer, 250 yards, third. Time, 7:25 2-5.

One mile, Milwaukee championship—W. F. Sanger, first; Will Howie, second; J. C. Schmidbauer, third. Time, 2:30.

Condensed Local Items.

The North Side Cycling Club will hold a handicap pool tournament this month. G. Ansem is the official handicapper.

If fifty additional members can be raised the annual dues of the Milwaukee Wheelmen will be reduced from \$12 to \$8 per annum.

And now we read of W. M. Breckenridge contemplating a wheeling trip around the world. He proposes to sell photographs along the route to defray expenses.

The "13" Club has arranged for a select dancing party, to be held at Recreation Hall, Friday, October 26. The club is a popular one and no doubt its initial effort will be a "winner."

The Milwaukee Athletic Society is securing a number of applications for membership from bicycle riders who wish to avail themselves of the gymnasium to keep in condition through the winter.

The Crescent Club's road race, September 30, was won by Arthur Weilup. The time prize was won by E. A. Clifford in 18:41. The course was over the Mukwanago road and was six miles in length.

Some of the Milwaukee Wheelmen's attractions this winter at the club house will be a whist tournament, billiard tourney, bi-weekly dancing parties and innumerable "smokers" and "stags."

The proposed Silver Spring road race, which was dated for October 6, was declared off owing to the lack of entries. Louis Pierron, who was managing the affair, had a most substantial list of prizes up but the riders apparently have had enough racing this season.

What They Say.

Enclosed find renewal for another year's subscription. I must have it. Can't keep house without it.

BEN. W. PARK, Madison.

Its matter from the first page to the last, including advertisements, is of absorbing interest and everything is so well gotten up that he who sees it must read.

S. WALWIG, Milwaukee.

Of all the papers there is none I read with so much interest as THE PNEUMATIC. J. D. WILDER, Oshkosh.

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

Club Runs.

The season of club runs is virtually past and it makes one smile to run across some of the little writings which local correspondents sent in to the cycling press, early in the season. Here is one: "Club runs are to be revived this year. For two seasons they have languished. More, this year, these runs are not to be mere mad scrambles from start to finish. The "racers" are not generally to be called on to set the pace; instead, men who ride for the modest pleasure of observing the panorama of earth and sky will often be asked to lead the way. There will be no more need to economize breath when one feels tempted to talk with a friend close by in order to have that breath for use at the close of a hot, dusty, tiresome finish. It is even possible, only just possible, that ladies may be honored guests on some of these club runs. Of course, the howling, racing, Wild Bill riders will object to this, and it is not improbable that they will indignantly decline to go out with any such old foggy parties. But the runs will be no less pleasant on that account."

This was written in good faith, but the season just past can again record nothing but that club runs are on the decline and decidedly so.

Revival of the Wayside Inn.

Bicycling is not only a fashion, but it has become a fad. It has been taken up by society, and a lady must now be able to ride a wheel as she was once able to drive a tandem. It is a good and desirable thing that it is so. More healthful exercise can not be imagined.

The next thing in order will be bicycle jaunts and tours, and these will in turn demand good roads, and good roads will bring back the old-fashioned inn or tavern. Not many now remember those days of pleasurable travel over pikes and highways, in coach or carriage, when at nightfall they would draw up before a substantial tavern and find the heartiest of welcomes, and a smoking table within to charm an epicure. Shenstone, in verses often quoted and always admired, describes it:

Hors, waiter, take my sordid ore,
Which lacks else might hope to win;
It buys what courts have not in store,
It buys me freedom at an inn.
Who'er has traveled life's dull round,
Where'er his stages may have been,
May sigh to think he still has found
The warmest welcome at an inn.

The monster hotels of modern life can never take the place of the old-fashioned, comfortable, homely tavern. There is no home life and no freedom in a hotel, but there used to be in the wayside inn, with its gabled roof, its vine-covered porch, and its diamond-paned windows.

What would our literature have been without those inns? Our fiction and drama abound with them. First and foremost stands the Tabard, of the "Canterbury Tales;" then the Boar's Head that Falstaff and Prince Hal frequented, and following them are innumerable famous hostleries down to the White Horse Inn of Dickens. Could we lose them? Indeed we could not. Nor less could we lose the Will's and Bottons of Addison and Steele, the Turk's Head and Mitre of Johnson, the St. James of Goldsmith, or the Red Horse of Irving.

It will be the province of the bicycle to restore all these and bring back happiness to the tourist and traveler. Dr. Johnson declared 120 years ago that "there is nothing which has yet been contrived by man by which so much happiness is produced as by a good tavern or inn." And another of his deliverances was that a "tavern chair is the throne of human felicity."

By all means let the bicycle be encouraged. It may go fast and far but it tends in the right direction. Good roads and good hostleries will follow in its wake.—*Editorial in Chicago Herald.*

"Blue ribbon jobs" on the track at a race meet are much sought after by ambitious young men, but in many instances they prove utter failures when called upon to render a decision or attend to their respective duties. To run a race meet successfully it is important that experienced men officiate; those who have at least been watchful of their duties on other occasions.

The Cycling World.

Zim is but twenty-five years of age. Weight 168 pounds.

The tandem mile record now stands at 1:41 1-5, made in England by Relf and Schofield.

The vote of the racing board on the Minneapolis case is unanimous that no action be taken either against the racing men or the Minneapolis Cycle Track Association.

The National Carriage Builders' Association has appointed a special committee consisting of a prominent carriage builder in each state to co-operate with the L. A. W. in road improvement.

Asbury Park wants the National L. A. W. Meet for '95. This is the way they cry for it: "We're alive, Asbury Park in '95." Boston also wants it and it was partially promised to her at the National Assembly last February.

Charles R. Culver, the popular and competent trainer, now has charge of the Cleveland team, which comprises Cahanne, Brown and E. C. Johnson. It is a great trio and Culver should bring them out. He did more for Sanger than any one else who has ever been with him.

A Chicago man who had his wheel stolen advertised in a morning paper for a second-hand bicycle under a fictitious address. Among the machines brought for inspection was his own mount, and he promptly secured a warrant for the arrest of the man who had possession of the wheel.

Philadelphia is about to have an organization of wheelmen composed exclusively of Odd Fellows. A new and grand temple is being constructed by the Odd Fellows of the city and in it are provided commodious quarters for bicycles. The colors suggested are scarlet and gold, representing the subordinate and encampment degrees. This club will undoubtedly meet with success and afford much pleasure to the members who ride wheels.

The Janesville Meet.

A cold, raw day was October 10, the day of the first annual fall race meet of the Arrow Cycling Club, of Janesville. The attendance was light but the racing was excellent. The mile track was hard and smooth, enabling Will Howie, of Milwaukee, to win two quarter mile heats in 27 1/4 and 30 1/4 seconds respectively, breaking the state record in each event. Will Sanger rode second to Kenyon, of Chicago, in the mile open. The summary follows:

One mile handicap—Ed. S. Church, Chicago, first; D. N. Van Wart, Evansville, second; W. B. Kenyon, Chicago, third; W. H. Crocker, Milwaukee, fourth. Time, 3:33.

Quarter mile open—Will Howie, Milwaukee, first; F. K. Chubb, Evansville, second; E. S. Church, Chicago, third; Frank E. Mack, Fort Atkinson, and W. P. Sanger, fourth. Time, 27 1/4 and 30 1/4.

Half mile handicap—A. Blingeholmer, first; Frank L. Moore, Detroit, second; Don Van Wart, Evansville, third; M. Stoltz, Milwaukee, fourth. Time, 1:08.

One mile open—W. B. Kenyon, Chicago, first; W. P. Sanger, second; Will Howie, Milwaukee, third; Don Van Wart, Evansville, fourth. Time, 3:43.

Five mile handicap—A. Stoltz, Milwaukee, first; Fred Burgess, Evansville, second; W. B. Kenyon, third; A. P. Blingeholmer, fourth. Time, 19:29 1/2.

Boston After the National Meet.

The executive committee of the Associated Cycling Clubs of Boston and vicinity met at Young's Hotel recently, relative to the 1895 National L. A. W. meet, which in all probability will be held in Boston. The foundation, the preliminary work towards securing the National Meet, dates back to the L. A. W. national assembly held at Louisville last February. It was at this meeting that Massachusetts presented a petition, signed by 8,000 League members, asking for the meet, and upon motion of Mr. Watts, the leader of the southern contingent of the League, the vote of the meeting was that it was the sense of the assembly that Boston should have the 1895 National Meet. While this motion is not binding on any future assembly, it certainly carries much weight. This, combined with the fact that a deal was made with Ashbury Park and Denver delegates that whichever of these two places failed in getting the 1894 meet, the loser would not compete in 1895, is an additional assurance that Boston will secure the permission of the coming national assembly.

The Associated Cycling Clubs of Boston started the agitation to secure the National Meet, and, now the matter is well under way, they propose to back up their invitation to the League wheelmen by a program which shall be on a par with any entertainment in the League's past history. A general outline of how the guests would be entertained was prepared and is as follows:

First day—Reception of visitors, parade in the morning, races in the afternoon, a grand banquet to the visiting League officials, chief consuls and members of the assembly.

Second day—Tour through the park system, tours to Lexington, Concord and Plymouth, to Nantasket Beach, along the North Shore, around the cape, excursion to Mount Wachusett, and various other trips as pleases the taste of the visiting wheelmen. The twenty different clubs of the A. C. C. will furnish guides and escorts. Races in the afternoon and grand ball in the evening in the largest hall in the city.

Third day—Excursion, free to all, down the harbor and a big "smoker" and musicale in the evening.

Fourth day—Excursion to Newport, and one to Mount Washington and the White Mountains.

The program is certainly a complete one, and, as the A. C. C. has a membership of about 2,000 and has made a grand success of all it has undertaken yet, all that is scheduled will be faithfully carried out.

Out of respect to Massachusetts, whose League membership is a fifth of the whole, Boston ought to have it.

Local and General Trade.

Hickory Elliott's wheel company has been closed never to open again.

The sale of the entire stock of the Stokes Company, Chicago, did not net more than \$2,000.

Morgan & Wright have entered suit against the Eastern Rubber Company for infringement of their patents.

Julius Andrae has just closed a deal for 3,000 Crawford machines. This is probably the largest purchase ever made by a western house.

The Duluth Rubber Company, wholesale, has opened up a new place of business, and will handle the goods of the Woonsocket Rubber Company.

All the space in the large building where the cycle show will be held in Chicago has been taken and about twenty-five other manufacturers are clamoring to get in. Everything points toward a most successful western cycle show.

The S. F. Heath Cycle Company, of Minneapolis, is now working on the 1895 model of the Heath ball valve pump, and promises that it will be the best pump yet produced.

Harry Warner, Andrae's head traveling salesman, leaves this week for California and will remain away the greater part of the winter taking in the coast towns. He carries a line of '95 Andrae and Crawford samples.

Take a full breath through the nostrils. Can you do it? We have before us a little instrument called the Nasal Expander that will provide for easy breathing through the nose no matter

how your wind power is taxed. Wheel riders will find this device an important one in doing fast work. It holds open the sides of the nostrils for easy respiration.

The Telegram Cycle Manufacturing Company has completed its sample line of '95 wheels. The first is the Sanger racer, with improved lines and an adjustable seat post for slightly varying positions. The second is the Telegram, weighing 28 pounds, with improved dust-proof bearings, awedged spokes and narrow tread. It will list at \$100. The third is the ladies' wheel, having double tubing running from the crank axle and meeting at the head. It is built on very pretty lines and will be sold for \$100.

There is trouble brewing between the North Side Cycling Club and Ed. Roth. The latter's charges in the *Referee*, regarding some juggling having been done by the club in the distribution of prizes has stirred up the ire of the officers and they propose to give the offender an opportunity to prove those charges. On the other hand Mr. Roth is confident that he has sufficient proof to back up his charges.

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

YOUR NAME IS VALUABLE

TO US

WE WILL SEND YOU IN EXCHANGE FOR
YOUR RESIDENCE ADDRESS SOMETHING
OF EQUAL VALUE

MORGAN & WRIGHT

CHICAGO

Personal Pencilings.

Elliott's L. A. W. *Good Roads* (\$1 a year) is truly comical, yet, withal, it has some interesting stuff of benefit to the farmer.

L. J. Berger, *Cycling Life's* editor, is, without doubt, the most elegantly concise, yet keenly satirical writer the cycling press can boast of today.

N. H. Van Sicklen, the veteran bicyclist, is generally endorsed by the wheelmen of Chicago for the office of county treasurer on the Independent American ticket.

Mr. L. C. Jacquish, western representative of the National Racing Board, has received a nomination for the office of chief consul of the Illinois Division, and Geo. K. Barrett, managing editor of the *Bulletin*, for the secretary-treasurership.

Madge Kendal is quoted as saying that it is beneath the dignity of woman to ride a wheel and that the Lord never intended that she should ride one. Editor Bassett dryly commented on this saying that the Lord never intended that woman should wear corsets or that man should shave his face, but they do it just the same.

Late State Items.

"Doc" Forbes, local consul in Horicon, is now a "pa." It is a boy and he writes it's No. 1.

Beloit wheelmen are quietly at work preparing to make a play for the '95 state meet. They are raising a guarantee fund and it is already assuming quite a sum.

The Ripon foot ball team is winning honors, in every contest with other teams, throughout the state. The town evidently holds up its end in other sports besides cycling.

Arrangements are being made to make the Wisconsin Division banquet, to be held in Milwaukee next December, one which will be brilliant in every detail. Governor Peck and other high officials will be present.

Not Yet Exhausted.

Copies of the Wisconsin Division Hand Book or Manual of Information are not yet entirely exhausted. They can be secured for 4 cents in stamps from Meyer-Rotier Printing Company, 505 East Water Street, Milwaukee.

Our Christmas Number.

We are already at work to produce a special holiday number of THE PNEUMATIC and it promises to be a fine production of illustrations and Christmas stories. Advertisers will be given an opportunity to secure space in this issue at a very low rate. Write.

The North Side Club will run an open road race over the Silver Spring course next Saturday. About twenty-five have entered up to date.

The half mile world's record was lowered four-fifths of a second by Wells at Sacramento, Cal. Paced by a tandem he made it in 52 3-5 seconds.

Great Change in '95 Patterns.

Every spring we settle ourselves in the belief that the acme of perfection has been reached and that improvements must stop unless some radical change in the prevailing patterns is made. Even now, when the season is drawing to a close, it is difficult to see where there is much room for improvement. But short sighted is he who imagines that the end is anywhere near.

There is scarcely a maker in this country who does not contemplate a thorough overhauling of his line of wheels. Encouraged by the successful '94 season and rid of the load of obsolete patterns that many have been carrying for years, the way is clear for a change in patterns, as well as a marked increase in outputs. No maker is yet ready to have his '95 models described, but in nearly every case they have been decided upon and will be ready for delivery much earlier than ever before.—*American Wheelman*.

John S. Johnson defeated Harry Tyler in the match race at Waltham, October, 8 in 2:17½. Sanger was suffering from a severe cold and could not meet the Minneapolis record breaker, so Tyler was substituted for him.

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 running sound or 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.

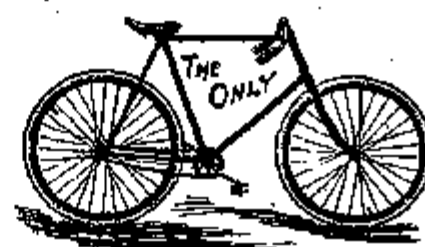
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He—"Why is it that some wheel women are so much in favor of knickerbockers, while others are equally as pronounced in favor of skirts?"

She—"Oh, its simply a matter of form, that's all."

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MENTION THE "PHOS."

THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

VOL. V.

MILWAUKEE, WIS., NOVEMBER, 1894.

NO. 8.



OFFICES OF
GORMULLY & JEFFERY MFG. CO.

MANUFACTURERS OF THE

Rambler



Chicago, Nov. 16, 1894.

Dear Sir:

Let us offer a suggestion. Have your bicycle repaired, overhauled and fitted with "G. & J." Tires now, or at least before you store it for the winter--if you are not a winter rider.

The reasons are obvious. While our manufacturing departments are very busy at this season of the year, our repair department is comparatively idle. Every spring we are overcrowded with repair and tire changing orders. In the winter season we could give the work plenty of time and close attention. Then your machine would be ready when wanted.

Many machines are ruined by being laid away without thorough cleaning throughout. Properly overhauling and repairing for winter storage will save much expense and annoyance when the riding season opens.

Estimates for changing tires to "G. & J." and repairing submitted on application, or, "G. & J." branch houses and Rambler agents will attend to the work, sending the wheels to us.

Yours very truly,

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We are certain that our '95 patterns will find immediate favor in the eyes of the dealer who is looking for something that has passed beyond the chrysalis or experimental stage; something that has had all of the useless crotchets worn away by the hardest test. Something intensely practical.

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The PNEUMATIC is the only cycling paper thoroughly covering the territory in Wisconsin, Minnesota and Northern Michigan. It reaches the homes of individual riders as well as the dealers, and is recognized as a paper which constantly covers all the doings in cycling. Advertising rates on application.

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505 East Water Street, Milwaukee, Wis.

A Correction.

The last issue of THE PNEUMATIC, the October number, will be found dated November. An error.

OVERMAN led the way last year and marked the price at \$125, and this year it is Pope who rather prematurely steps out and announces that his future price will be \$100. Who will be the man next year who has a surplus stock of the season's product?

IT IS just possible that road racing will be condemned to such an extent at the next National Assembly of the L. A. W. that it will be made constitutional to make any man ineligible to the track who races on the road. This would seem the only effective way for the annihilation of the growing evil which retards the interest in League work in that it arouses the ire of the ordinary users of the highway and especially the farmers.

IT IS to be hoped that the intolerant attitude of the police in some eastern cities toward bicycle riders will not be assumed in this city, since the new bell ordinance has passed. We do not pretend to condone road racing and we are not sympathizers with the silly individuals who scorch in busy thoroughfares but we do protest against the abuse which the police of some cities resort to in dealing with cyclists. The majority of wheel riders are sensible, rational and harmless users of the public roads, but if they would maintain the privileges they have heretofore enjoyed in this city, it is necessary that they lend a helping hand to the League of American Wheelmen, the organization which exists to ensure a fair and equitable administration of justice as regards the rights of cyclists on the public roads. A bit of reminiscence is profitable: The park commissioners of Central Park, New York, declined to admit bicycles. The matter was carried by the League of American Wheelmen

from court to court, until the superior court decided that they not only must be admitted, but had precisely the same rights as every other vehicle; and the result has been the opening, without question, of the gates of every park in this country, and in fact, throughout the world, to the free use of wheelmen.

SCARCELY had the last batch of PNEUMATIC mail been sent out of the office, which contained the question: "Will the record be carried below 1:50 3-5?" ere there came a noise thundering along the wires with the electrifying news that Johnson had covered a mile in 1:35 2-5! It was hard to believe and many emphatically asserted that the feat was an impossibility, even with the conditions under which it was claimed he made it. But affidavits have since been rendered which removes all cause for doubting. Often and often, in time gone by, after the record was brought down second by second, has the one question been put: "Will the bicycle ever come near the time of the running horse?" Now we have it and it is 1-10 of a second below the world's record too.

EASTERN wheelmen are threatened with a pending combination among the railroads to charge for the transportation of bicycles. The National Railway Transportation committee of the L. A. W. is making strenuous efforts to waylay the movement and with the strength of League membership in the eastern states, the accomplishment of it is confidently looked forward to. But if this movement should spread to the west and the state of Wisconsin, what could the League do at the present time with a membership of but a paltry 415 out of 15,000 wheel riders in the state? If wheelmen want to transport their bicycles free on the railroads, if they want to ride on better roads, if they desire protection and want to legislate and maintain their rights on the road, let them pull together, through an organization organized for that purpose.

THE bell ordinance, which was recently passed in the common council in the Cream City, does not particularly seem to have the desired effect. Many who ride along the city streets with a bell attached seem to feel that if they but ring it they have the right of way, under all circumstances, over pedestrians, and hence there have been more incidental collisions than ever before. But after a few arrests have been made, the scorechers, who are principally responsible for this, will be materially subdued and it will have a creditable effect on cycling. Many riders have been set to grumbling about the new law while others have turned it into a burlesque by attaching cow bells or large gongs to their machines. Viewing the law from an impartial standpoint we believe it a fair one, and that it will help to kill any attempt at an introduction of a lantern ordinance on the ground that with the ringing of the bell the bicycle is not as dangerous in the dark as a horse and buggy and we can insist on the same law applying to road vehicles of all kinds if an effort be made to pass it.

The Burning Question.

"Shall woman ride the bicycle?" is the problem of the hour.
For women must have problems—'tis a part of woman's dower.
"Shall woman smoke?" has gone quite out; "Shall woman vote?" also,
But "shall she bike?" is the point which just now she wants to know.

"She shall," is the answer I would give; because I would not like
To see the woman I admire perched high upon a bike;
For what I know of woman's will, of what she does and don't,
I'm certain if man says she "shall," she'll tell him that she won't!

And further, I would like to see the point vetoed or signed,
For I would really like to know what next will vex her mind.
Will it be "Shall she drive a cab?" or, haply, "Shall she coach?"
What other of our follies will she want to share with us?

It is to be, "Shall woman join the forces of the state?"
"Shall woman fight the Bullmast?" "Shall woman handle freight?"
"Shall woman baggage smash?" or else, "Shall woman gather votes?"
Upon the cable cars? perhaps. "Shall woman deal in shares?"

So settle up the problem that doth wrinkle up her brow;
Just buy a wheel and say, "Come! Ride," to your ambitious crew.
That we may meet these other points that must be settled up
If we would have less lighters and more sweets within our cup.

Let all the problems settled. Let us know just where we stand,
So that we may reach at last the happy promised land,
But mark my words, however 'tis solved, on cabs or votes or bikes,
I think that woman's sure to do exactly as she likes.

—Harper's Bazar.

Coming Price of High Grade Mounts.

The oft repeated assertion of the thousands, that the price of bicycles will eventually fall below a hundred dollars, will perhaps soon be a realization. Every indication tends that way very much. Cycle makers, generally, seem averse to having the price cut again for the '95 season, but competition has grown so strong and the production of good and light medium grade wheels been so great that the big builders of high grade machines are necessarily forced to bring the price down.

The best grade of wheels may list at \$100 and it is confidently expected by the larger concerns that this price for a perfect high grade wheel will crowd out many of the smaller makers who have not the facilities nor the means to produce them so cheap. But still, the high grade cut will materially affect—proportionately perhaps—the whole list of medium and cheaper grades. The time is not distant when there will not exist all-controlling leaders in the cycle trade who have the making of prices. It will be like the stove industry, the sewing machine business, etc. The choice in makes and styles of wheels is now so great that none can be considered the best. Each have their special advantageous features, but the majority of them are built to be relied on.

The Cycle Thief Increasing.

Just as there are tribes of insects which confine their depredations to certain plants exclusively, so there are gangs of human depredators who flourish off every new device which gains a vogue, says *The Advertiser*. Before the tobacco plant there were no tobacco worms; before the bicycle there were no bicycle thieves.

Forty-five large firms in this country are busy manufacturing bicycles, and there are already fully two million

in use. Every year sees an increase in the number put on the market. Such a promising field as this could not long lie fallow.

To a man who has no other compunction to restrain him than those of safety and greed, the bicycle offers peculiar attractions. It is easier to learn to ride than a horse, does not neigh at unreasonable moments and awaken its lawful owner, is easier to dispose of at a fair price, has little to distinguish it from its fellows on cursory examination, and furnishes, like the horse, means of rapid escape of the thief.

Young America of Today.

Only the other day Mr. John Burroughs dwelt upon the improved physique of the young American of the present day as compared with his predecessor of twenty-five years back. This is as it should be. It would be an ill thing for this republic if we developed on the lines of the Byzantine and Bengalese; if our mercantile men learned nothing but how to make money, and our lawyers, students and men of trained intellects generally, grew to unite "the heads of professors with the hearts of hares."—*Harper's Weekly*.

The Law of Fitness.

It was in the year 1750 that James Hanway, going about his own business, was bold enough and independent enough to carry the first umbrella through the streets of the English capital; but it took that old crowd of conservatives—the London populace, fully thirty years to cease their jeering and to consider the propriety of warding off sun-stroke with anything not approved by Adam. That, though, was nearly 150 years ago. Events come and go, with such rapidity now that the critics are left with open-mouthed intentions, while the world's advance guard has accepted another innovation without so much as, "By your leave." So does the law of fitness bring even the carping critics under, at last.

In this blessed year of '94, women are doing a good share of the world's work. Let them quietly and without ostentation, adopt whatever shall aid them best to do that work, even if it require a radical change in bicycle dress. This old world may gesticulate and wag its tongue and declare itself going to the dogs, but it gets on, grumbling as it spins.—*Bi World*.

Gears Used by Prominent B Men.

The following gears were used by the leading Class B men during the past racing season: Sanger, 76; Johnson, 72; Taxis, 72; Tyler, 74; Bliss, 68; Titus, 74; Miller, 72; Maddox, 72; McDuffie, 68; L. C. Johnson, 70; L. Callahan, 70; C. H. Callahan, 72; Allen, 72; Lumsden, 70; Githens, 72; B. C. Johnson, 70; Taylor, 68; Church, 72; Sims, 72; Cooper, 70; Cabanne, 70; Brown, 72; W. F. Murphy, 70; C. M. Murphy, 72; MacDonald, 72; Bald, 72; Kennedy, 72; Goshler, 72.

The League's Helping Hand.

On this page is illustrated the novel idea of Sterling Elliott in the erection of finger sign posts with the L. A. W. emblem on the hand. The plan is a praiseworthy one and wheel clubs and the League's divisions should combine their efforts to have these signs erected at all principal intersections and cross roads. One of the great pleasures of touring abroad is the absolute certainty that one is on the right road and the knowledge of exactly how many miles one is from his destination. Finger posts are erected at every corner. In this country the traveler, be he wheelman, horseman or pedestrian, is entirely at the mercy of persons met on the road. Guide boards would prove a blessing to all. As a means of placing cycling and the L. A. W. prominently and in a favorable light before the public, no better idea could be evolved. In a very short while, after the erection of the posts commences, the public will begin to look regularly for them, and must inevitably regard the L. A. W. as a benefactor.

This hand is eighteen inches in length, of galvanized steel, sufficiently thick to stand rough usage. It is thoroughly painted with oil colors, and varnished with two coats of best car varnish. It is flesh color, shaded. The coat sleeve is black, showing a white cuff. The League emblem is five and one half inches in diameter; the rim and spokes of the wheel being of gold leaf on black background. The wings are aluminum leaf shaded with asphaltum. The initials, "L. A. W.," are in deep red. The whole is very neatly done, and cannot fail to attract general attention.

These signs are made in large quantities, and have been figured down to a very low cost—\$1 each, lettered to order. It will be understood that hardly two of these in the country will be lettered exactly alike. Sterling Elliott will keep them on hand ready finished, except the name of the town and the number of miles. That will be put on by Elliott's own workmen, and the varnishing will be done afterward.

Bell Ordinance All Right.

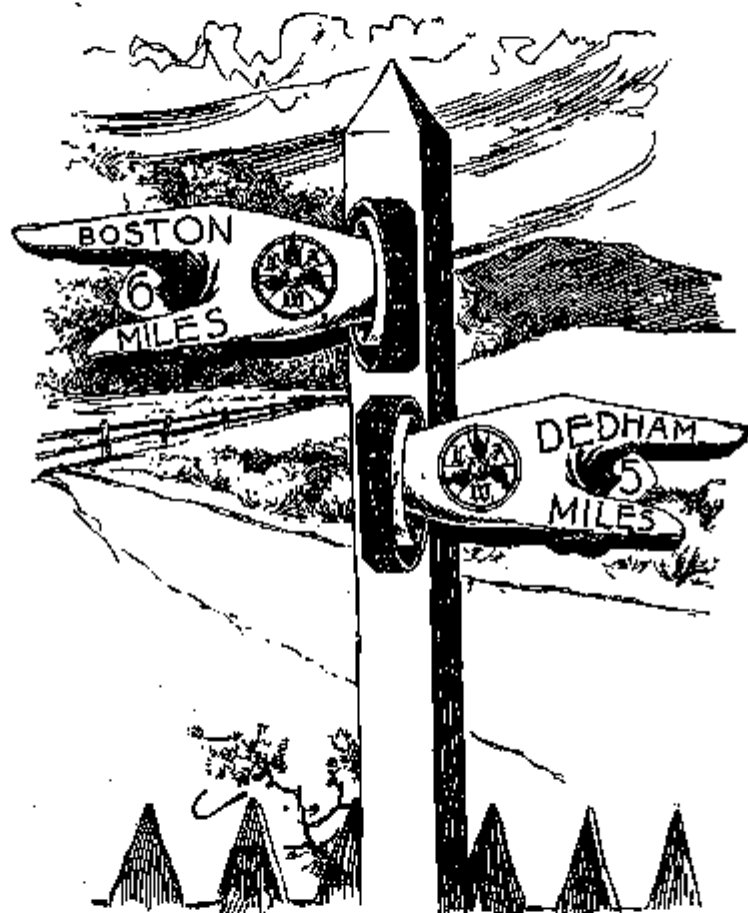
It has been stated by various papers, during the pendency of the ordinance compelling bicycle riders to carry bells, that the League of American Wheelmen, through its chief consul and secretary-treasurer, was opposing the enactment of any laws regarding wheelmen. It seems that these statements were not only unauthorized, but were wholly at variance with the facts. "It is one of the fundamental principles of the League of American Wheelmen," said Chief Consul A. C. Morrison, "to aid in the formation of such laws regulating wheeling and such restrictions as regards sidewalk riding and speed, in order that they may

win the approval of the public and prevent any overt acts on the part of wheelmen.

"During the early history of legislation regarding the bicycle, it was the League of American Wheelmen that advised its members that they should conform to all laws regulating wheeling, no matter how unreasonable, until it could, by seeking relief through the proper legislative channels, eliminate the objectionable features of any law.

"The representatives of the League in the state of Wisconsin believe that a law compelling wheelmen to carry an alarm bell of some kind is reasonable and just, and calls upon not only its members, but wheelmen in general, not only to live up to the letter of the law recently enacted, but to its spirit.

While the amusing demonstrations which have been apparent among the younger portion of the wheeling fraternity regarding this ordinance, by which a laughable din of clanging bells of various kinds has tickled the ears of an amused public, were perhaps excusable as a temporary demonstration, any continuance of it is discountenanced and disapproved of by all law-abiding riders of the bicycle. It is right and proper that these restrictions regarding driving which are enforced upon the lighter vehicles drawn by horses should also be applied to bicycles, because the law now recognizes the bicycle as entitled to the same rights and privileges, and subject to the same laws governing



The L. A. W. Helping Hand.

other pleasure vehicles. Bicycling has become such a means of useful transportation, such a luxurious means of rapid communication, and such a factor in physical development and recreation that it can no longer be classed as a simple amusement; and the great body of wheelmen have been and are now, and always will be, among the best and most law-abiding of citizens."

Nerve.

When a man exhibits special nerve in sudden alarm or under any circumstances that call forth exceptional coolness and fortitude, says the *Wheelmen's Gazette*, by a curious contradiction he is often declared in terms of admiration to be nerveless.

At this rate there must be a good many nerveless cyclers about; would it not be more correct to credit them with their full complement of nerves, and rather attribute their coolness and pluck to the healthy influence of the sport on their nervous system?

The cool nerve of cyclers is extraordinary, and yet it is taken as a matter of course by them and by most people who watch them.

How many men would care to walk amongst the thick, rapid traffic through which cyclers thread their way, often over slippery treacherous roads?

Dangers beset them literally on all sides; they have to watch for a sudden halt or turn of the vehicles in front and the hot breath from the distended nostrils of the restless horse behind warns them that in the event of a slip their chances of an escape from damage would be slight, whilst right and left they have ever to keep eye alert and guard against

THE SWIFT BLIND RUSH

of excitable pedestrians. By all the laws of reason these traffic riders would spend sleepless nights and fade away miserably with sufferings from over-strung nerves; as a matter of fact they are a healthy, good digesting, sound sleeping race, who look as if they enjoy touring between a horse's hoofs and a heavy cart wheel, and we believe they do. One admitted to us lately that he did sometimes fail to have his usual sleep, when circumstances had prevented his customary street ride.

In racing, on the path, what grand exhibitions of cool nerve we often see! The man who at full speed dodges the competitors that suddenly fall and sprawl over the track in front of him; the fallen competitor who jumps up, and, dusty and bleeding, mounts a strange machine and essays to catch the leaders; the man who cleverly, quietly, works his way to the front through

A HOST OF WHIRRING WHEELS

and uncertain handle-bars, and the man who still continues to ride a machine that he knows is collapsing under him in the hope it will last out to the end of the race; all must have nerves of no common order. Even in the mild form of cycling known as a club run, the nerve shown, when calmly

considered afterwards, at times appears remarkable. Often has the writer indulged in a mad scamper down a hill with perhaps twenty other riders on all sorts of machines packed in a mob, wheel hugging wheel, and handle-bar overlapping handle-bar. One nervous wobble and the whole crowd would have been a seething mass of maimed men and tangled machines, but no one gave such a thing a thought at the time—they had cyclers' nerves. The lonely rider, too, his nerves are put to the test and rarely found wanting. He journeys with a light heart along rarely used highways, where, if an accident happened to him, he might have to lie for hours, or even days, before help would come. A friend of ours, fond of long lonely rides, once so lay with two broken arms. When they were well again he resumed his lonely rides in unknown ways; he had some of the cyclist's nerve.

Nerve is not a monopoly of cyclers, but we do believe they are exceptionally endowed with the useful gift, and that to the many advantages claimed for the wheel can justly be added the quality of cultivating calm courage.

Notes From Every Point.

Johnson will soon go into training for ice skating to retain his standing as the champion amateur of the country.

In St. Paul, a man named Wm. Kraemer, has invented and successfully tried a bicycle that operates on water. The ordinary speed attained on this machine is from eight to ten miles an hour with comparatively little exertion. It weighs seventy-five pounds and is built like an ordinary bicycle except that it has propellers under the sprocket wheel.

George D. Gideon, of Philadelphia, a member of the present racing board, has been mentioned in connection with the chairmanship of the National Racing Board to take the place of H. E. Raymond, who has resigned the position which he has held for two years. Mr. Raymond will henceforth live in Chicago and manage the agency business for the Sterling Cycle Works.

E. C. Bald, W. F. Murphy, Ray MacDonald and A. B. Gochler are training in Springfield and will go south in a few weeks under Asa Windle's care. This will make two teams in the south after records.

The bicycle stamps issued in California during the railroad strike are being eagerly sought by collectors. As only 380 letters were carried by cyclists, the canceled specimens are commanding pretty high figures. The twenty-five-cent stamps are quoted at \$5 and the stamped envelopes at \$10.

The project to start another professional cycling league next year, now being talked of, will very likely end in talk. The fast Class B men, because of the failure of the National Cyclists' Association, or the "cash prize" league, are not going to turn professionals until they know the talk of league is in existence to stay for years. They are making too much as Class B riders.



Everybody who walks out of the regular routine of life and begins speculating on a hobby is called a crank until he does something which makes him rich, and then he is called a genius.

* * *

Stouehenge, perhaps the greatest British writer on rural sports in the days of the '70's and '80's, wrote in the introductory of the fifteenth edition of his work in 1881: "The progress of the manufacture of the tricycle, and its more general adoption by those who discard the bicycle have been so considerable during the time which has elapsed since the last edition was published that I should have liked to have discussed them on the present occasion but on carefully investigating the subject I am satisfied that the 'pear is not yet ripe,' and that no reliable conclusions can as yet be arrived at."

During this advanced age in cycling matters it is truly amusing to read further in his work on this subject: "There is undoubtedly pleasure in gliding through the country with the silence of a bird and the swiftness of a mail coach!"

* * *

By the resignation of H. E. Raymond, as chairman of the National Racing Board, the League loses one of its most efficient workers and leaves a vacancy that will be hard to fill. Mr. Raymond has made racing what it is today. He became its promulgator when the sport was comparatively in its infancy, and step by step, as it grew, he framed rules and laws governing its interests that will forever remain a high mark of credit to him.

* * *

The thirteen members of the "13" Club have had some differences and as a result the happy combination, which heretofore existed, has been temporarily dispelled. The apple of discord has been the sudden realization of some of the members, who are officers of the Milwaukee Wheelmen, that the little club of thirteen has all along been retarding the interests of the parent body. Prompted by this conviction they agitated the feasibility of disbanding, to which the majority objected. The result was a few resignations asked for and the vacancies filled.

* * *

Class B may rule the sport in Canada in 1895. The better class of riders who are in the employ of the manufacturers have seen the experience, during the past season, on this side of the line, and have come to the conclusion that there is less objection to being an out-and-out Class B man than in pretending to be a pure one, and are conse-

quently inclined to regard the American classes with much more favor than the licensing scheme at present in vogue in England; the great majority of medium class riders who are not backed by the trade have always contended against the present condition of affairs, while the race-promoting clubs have felt severely the want of the American Class B attractions at their meets, and the burden of training expenses for their riders has opened their eyes to the advantages of the two-class rule.

* * *

We regret to tell it, but the fact becomes more apparent each season, that the exclusive cycle agent cannot exist, and the "sidewalk" agencies will soon handle the leading makes.

* * *

They call it a monster century run in Newark, N. J., because fifty-four members of a club made it one day last month. Proportionate to the number of riders in 1891, what can be said of the Milwaukee Wheelmen's century that year when sixty-seven of its members made it mounted on solids, cushions and a few pneumatics!

* * *

A study of the table giving the gears used by the most prominent Class B racing men gives us the information that Sanger is without doubt the strongest man on the path. He pushes a 76-inch geared machine, while the others range from 74 down to 68.

* * *

The *Bicycling World* of a recent issue contained ten articles clipped from various papers, two of which were credited "Exchange" and the remainder appeared as original. Two editorials from THE PNEUMATIC were used without credit.

A Good Argument.

In a letter to agents the Rambler people have their little say about the hasty action of a well-known firm in announcing its prices for '95. It reads: "We can only surmise, of course, that the reason for the haste of our competitors in trade in announcing, as they have done, the fact that they will list their bicycles at a certain price in the year 1895, and that they are willing to sell their bicycles at this price from now on, is the fact that they must be overstocked, and that they are desirous of unloading as many machines as they can at this time, or to be first to announce prices and thus assume to pose as philanthropists or price makers to a waiting public."

Touring or racing. It is difficult to determine whether it is touring or racing that has done more to establish the reputation of bicycling as a sport. Whether the rapid spread of the sport may be attributed to the sharp excitement of the race track or the quiet and prolonged enjoyment of a trip through strange scenes is still a question, but there can be no doubt that the great interest is taken, even by non-riders, in the performance of men upon modern bicycles in feats of speed and endurance.

Walter Sanger at Home.

Sanger's arrival home from his season's work was not marked with the enthusiastic demonstrations of a year ago. But there might have been—if things were different. For, deep down in the heart of every loyal wheelman exists a certain pride in the big Milwaukeean whose name heads the list of this country's most noted racing men. But he has no time for Milwaukee clubs, and yet he is a friend of the majority of the wheelmen who make up the membership. The combination of circumstances which has brought this about is so intensely intricate that its review would arouse old grievances. However, he is here, bigger and stronger than ever. He left Springfield nearly a week before his arrival home, but stopped to call with some friends at various towns on his way.

Walter Sanger has had a successful season; his prizes amount to \$10,000 and his monthly salary was \$350, aside from all expenses. His connection with the Union Company ended November 1, and it is not probable that he will ride for them next year. He already has some very good offers for next season, but declines to say from whom, and he is in no hurry to close. This winter he expects to do some skating and gymnasium work to keep in fair training. He may go south to lower records and will then stop at Louisville to ride in the Thanksgiving tournament. Still, these are but possibilities, for he seems very undecided what he will do as yet. In a conversation he said: "The statement that I will turn professional next year is an erroneous one. It is true I have had cablegrams from France to come over, but I will not go. Nor will I ride for cash in this country next year. I can go into that branch when I am too old for the amateur sport, and that will be plenty of time."

"What is the outlook for the Class B riders next season?"

"Class B will be greatly augmented next year. In addition to the manufacturers who employ riders now, the tire, saddle and other manufacturers of parts of a bicycle are going to put men on the track, and there are scores of other manufacturers. If one puts riders out, the others will have to. A fact that assists in bringing these manufacturers into the field is the success of the present season. It will prove a good thing for Class B men for all of them will be in demand, and in consequence they will receive more money than they got this year. Of course, the prizes are likely to be split up because of the number of riders competing, but I look for next season to be an unusually successful one for all concerned."

In the records up to date Sanger's name is not among those of Johnson, Tyler, Titus, Bald, Ziegler, Gardner and Brown, except in one instance. His record for one mile un-paced of 2:07 1-5, made at Springfield, Mass., Sept. 12, stands as the best. It seems the company constantly put obstacles in his way to prevent him from getting a go at

paced records. He could never secure pacemaking, while Tyler, his mate, had it all his own way.

When leaving Springfield the Columbia team were at the depot with a huge pair of wooden shoes which they presented to him. He brought them home.

The following table shows the victories, defeats and percentages of each rider of prominence:

	Races Won.	Races Lost.	Per Cent.
Sanger	125	98	.061
Johnson	92	47	.685
Tyler	57	48	.543
Cabanne	49	51	.497
Bald	98	115	.462
Bliss	38	51	.423
Murphy	58	98	.360
Titus	56	91	.377

Of Interest to Milwaukee Wheelmen.

The Mercury Club won the handsome desk and book cabinet in competition at the St. Patrick's fair.

The Badger Wheelmen will have a house warming at their club quarters on Wells street, Saturday evening, November 17.

The home of the Milwaukee Wheelmen on Milwaukee street is for sale. It offers a rare opportunity for some social organization to buy a desirable property at a price below market value.

John Reitzner and Chas. Knudson, on their way to Mexico on bicycles, are now beyond Montgomery, Alabama. They find the roads abominable, and their life is not tinged with luxury living on hard biscuits and crackers.

The Breckenridge-Padget around-the-world-on-our-uppers combination went to smash upon reaching St. Louis, where the latter half of the partnership is said to have exchanged his Columbia for a southward steamer trip. Arrested.—*Cycling Life*.

Thos. B. Hutching's health has been failing to such an extent this year that the doctor has advised him to sever his connections with everything that might tend to disturb his mind. As a consequence he has resigned as president of the Milwaukee Wheelmen. Will White, first vice-president, will fill the position until the election the first of the year.

President A. C. Runkel and Secretary Louis Pierron, of North Side Cycling Club, will not accept a renomination. The entertainment committee of the club will arrange for a series of socials to be held through the winter. The club will again have a guess race on Thanksgiving Day afternoon, the one coming nearest a secret time set will get a turkey for a prize.

The Milwaukee Wheelmen have vacated their club house on Milwaukee street and are back in the Loan and Trust building, their old home. They are now located on the seventh floor of the building, occupying four large rooms. This move was found necessary owing to the out-of-the-way locality in which their former home was, which caused the loss of many west side members.



Stevens Point promises to come forward early next season with a League membership sufficient to organize a League club.

It is reported that the Stoughton bicycle factory is to be moved to Mukwonago, where a stock company, with a capital of \$6,000, has been organized.

Janeville may secure a Chicago bicycle factory on a bonus of \$10,000.

A young man in a Wisconsin town was recently arrested for sidewalk riding. He paid his fine and had the city marshal arrested for shaking dice.

A. M. Chandler, of Waupaca, has employed an attorney to secure, if possible, the \$250 piano which he won in the North Side Cycling club's road race last spring. He claims that the piano which was offered to him was only valued at \$50.

In the state records published in last month's PNEUMATIC the half and mile tandem records were omitted. Half mile, time 1:05; W. C. Neilson and Terry Andre; un-paced. One mile, time 2:26; J. C. Schmidbauer and A. Krugmeier, of Horicon; un-paced.

Otto Dorner, of Milwaukee, an enthusiastic League worker, has been appointed on the Wisconsin Division roads improvement committee.

Cycle manufacturers do not expect to sell many of the low drop framed machines for ladies, the coming year. They are pointing to their special light-weight diamond-framed racing wheels as the mount for ladies.

About '95 Adoptions.

'95 saddles will weigh between 16 and 24 ounces.

Handle bars will measure on an average of 18 inches from end to end next season.

A geared crank, varying from five to seven inches in throw, is a late English novelty.

A 15-inch handle-bar, gracefully curved with cork coating the entire length, is the newest '95 wrinkle just come to light. Racing men will eagerly adopt this style to their machines.

G. & J. will use but three sizes of bolts and nuts in its '95 line of machines.

Top and bottom rail tubes will generally measure one inch in diameter on the '95 product.

Judging from the '94 output of complete machines it is estimated that next season's will be near the figure 300,000.

Pope Manufacturing Company has adopted the Morgan & Wright standard valve thread, which will be universally used.

Some 26-inch wheels will be made and sold but the larger part of the '95 output will have 28-inch wheels in the make up.

The universal valve thread, in the adoption of which Tillinghast, the tire man, was so influential, is the Morgan & Wright thread.

A Chicago Accident.

Miss Myrtle Hopkins, a Chicago young lady cyclist, who was recently run down by a tandem team driven by W. H. Wells, president of the Turney Electric Co. on one of the Chicago park boulevards, has brought suit for \$50,000. The evidence against Wells is strong that the accident was more than gross carelessness on his part. Miss Hopkins' injuries were so severe that her life for a time hung by a thread and even now, physicians say, she will be crippled all her life.

To Control Repairers.

An ordinance placing municipal control over bicycle repairers, similar to that exercised over pawnbrokers, is being revised by a special committee of the Associated Cycling Clubs, of Chicago. The original draft was made by Police Captain Bonfield and Superintendent Clark, of the M. & W. factory. One of its conditions was not quite distinct enough. It required repairers to hold wheels twenty-four hours in case of alteration, etc. The revision will be completed shortly.

A New Century Record.

The speed and reliability of "G. & J." racing tires has again been successfully demonstrated. The century record was reduced to 4 hours, 37 minutes and 56 4-5 seconds, by Mr. Bert Harding (at St. Louis, October 24), who covered the entire distance without a dismount. His mount was a No. 9 Rambler, fitted with light "G. & J." racing tires on steel rims, and not a puncture or damage of any kind was sustained by the tires or wheel.

Broke the Twenty-four Hour Road Record.

The American 24 hour road record has been shattered again, this time by Mr. E. C. Yeatman at Washington, D. C., October 23. The new record stands at 330 1/2 miles and the performance was a telling test of wheel and tires. Mr. Yeatman's mount was a 16-pound No. 10 Rambler, fitted with "G. & J." racing tires. There is no doubt whatever of the speed of these excellent tires.

A League membership for \$1.50 until April 1, 1895.

The Thriving Trade.

Sixty-eight office men are at present employed by Morgan & Wright. In the shops there are 250 workmen. At the season's height the number will be 400.

"The Only" is an eighteen-pound road machine built by Wm. Pollitt, an expert cycle mechanic. The machine is beautiful in finish and its strength is guaranteed to be as great as any twenty-six pound wheel.

Prince Wells, whose East India stick grapholine has attained such a large sale, has sent out a 15-inch desk rule to the trade. His lubricant he advertises as being the only one that gathers no dust. His daily mail orders are very numerous.

The Telegram Cycle Manufacturing Company has made arrangements to produce 2,500 wheels for next season. Mr. Pingree, the manager of the company, has just returned from St. Paul, where he placed an agency with a leading cycle firm.

Harry Warner, representing Andrae, is now doing San Francisco and Los Angeles, Cal. He reports excellent trade in placing Crawford machines. J. C. Schmidthauer will soon start out on his state trip. He will cover the territory that Warner did last year.

A dispatch from Jackson, Mich., says that the factory for manufacturing Derby cycles, formerly the shoe shop, is nearly ready for business. The machinery is all in and nineteen convicts are already employed. The contract with the Derby Cycle Company calls for seventy-five convicts.

W. S. Maltby, the world-renowned trick and fancy rider, is making a trip to the Pacific coast in the interest of the Keating Wheel Company, of Holyoke, Mass., returning via the southern states. Mr. Maltby will give exhibitions on his Keating bicycle and establish agencies in all the principal cities.

The Pope Mfg. Company announces that purchasers of its '95 wheels will be given the option of Columbia single tube or Dunlop double tube tires. The Dunlop people have closed contracts with the Union Cycle Manufacturing Company and several other concerns besides the Pope Manufacturing Company and they are apparently succeeding in a very commendable endeavor to secure for their goods the same popularity on this side of the water that has been accorded them abroad.

A Prospective Wisconsin Factory.

Negotiations are in progress between members of the business men's association of Janesville, Wis., and several

Chicagoans, including B. W. Veirs, F. C. Clemens and H. J. Winn. A Janesville newspaper states that the Chicagoans claim to have a plant consisting of machinery valued at \$8,000; patents worth \$2,000 and \$5,000 in cash. The paper says the Chicagoans "desire to bring it all to Janesville and manufacture a high grade bicycle." They have contracts for from 500 to 1,500 wheels. George L. Carrington has offered them a site and factory, an engine and boiler, on condition that they occupy the factory for five years and employ not less than twenty-five men.

Ramblers at a Hundred.

Gormully & Jeffery in the announcement that the price of their best wheels will be \$100, say: "We have no apology to offer for making the price of Ramblers \$100. The facts are, we have enlarged our factory, have increased our plant, have improved our automatic machinery, and have educated our workmen. The material which we use throughout is reduced in price. Thus we are able to reduce the cost and naturally the list price should also be reduced, as it is fair to give the public the benefit of price when we are able to do so honestly. Our catalogue is in the press, and will be issued in the course of a month or a little more and will give full information on our next year's product."

Not Yet an Ordinance.

It has just been learned that the bell ordinance has been referred back to a judiciary committee and the city attorney and that it is possible they will make some changes in the ordinance.

The League officers have taken the matter up and will confer with the council and suggest the restriction of speed to about eight miles an hour on the business streets and that the bell should only be sounded upon approaching a person who is on the road.

To Jobbers and Manufacturers.

The Davis & Stevens Mfg. Co. of Seneca Falls, N. Y., are making five different styles of foot pumps for bicycle use, varying in price from 70 cents to \$5.00. They would like to correspond with responsible large dealers throughout the country, with a view to contracting to supply at their season's needs in this line.

The Board of Officers Meeting.

Meeting of the officers of the Wisconsin Division I. A. W. will be held in Milwaukee at the Republican House, December 14. At this meeting the location of the next state meet will be decided. Representatives and local consuls should ascertain the sentiment of riders in their locality on this point.

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The Wisconsin Division Election.

LA CROSSE, Nov. 15, 1894.—M. C. Rotier, Secretary-Treasurer; Your committee have counted the votes for state officers of the L. A. W., with the following result:

Chief consul, A. C. Morrison, Milwaukee, 117; vice consul, Ben Park, Madison, 82; Irvin F. Strauss, Ripon, 43; secretary-treasurer, M. C. Rotier, Milwaukee, 117; representatives, H. P. Andrae, Milwaukee, 108; Dr. D. S. McArthur, La Crosse, 102; W. W. Luebke, Eau Claire, 45. Respectfully,

WILBERT IRWIN,
WILL OTT,
R. C. WHELFLEY.

STATE OF OHIO, CITY OF TOLEDO,
LUCAS COUNTY.

FRANK J. CHENEY makes oath that he is the senior partner of the firm of P. 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. FRANK J. CHENEY.
Sworn to before me and subscribed in my presence, this 26th day of December, A. D. 1894.

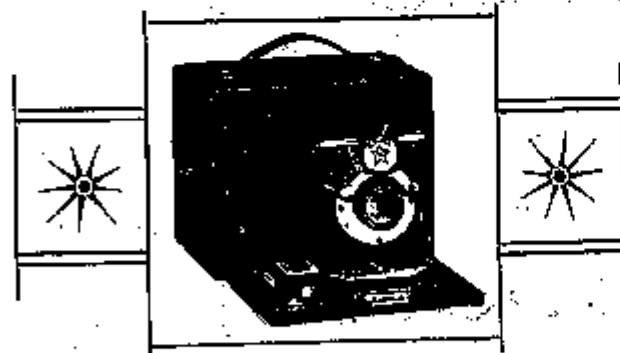
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Of all the girls the boys adore,
Modern maids and maids of yore,
The one that thrills them to the core
Is the bloomer girl, of skirts no more.
She rides a wheel just like a man,
Steers curves, and corners, and moving van,
Her nerve you think is hard to beat,
As she pedals along a busy street.
But, look! a rat runs across her way,
She starts and shrieks in loud dismay,
No skirts has she due to elevate,
Tis here the bloomer meets its fate.
—St. Louis Star-Sayings.

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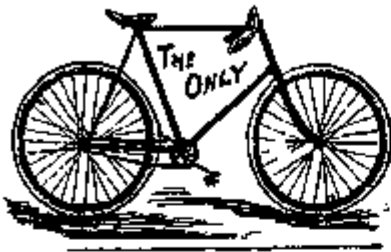
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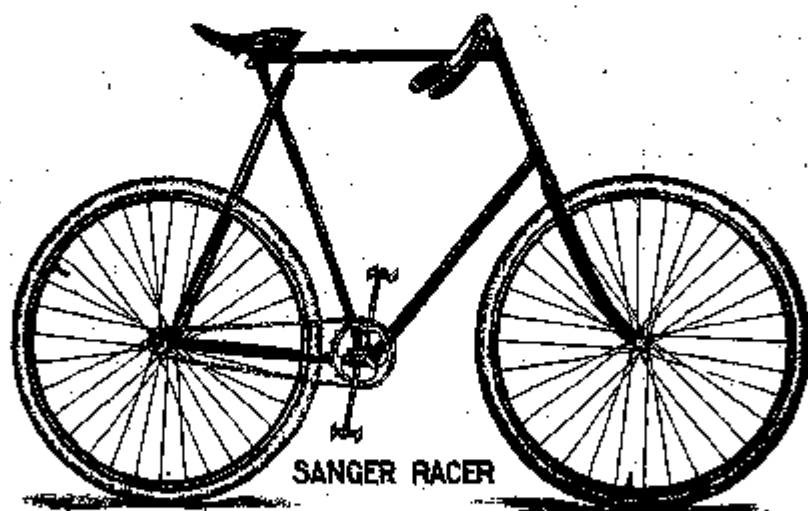
THE COMING YEAR.

Indications prove that the book of cycling
history, the coming year, from the fly-leaf
to the end of the last chapter, will be
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Telegram Sanger Racers

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43-inch
Wheel Base.

The '95 pattern of the Sanger Racer, as shown above, has some improved features, but the **SALIENT POINTS OF ITS WINNING WAYS** have not been changed. They are the fastest wheels built and racing men in '95 will make good this claim by buying them.

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A MERRY CHRISTMAS!

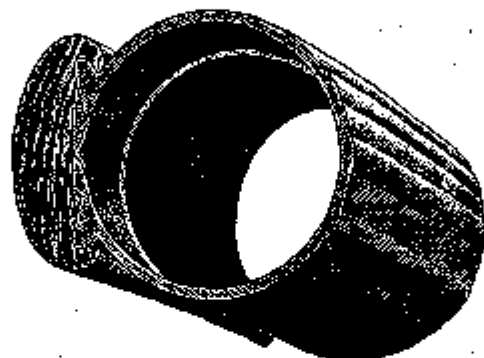
THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

VOL. V.

MILWAUKEE, WIS., DECEMBER, 1894.

No. 9.



THE NEW "G. & J." DOUBLE LOCKING EDGE TIRE FOR WOOD RIM.

See where the "Double Locking" Arrangement Comes in?

The flanges or locking edges of the tire cover fit into the recessed rim same as in the steel rim, while the walls or sides of the middle depression form the secondary locking edge and remove a considerable portion of the strain from the edges of the rim. Thus it is possible to use with "G. & J." Tires a wood rim of a smaller section and greater strength than any other wood rim in the market.
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is guaranteed by the use of the New Nipple Washer ("G. & J." patent), which is used in "G. & J." wood rims in 1895. This washer constitutes the greatest wood rim improvement yet brought out since the introduction of wood rims.
This washer will be fully described and illustrated in a subsequent issue.
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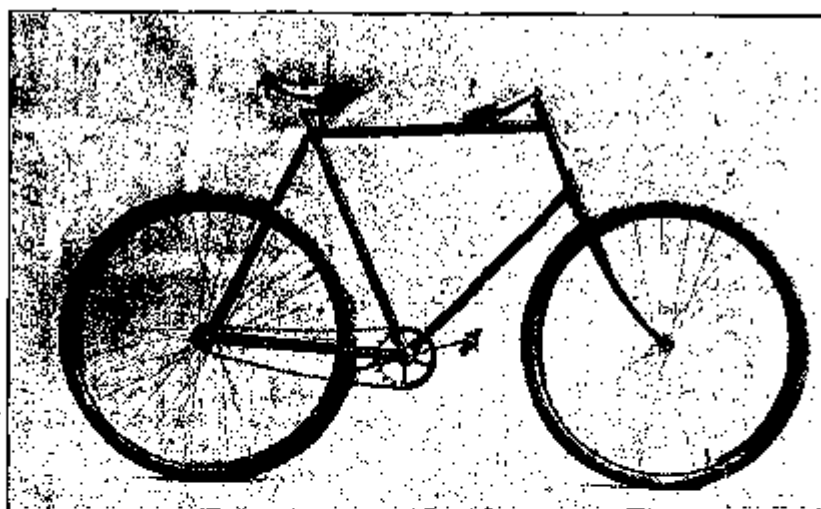
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ADVERTISING.

THE PNEUMATIC is the only cycling paper thoroughly covering the territory in Wisconsin, Minnesota and Northern Michigan. It reaches the homes of individual riders as well as the dealers, and is recognized as a paper which closely covers all the doings in cyclingdom. Advertising rates on application.

Eastern Representative: S. Koppel, 31 Times Building, New York.

M. C. ROTIER, Editor and Publisher,
305 East Water Street, Milwaukee, Wis.

A Christmas Flavor.

Although we do not make a pretense of comparing this issue with those which may be published to add a ray of sunshine to the ever recurring holiday season, we have, as is customary, given THE PNEUMATIC a Christmas flavor with several good stories and illustrations. This is an edition of 5,000 copies. We are reserving a supply for those who want extra copies at 10 cents each.

THE settlement of the long controversy has already given an encouraging impetus to business conditions. It would be inane to say that the prosperous outlook is due to the intended changes in duties, but it is because the atmosphere of uncertainty has been wasted away. Manufacturers are confidently speculating on an excellent market, owing to a long continued season of short production in nearly every line.

IN the January number of THE PNEUMATIC will appear an article written and compiled by A. M. Patitz, the state official handicapper, giving some interesting information of his record sheets and suggestions valuable to race meet promoters. Incidentally we may add that in the future we mean to redouble our efforts to give our readers a periodical containing more illustrations and entertaining and instructive reading matter.

CARRIAGE builders and even makers of farm wagons are applying their attention to the use of ball bearings to overcome friction in the running qualities of vehicles. When considered, it seems absurd that so much thought should be given this when it has been repeatedly demonstrated that with heavy wagons on ordinary country roads the friction is but 10 per cent and the ground resistance 90 per cent! Draw your conclusions.

AND still the bell ordinance of the city of Milwaukee is in a state of innocuous desuetude. Public sentiment does not harmonize so well with the enforcement of the ordinance as some of the aspiring aldermen thought and they are now thinking, they would have been happier had they left well enough alone or that bicycles were submerged in the bowels of the earth.

Bell Ordinance Hanging Fire.

Chairman Starkweather, of the common council, has said that an unusual amount of interest has been taken in the proposed bicycle bell ordinance. A large stack of letters have been received by the council from prominent citizens expressing their disapprobation of the ordinance. Since riders have adopted the bell to warn pedestrians of the approach of a bicycle, the experience has been that accidents are more numerous. This fact is caused by the person who crosses a street, upon hearing a warning bell, stops to see in what way it is necessary to move to avoid being run into, and, in many cases, the person becomes irresolute and narrowly escapes a collision. On business streets the sound of warning is practically lost in the common din of business traffic; it frequently cannot be heard and much less located. Without the bell a rider can pick his way through a thronging crowd almost unawares, if he rides carefully and restricts his speed, and this is the point which commends itself to the consideration of our city fathers who make laws.

Corrected List of State Records:

Quarter mile, competitive, 27¼ seconds, Will Howie, Milwaukee, on Janesville track, October 10. Flying start, 31¼ seconds, W. W. Wilson, Jr., Wausau, September 15.

Half mile, competitive, 1:09, Louie Reed, Ripon, August 7. Flying start and paced, 1:04¼, A. M. Chandler, Waupaca, Marshfield track, September 18. Unpaced, 1:06, Ed. Roth, Milwaukee, National Park track, September 27. Tandem, flying start, 1:05, W. C. Neilson and Terry Andrae, Milwaukee, National Park track, September 29.

One mile competitive, 2:22, C. S. Williams, Erie, Pennsylvania, Ripon, August 8. Standing start, paced, 2:15, Louie Reed, Ripon, August 8. Unpaced, 2:24, Ed. Roth, Milwaukee, National Park track, September 27. Tandem, paced, 2:26, J. C. Schmidbauer, Milwaukee, and A. Krugmeier, Horicon, National Park track, September 29.

Two mile, competitive, 5:09, A. M. Chandler, Waupaca on Marshfield track, September 18.

Cycling Life has lost its able editor, L. J. Berger, but that loss to it is not so great as it is to the cycling world in general, for it retains an able and bright mind in Walter Wardrop, its present editor. Mr. Berger's retirement from cycling journalism takes away a spice from it which has flavored so much of our cycling literature that it will take a long time for us to appreciate anything else as well.



While taking a frosty spin recently, in company with the Mid-winter Ramblers, we had occasion to stop at Pewaukee to sit at the festal board and replenish ourselves with the timber which is essential to the sustenance of man—a wheelman especially. After dinner—plainly speaking—we lounged around the dingy inn and soon fell into a conversation with the genial lord of the house. "How is it," he said, "there have been fewer wheelmen coming through this town, by half, the past season than either one of the two previous years. Is it that the sport is on the decline or is it the hard times that has kept them from making long trips?" The information contained in the remark and the query caused me to reflect and arrive at a conclusion which I but vaguely had before. It is not bicycling that is on the decline, but the sport of touring. With the introduction of the safety, the pneumatic tire and the improvement of city roads, the bicycle has become a business commodity to such an extent that riders generally get as much riding as they care for during business hours and are not so much tempted to make a long journey on a Sunday.

* * *

Following in the wake of America's progression, England is beginning to think it would be a good idea if the two class racing rule were adopted there also and believe that possibly a sanctioning board should be created in the N. C. U., which would give it the power to control the racing interests exclusively in the granting of sanctions! This is getting to be real Americanistic!

* * *

If a cyclist wishes to enjoy riding at this time of the year, he must not be a slave to fashion, but he should adopt a rough-and-ready, though presentable style of dress, which mud and water cannot harm. Enjoyment in cycling vanishes as soon as precision and smartness in dress is carried to extremes.

* * *

While we wish to extend our congratulations to Ben Park, of Madison, in his election to the office of vice consul of the Wisconsin Division, we also want to express our deep regret that one of our most enthusiastic and able workers, Irvin F. Strauss, was thus excluded from the board of officers. It was too bad that two such good men were in the field for the same office. Mr. Strauss has done a great deal for the promotion of this division and we know everyone who knows what he has done appreciates it, but the fact is, the West wanted to be recognized and, with the strong vote from La Crosse, it was carried that way.

How He Became an Imbecile.

BY KATHERYN DONOVAN DOYLE.

He certainly was a well-looking lad—his worst enemies acknowledged that, but his worst enemies were not very hard on him. The most they said was that he was unsociable. A year ago no one would have said that.

He graduated from college at twenty-two and at that time was voted the right jolliest fellow that ever walked the campus, was revered as an athlete, admired as a student, and sought after as a friend.

Then he knocked about in the business world a year, obtained some valuable experience, made some friends, and suddenly resolved to become a lawyer; so he returned to college for the special course.

With a good constitution and sound health he plunged into his work, and all would have been well had he not been seized with an attack of literary fever. He might have kept up giving his days to study, but when he also spent his nights in literary work, nature rebelled. He denied himself society and relaxation and worked feverishly hard for three months; then for two months he tried to work as hard but accomplished less; a week longer he sat with books and pencil and strained his poor tired brain, and then came nervous prostration.

"Not a pencil—not a printed word for three months, young man," said Dr. Morton, "and as soon as you are able to get out, fresh air, exercise and pleasant companions. Mild excitement—no responsibility."

He had secluded himself so entirely that people had dubbed him "unsociable" and let him alone, and now, forbidden book and pencil, he sat alone day after day, irritable, cranky, pitifully sad, and looked out of his window. The street was sloppy, the trees were bare, the dazzlingly blue sky hurt his aching eyes; even the sweet call of the first bird failed to arouse him from his depression. The avenue was very quiet six hours of the day; he chafed under the confinement, the monotony; he measured time by sights, he found fault with everything in sight—the color of people's window-shades, the drapery of their curtains, but nothing—positively *nothing*—irritated him so intensely as a lot of young fools riding bicycles in that outlandish, strained position. Deformed dromedaries! A pretense of exercise—probably put just a little effort into their studies. Day after day he watched them and criticised, and developed a strong, unreasonable hatred of anything connected with a bicycle.

As soon as he was able to travel he went home.

His family and friends were shocked to find no trace of his old gay, care-free manner. A grave dignity made a different man of him, but in time, wrote Dr. Morton, he would recover.

In early June he was much better; his head pained him seldom now, but his gravity clung to him; he could not bear the confusion of a crowd of people.

Then came a letter from his old chum: "Come along, old boy, we will row, fish, drive—anything you like—for a month or two."

THE PNEUMATIC.

He took the next train, apathetically and traveled two days. He left the car with a sense of relief and looked around with mild interest; a dingy depot, a good road, a lot of trees, a river—nothing else in sight. Yes, there was a smart road wagon, a satin-coated mare and a colored driver.

"Mistah Dolibah? Yes sah; Marse Ward couldn't come. He meet you at the hotel. I'll drive you ovah, sah."

Down the long quiet road, a sudden turn to a long iron bridge, and what a view is opened!

The opposite bank of the river as far as the eye can see is a narrow strip of green park; beyond and above is the wide promenade; facing it on the opposite side are the hotels, numerous and attractive.

"What has the racial got me into?"

"Marse Ward" hadn't returned and Doliber was shown to his room.

Rooms on the fourth floor were in demand because, while wide, open verandas ran round the first three floors of the hotel; on the fourth floor the verandas were fenced off, each room having the portion in front of it; above the low railings that made the divisions were curtains of awning-cloth that could be drawn at will.

A rest of two months was showing an improvement in Doliber's condition, and it was with satisfaction that he viewed his room and discovered his private porch. He stepped to the front of the latter and looked long at the beautiful view of the river and park, and down below, where the hard yellow surface of the avenue was almost hidden by the bright parasols, the fluttering dresses and the rolling carriages.

Turning, he started, for across one corner of the veranda hung a hammock and in it lay a girl sleeping. A light wind stirred the soft silken folds of her white gown and lifted the laces; it blew her light hair against her cheek. One heel of her little shoe was pushed through the meshes of the hammock.

Doliber wondered how she happened there. "How feminine she looks in all those ruffles and—soft duds;

deliver me from masculine women who discuss politics and study law, and ride bicycles."

The girl opened her eyes wide and stared vacantly at the sky; then she looked vaguely toward him. Not yet fairly awake, she said, "Have you been asleep?"

"Perhaps—it seems like a dream, anyway," he said softly, smiling.

Suddenly, wide-awake, she sprang up, but—that treacherous heel—she was saved from falling by Doliber's arm.

Once more on her feet, she stood waiting with heightened color for him to say something.

Finally she asked, "Did some one send you for me?"

"No," pleasantly.

She frowned. Why did the man stand there so provokingly cool without explaining his errand? It was extremely embarrassing.

She looked startled when a tremendous thump, thump was heard from the room behind them.

"Ah! The porter with my trunks."

"Oh! Have you come? Why did you not tell me? I have been waiting for you to tell me why you were here."

"My friends took rooms lower down, and then they liked my little porch so well that they quite monopolize it sometimes, and Mr. Penning, the

hotel clerk, told me that I might use this one until you came. I beg your pardon."

She turned quickly toward the door. Ward's man and two porters were in the room.

"Oh, I can't go that way!"

Doliber surveyed her with his kind, calm smile.

"I am to remain a month. Must you be a prisoner until I go? You might," looking down over the railing, "jump over this, only—it would be apt to injure some one standing below."

She looked at him reproachfully and then she turned to the awning partition, unbuckled it, and, with a triumphant smile, she swept the curtain back on its rings, stepped over the low railing to the next porch, and was gone.

The world seemed to have lost something to Doliber.



ANDRAE RACING TEAM.

J. C. SCHMIDTBAUER. W. C. NELSON.
W. F. SANDER. E. A. VOGEL. W. C. SCHRADER.

* * * * *

THE PNEUMATIC.

Ward and Doliber were smoking on the lowest veranda in the evening. The former spoke.

"Sorry not to have gone to the station to meet you. Made an engagement three days ago, and I didn't expect you'd get here so soon. None to soon, though. I never saw anyone so changed in my life. It must have been a fearful strain."

Doliber nodded and his critical gaze wandered out over the promenade where two or three bicyclers were making the landscape hideous.

"What an insane practice. If I wanted to advertise myself an imbecile I'd ride up and down on a wheel."

"Why, Dolly, you astonish me. What caused you to dislike them?"

"Nervous prostration, I suppose, but I don't get over it. I have an undying hatred of them. If people want to exercise, why don't they *exercise*—not pretend to?"

The riders passed out of sight, and he went on, "Say, Ward, who is the prettiest girl here, with—a white dress, and—a heel on one of her shoes?"

Ward burst into laughter.

"Mary Fern, or Jeanne Mallon, or Helen——"

"No, the *nicest* girl here."

"Give it up, it wouldn't be safe to say."

A girl, with "a white silk dress and a heel on one of her shoes"—and a deep color in her soft cheeks—sprang up from a bench behind the speakers and went away, saying to herself, "I'll make it the business of my life to convert him. 'Bicycling is a monster of such hideous mien,' etc. 'But after once seeing him face to face, we first endure, then pity, then—embrace.' I think I see him embracing in about two weeks. First I must make a good impression—which may be I haven't already, judging by what he said—then I must get him used to them, and then——" with a dice nod of her pretty head.

That evening Olivia Curtice danced three times with Mr. Doliber. During the last dance she told him that this was her ninth consecutive dance and that now she was going to stop—not that she was at all tired—but that she wanted to be out early in the morning.

"Nine times in succession! Why do you stand it so much better than the rest?"

"I suppose I am strong because I ride my wheel so much. Oh, I do enjoy the roads here! You ride?" she added, looking up shyly.

"No, that is a pastime that I do not indulge in."

"Why didn't he say 'That is one in which I do not advertise my imbecility,'" she thought.

The music ceased and Doliber regretfully took her to her aunt; then joined Ward and strolled out into the open air.

"Ward, what makes people fall in love—the season of the year, or the condition of one's liver?"

"The condition of one's Olivier, I should say," remarked Ward wickedly. "It's a way we have of manifesting our idiocy."

The next day Miss Curtice sauntered in to dinner, daintily gowned, and from an adjoining table, Doliber heard this conversation, though 'twas in low tones.

"So you are back, Ollie? Are you tired?"

"Yes, Aunt Lotta, pneumatic tired and punctured at that—which means I haven't anything inside of me—not even air. I hope that black rascal will appear shortly with something to eat. Ah, there he comes. Approach, fair Sambo, sprint on the last quarter and I'll be the winner. Then I'll make the pace for you on the next course and finish ahead by three widths."

"Ah, child, when will you cease using so much bicycle slang?"

"Those are technical terms, aunt, I assure you."

Doliber was conscious of a distinct pain, a wild desire to laugh, and a satisfaction in being near to Miss Curtice, but his pain was nothing compared to what he felt when he stood on the veranda, later, and saw her gliding gracefully down the promenade on her wheel, smiling at her companion, a fine-looking fellow, whose physical perfection was displayed to the utmost advantage in his riding-suit.

And then the struggle began and lasted for days. Doliber was not one to yield easily and his love for the rider was little stronger than his hatred of the ride, at first.

In time he noticed with dismay, that he looked without disgust on the riding; then he caught himself examining different makes to know which was best.

Once he stood on the steps when Olivia, rosy-checked and smiling, dismounted, and asked her if she had enjoyed it.

"Yes, if one can enjoy advertising one's imbecility," she said demurely, but their friendship was too firm then for him to be displeased.

The time came when he gave up, freely and completely, all prejudice.

One day a child was thrown from a swinging hammock, and the blood flowed profusely from a dangerous cut.

Olivia was on her wheel in five seconds tearing down the street; in less than four minutes a doctor rode furiously up and cared for the little one. Doliber, who had been trying to check the blood, turned away pale, thoughtful and convinced.

Would you know to what further depths he sank? Read his own words, written about a year later:

"June —.

"DEAR OLIVIA:

"I found your welcome letter on my plate this morning.

"Thank you for congratulations. My one regret was that you were not in the grandstand to see how beautifully I won. 'Twas a pretty finish, if I do say it. I won by a furious sport at the finish. To say the people yelled doesn't begin to express it—they simply 'raved and tore.' In one of the pictures taken, one fellow seems to be in mid-air.

"The reason for the great demonstration was that T—— College sports were willing to bet 'all kinds of money' that Chase would win the race. Of course, I wouldn't let the boys bet on me—not from any religious scruples—but I was not confident of winning, as Chase was doing some

THE PNEUMATIC.

fine riding. He had not been defeated yet and T— College has always won the bicycle race.

"Young was more popular than I before the race, and even made bold claims to being the fastest rider in the University.

"I disputed his right to the title and got away with the prize. I have been decidedly 'in it' ever since. But that is not all—I went to Chicago that night and the next afternoon won the two races in which I rode in the Interstate Field Meet. Well, I had to get a new hat then—about three sizes larger.

"At Chicago, our eight men won twenty points, while University, with forty men, only twenty-three, and University, with twenty-six men, won thirty-two; so we made the most remarkable showing.

"I was lucky in having a good man to start me off. He gave me lots of good advice about how I should ride to win.

"I enclose my portrait from one of the papers. There were more—all as beautiful and perfect as this.

"Are you tired of bicycle gas?

"But I must tell you how the boys here demonstrated when they heard we'd won nineteen points. Had a bonfire that blazed as high as the buildings and scorched all the paint off the nearest ones; lashed an old coffin T—College and burned it; shot away all the powder in town, and, from the number of fellows who were hoarse yet Monday, I judge that the demonstration was a 'howling success.'

"Monday night a hundred boys marched all over town, dressed in 'the trailing garments of the night.' I kept dark but they caught me and I had to make a speech, telling 'how I won.'

"I passed the state board easy—it was a snap, but I was so busy beforehand (and it took three days to pass) that I couldn't write about the races before.

"When I whizzed past the tape in the final race I thought of you, for I knew no one cared more to have me win than you.

"By the way, Olivia, I'm going to send you another picture—do you care? It is one of me on my racing wheel.

"You say you went fishing. Carried the fish home in your eye, I suppose. You didn't mention how many you caught.

"No, Miss Greeley is not here now, but her sister, over whom so many rave, is. I guess there is something wrong with me, for I don't see anything to rave about.

"* * * Well, the dinner bell broke in on me here and after dinner four of us played cinque for the ice cream. I had to pay for half of it, but we got even with them

tonight, as we played again and we won. My partner told me not to say 'we'—I felt like smashing him.

"The members of our class have written their names in bright letters of gold on the dome of fame by the way they distinguished themselves last night. They—I was not in this—got 'Teddy' to drinking whisky, a quart of which had him pretty well organized and in good shape to tell stories. This kept his attention while the rest of the boys tore up every inch of wire fence on the campus and carried it off. Even the faculty declare that it was the most creditable thing the boys ever did. You can hardly imagine how it improves the looks of the campus.

"Talk about hand shaking! My hand was 'shooked,' pinched, squeezed, gripped, pulverized, wrung and manipulated on last Monday and Tuesday, when I got back from Chicago, till I most wished I had not won. But, Olivia, I

would like to have had one kiss from you. (I may be rash in presuming that that is what you meant, but I cannot forget.) This is the last page of my tablet, so you are just saved from a doleful love story. You have heard it from me before this, many times.

"Be sure to write and let me know when you start for the lake.

"Sincerely yours,
"FRED DOLBER."

One of the Class A's.

Among the racing fraternity one of the prominent young men who deserves recognition for his good work is Edward W. Roth, whose picture accompanies this, mounted on a Telegram Sanger racer. His cycling career dates back to the spring of 1891 when he was induced to ride an old bone-shaker. Later, that year, he left a remunerative position as a wood

engraver and embarked in the bicycle business, which he quit in disgust two years later and accepted a responsible situation with the Binner Engraving Company, which he still holds. He is but twenty-five years, although generally taken to be much older. His winnings have been principally on the road and the most important of them are these: Madison road race, 1893, first time prize, third place; Oshkosh-Neenah, 1893, first time, fourth place; Thiensville-Milwaukee, 1899, first time, seventh place, defeating Chicago cracks, Ulbright, Peck and Asman; N. S. C. C. club road race, 1894, first time, tenth place; Waukesha-Milwaukee, 1894, second time Wisconsin riders, being beaten by Crocker 32 seconds. During all this period Mr. Roth confined himself almost entirely to road work, but at the Milwaukee Wheelmen tourney, held last fall, he distinguished himself winning the three events in which he was entered, all handicap races. He will ride tandem with Harry Crocker next season and believes they will ride the mile in 2 minutes or better.



Edward W. Roth.

THE PNEUMATIC.

An Unexpected Ride.

BY WM. M. POYER.

It was the last week in November, 189—. The roads and weather had been fine for the greater part of the month and W— and I had been planning all the week to take, on the first day of the next week, what we had good reason to suppose, from the usual condition of the weather at the beginning of winter, would be our final ride of the season. With Friday, however, came a strong southeaster, bringing toward evening a cold, dismal rain. The afternoon paper gave the weather forecast as "rain or snow Friday; Saturday, cold wave, wind northwest."

On Saturday morning it did not take long to conclude, while walking down to my office with coat collar turned up about my ears, that W— and I would not wind up the riding season as per calculations, and might as well make up our minds to sing with James Whitcomb Riley:

"It ain't no use to grumble and complain—
It's jes' as cheap and easy to rejoice,
When God sorts out the weather and sends rain,
Why, rain's my choice."

W— had gone out of the city on Friday, expecting to return on Saturday evening. About 3 p. m. I answered a ring at the telephone.

"Is that you, M—?" It was W—'s voice.

"Guess so. You'll be on hand to take that ride tomorrow morning, of course?"

"Well, no, not after such a rain as last night's. But I want you to bring your wheel on the seven o'clock train this evening. We'll have a ride tomorrow on the finest road you ever saw—a road that's only good when frozen, and it's in prime condition now; I've just been trying it. This is no joke. Be sure to come. Good bye."

"Say, W—! Hello!" I gave the instrument a vigorous ring and placed the receiver to my ear, but no further response could I get.

"Confound him!" I muttered, "I won't go. The idea, following such a drenching, of there being a good road anywhere within a thousand miles of Milwaukee, and especially a frozen one! The streets here are bad enough; but up where he is—a frozen, rutty country road; think of it! I'd rather stay here and work. I suppose he fears it will be so lonesome for him over Sunday that he wants to get me up there to help him kill time, and, knowing I wouldn't come unless there was a ride in prospect, told me to bring my wheel. It won't work. I'm not to be caught with any such shallow trick as that."

"What could a fellow do in that little hole-in-the-hills, anyway? Go to church and, by contributing twenty-five cents, astonish the minister with the unusually large collection; and pass the afternoon sitting around waiting for night to come. I don't believe there's a girl in the whole village a fellow would go a block to see, so what's the use of spending Sunday there?"

I didn't know then that W—'s native "village," as I called it, was a full-fledged city of some three thousand

inhabitants, set in a scene of natural beauty seldom surpassed, nor that it contained not only one but a dozen, and more, for aught I know, of attractive and entertaining young women that even a city fellow would go—nay, has gone—blocks to see, and who are always ready to make it pleasant for a stranger.

Returning to my desk I went to work, but couldn't help wondering now and then whether there really was any foundation to what W— had said about the road and a ride next day. At last curiosity and the desire for a ride got the better of my judgment and I concluded to surprise him by accepting his invitation. Looking at my watch I discovered there was barely time to get my supper and reach the train. Hastily closing the office I hurried home, bolted supper and reached the train just in time to turn my wheel over to the tender care of the baggageman, who couldn't see "where a fellow was expectin' to ride in such weather."

At eight o'clock I stepped from the train at Port Washington and was greeted by W— with a hearty hand-shake and the question: "Brought your wheel, didn't you?"

"Yes; thought I'd be foolish just for once," said I, and went forward to get it from the baggage car.

"You would have been foolish if you hadn't," he replied, in a tone which caused me to think that perhaps there was something in his proposed ride, after all.

W— had his wheel, and, following his lead, I soon found a hearty welcome at the home of his parents, about half a mile from the station.

"Now," said he, after we were settled around a glowing coal fire, "the moon is so bright I propose that we ride out about fifteen miles and beg a night's lodging with a family both of us know, taking a further ride and returning sometime tomorrow."

"But who is the family and where is the road you are so mysterious about?" I protested.

"Oh, you will know all about the road before you've gone half a mile; and as to the family, well, call them Smith; that's as good a name as any. Let's oil up, strap our overcoats on the handlebars and get started. It will be nine o'clock in a few minutes and we don't want to turn the people out of bed to let us in after we get there."

We were soon started, W— leading the way down through this little city, an occasional glimmer from some window emphasizing the fact that most of its inhabitants believed in the first part, at least, of that maxim which says that certain desirable things will follow early repose. Suddenly we were on the shore of Lake Michigan and ere we had gone twenty feet over the frozen sand it all came to me in a flash. "Oh," I exclaimed, "the beach is the frozen road, and we are to stop at Amsterdam with those old acquaintances of mine that you call the Smiths."

Shall I ever forget that night and ride! Turning our faces northward we were soon out of sight of the city around a projecting point and amid a scene of solemn beauty that took away all desire for speech. On our left

and behind us were towering bluffs, either bare or clad with evergreens and ghostly birches, their seaward faces cast in deepest shadow by the westering moon. The wind, which had fiercely fought the waves all day, had sunk to complete repose, tired after its victorious struggle, and the once more peaceful sea softly whispering kissed the cold shore, as if begging forgiveness for its wrath of yesterday. Ahead of us stretched a path of sand, washed broad and smooth, and hard as pavement. Gliding swiftly side by side, we might have appeared to a spectator, had there been one, as unsubstantial as our own shadows which we flitted swiftly after through the pale winter's moonlight.

Is it the condition of the atmosphere or the reflex of one's thoughts and feelings that, on a clear winter's night, causes the moon to seem so cold and chaste and far away, like the face of some cloistered virgin shining with the calm, clear light of holy contemplation, and on a mid-summer evening, so warm and soft and near, like the face of one we love.

How can one describe a scene or experience new to himself and to his listeners!

Ever and anon we passed the mouths of deep, dark ravines, and slopes wooded to the sands, where ill-defined shapes and even the gloom itself seemed ready to rush out upon us. In some places the beach would be not more than ten feet in width, in others a hundred; and sometimes the bluffs would recede entirely from the shore, giving place to forests or swampy levels. The shore-line lay in curves, some long, some short, from one point to another, keeping us in anticipation of new scenes and experiences as each point was gained and passed.

At one place a few rods from the shore a mastless and broken bulk lay stranded, bringing unbidden thoughts of drowned sailors, cast with upturned face upon the sands; and a little further on stood a deserted fisherman's house, void of window-sash or door, staring at us with black, hollow eyes, fit habitation for a drowned sailor's ghost. Still further on we heard a cry as of something in distress and saw a short distance in advance a white object fluttering on the shore. We found it to be a sea gull with a broken wing, the tip imprisoned in the frozen sand. How came this wild, storm-loving bird in such a plight? Was it caught in this icy trap during a short rest from the buffeting wind and its wing broken by its efforts to escape, or was it the victim of some cruel gannet? Finding it could not fly we removed it from the danger of starvation and went on.

At last—for all things must have an end—some buildings loomed in sight and we saw back on the bluff, which here recedes from the shore some forty rods or more, the Mecca of our moonlight pilgrimage—the large, old-fashioned mansion of our friends, the Smiths. In but little longer time than it takes to say so, we were receiving a welcome at their hands which to call cordial is making but scant use of the truth. Here we found, much to our surprise, some common friends, residents of the city we had left two scant

hours ago, and seated around the fire we recounted, without undue embellishment, the delights of a moonlight cycle ride upon the frozen sands.

During the conversation which followed we learned that the frozen road, even better than the portion we had passed over, continued to the city of Sheboygan, with scenery along its way, different but fully as interesting as that we had described. We therefore decided that the next day we would ride to Sheboygan and back to Port Washington, a trip of forty-five miles.

Bed-time came all too soon and, with good-nights said, W— and I retired to sleep and to dream what dreams might come after such a ride.

Is not the story long enough? Then let us leave the sleepers where they are and the recounting of the morrow's ride but a dream of what may be.

Interesting to Milwaukee Riders.

The Milwaukee Wheelmen are talking about having a greased pig chase on New Year's eve.

Will Howie is credited in the *Referee* with the competition quarter mile Class A record in 27¾, made at Janesville, October 10.

Who knows anything about the doings of the Associated Cycling Clubs of Milwaukee? Winter is here and it is about time the interest was revived again.

Parker Serconbe is no longer a resident of Milwaukee. Some weeks ago he removed with his family to Mexico, where he will no doubt engage in some business. The health of his wife demanded the change.

The North Side Cycling Club has arranged to have a series of socials the first Wednesday every month through the winter. The first one was held December 5 and attracted a good number of the members.

The election of local club officers for the year of 1895 will take place in January. At present there do not seem to be any aspirants for office in the Milwaukee Wheelmen. Interest in the North Side Cycling Club is perhaps the warmest, while in the Mercury Cycling Club it is comparatively tame.

It is to be regretted that A. C. Runkel, president of the North Side Cycling Club, had his nomination for assemblyman listed on the Democratic ticket in the last election. His district was distinctly Republican and as a consequence he met defeat. He would have been a desirable man to work for wheelmen's rights in the legislature.

Oscar E. Binner, who moved to Chicago last spring with his engraving plant, now enjoys the reputation of producing the finest work in the big city and does a business equal to the largest in the country. By his removal from this city Milwaukee has lost one of its most enterprising young men and the Milwaukee Wheelmen lost considerable when he went, perhaps more than they at present realize.

THE PNEUMATIC.

Doings of the Wisconsin Division.

While in Washington, D. C., recently, Chief Consul A. Cressy Morrison called on General Roy Stone, special agent road inquiry of the agricultural department, with a view toward acquiring more information to promote the good work of roads improvement in the state. Mr. Morrison, being also a member of the National Good Roads League, representing Wisconsin, by appointment of Governor Peck, was shown immediate recognition and a conference was held which was productive of good



A. CRESSY MORRISON,
CHIEF CONSUL WISCONSIN DIVISION L. A. W.

results. Mr. Stone evinced a deal of interest in the Badger state and promised to be at the Wisconsin Good Roads banquet to be held in Milwaukee about January 30. He has also offered to have good roads literature, such as the government is now issuing, sent to every name which the Division can furnish him. This is a move far in advance of many older and larger states and with the co-operation of all League members, an interest can be stirred up in this state which will redound to the glory of the Wisconsin Division ever afterward.

League members may be set to thinking by the foregoing in what manner they might lend their support in the work of advancing our pet scheme of road improvement. In no way can it be done better, for the present, than by sending to the secretary-treasurer all the names of town supervisors and road masters and influential and intelligent farmers. This work needs the help of everyone interested in the improvement of the highways and if the young men of the great state of Wisconsin and particularly the members of the League and other bicycle riders will assist in taking the initiative in the important work to be done, the improvement of our roads will be realized much sooner.

The banquet to be held at the Pfister hotel with the object of organizing a Wisconsin Good Roads League is now an assured thing. More than \$300 has been subscribed for the organizing fund and more is still being added. General Roy Stone, of Washington, Isaac B. Potter, of New York, Sterling Elliott, of the Good Roads Bureau, Volney W. Foster, of Chicago, Governor-elect Upham, Governor

Peck, A. Cressy Morrison and many others will be the speakers of the evening. Many prominent men from throughout the state will be present and the affair is looked to as the event which will mark the beginning of an active factor which will bring to a realization long cherished hopes in the betterment of our state roads.

* * *

Therebuilding of the old government post road between Green Bay and Chicago will probably be the first step in which all efforts will be concentrated by the new League. From the Chicago end a macadam road is now completed as far as Fort Sheridan and means is already at hand to continue the work to Waukegan, a distance of forty-two miles toward the objective point. Illinois will carry it to the state line and Wisconsin will take it up forty miles to Milwaukee and then on through the northern towns to Green Bay. But while this is progressing the Association will do effective work wherever a spirit of the necessity of good roads can be aroused.

* * *

The Good Roads committee is trying to induce the supervisors of the city to get the pauper labor of the city and county put to use on roadways. It also proposes to utilize the able-bodied poor who apply to the city and county for aid in breaking stone in sheds erected at convenient locations.

* * *

A local newspaper scribe has been endeavoring to bring censure upon the L. A. W. by falsely stating that the proposed banquet was to come out of the division funds. He did this without consulting any of the officials, simply surmising that it would be so. Never was there a more erroneous statement made. The division treasury will not contribute

toward this banquet fund at all and never meant to. It is being raised among public spirited business men.

* * *

For years, in fact ever since its inception, the state meet of the division has never gone a-begging and it is not likely that it will this coming year although every movement pertaining to the capture of it is still in the dark. Madison would like it but feels timid about extending an invitation on account of its poor track; Eau Claire and Marshfield



ROY PARK,
VICE CONSUL WISCONSIN DIVISION L. A. W.



M. C. ROTTER,
SECRETARY-TREASURER WISCONSIN DIVISION L. A. W.

have decided to wait another year while Marinette would take it any year if the boys saw fit to come north so far. Beloit, it is believed, is quietly working in raising a guarantee fund while Janesville and La Crosse may surprise us by coming to the front at the last moment.

The State Board Meeting.

The board of officers meeting of the Wisconsin Division, L. A. W., has been postponed to December 27, owing to the



H. P. ANDRAE,
STATE REPRESENTATIVE WISCONSIN DIVISION L. A. W.

inconvenience of the other date to some of the officers. The board will be represented this year by the following: A. Cressy Morrison, chief consul; Ben W. Park, Madison, vice consul; M. C. Rotier, secretary-treasurer; H. P. Andrae, Milwaukee, and Dr. D. S. McArthur, La Crosse, state representatives; B. W. Pulling, Marshfield

Cycle Club, L. E. Hall, Ripon Cycling Club, F. S. Walker, La Crosse County Wheelmen, club representatives. The business meeting will be held at the Republican House as usual, but no special programme of entertainment will be arranged on account of the proposed good roads banquet to be held in January.

The Newly Elected Officers.

On the preceding pages we present to our readers half-tone portraits of the Wisconsin Division officers recently elected by the members. Most of the faces are familiar and the cycling biography of these men have been written up before, except one and that is Dr. D. S. McArthur, of La Crosse, the newly elected state representative. It was in the year 1869 when Mr. McArthur began his cycling career by mounting one of the new American velocipedes consisting of two wooden wheels one directly back of the other with crank propulsion on the front wheel. He continued to ride that until the furore of the fashion



DR. D. S. McARTHUR,
STATE REPRESENTATIVE WISCONSIN DIVISION L. A. W.

became subdued—owing to natural consequences. In 1888 he took to the ordinary riding it for a few years and then quit only to resume the sport again in 1892 when the improved safeties caught his attention. Since this time his interest in the sport has been unabating. Joining the League he was appointed a year later to the office of local consul. The interest he has shown in League work is evidenced by the large membership in La Crosse, which can be attributed principally to his personal efforts. As a just recognition for this, the members of the state saw fit to elect him to the office of state representative and the League cannot boast of a better man. Mr. McArthur is a doctor in La Crosse, enjoys a large practice and uses his wheel continually in visiting his patients. With all his business, however, he still finds time to mingle in with the wheelmen and is a right popular fellow.

Madison's Assemblage of Toughs.

It was a dark night but quite fitting for an occasion such as the Madison Cycling Club was engineering. Through the alleyways and dark side streets on this particular night dirty, beamrched, clothes-tattered looking objects were seen moving along, looking furtively around to the right and to the left as if they were fearful of being recognized or detected where they were going. The rendezvous of these mysterious looking tramps became apparent when they clumsily ascended the stairs of the Brown block. They entered the Madison Cycling Club's headquarters and there in the illuminated hall the features were made recognizable and underneath the dirt-covered faces we beheld such fellows as Ben Park, Holmesie, Knudson, Udell, McDaniels, Purcell and many others, in fact all the shining lights in Madison cycloedom. This discovery cleared away the mystery. It was a burlesque on a poverty party. Space does not permit to go into detail what the boys did that evening. The time was a pleasant one can well be imagined. A. Dyson Daggert was awarded the first prize by the judges for being the toughest looking man. The affair wound up by a meal of bread and weiner wursts served on wooden plates with coffee in tin cups.

The Chicago Show.

The first annual exhibition of bicycles and accessories will be held in Battery D and Second Regiment Armory, Chicago, for one week, commencing January 7. One of the features will be a series of living pictures, showing the many styles of cycles, from the old-time 100-pounder down to the 15-pound racing wheel of today.

Twice the amount of floor space assigned to the exhibition of cycles could have been disposed of to the trade, which proves that merchants anticipate a large event. Secretary Sam Miles, of the association which has the management in charge, believes that the capacious halls will scarcely hold the people who will come to see, hear and learn.

A. A. Billingsley, ex-chief consul of the Illinois Division, is a candidate for the presidency of the League.

Hardware Trade and Bicycles.

The *Hardware Bulletin*, a New York trade journal, foreruns the course of the bicycle trade and devotes several pages of a late issue in briefly stating what the various manufacturers have to offer for next year. It says: "Nearly all bicycle manufacturers are making preparations for an increase over their last year's output of machines and the sentiment is almost universally expressed that the demand for wheels during 1895 will largely exceed that of the past season. The increased interest in cycling is unquestionable, it being forcibly shown in one direction by the early demand for an announcement of prices and information regarding the product of the wheelmakers by the hardware trade and those interested in bicycle matters generally. Through the hardware trade bicycles, it is safe to say, will be marketed to a much larger extent than ever before."

A correspondent on the subject of the hardware dealer in the bicycle business in the same issue says this: "Because exclusive bicycle dealers fail in many instances to make a success of selling wheels at a profit the wide-awake hardware dealer should not take fright. The exclusive bicycle dealer had to run a whole establishment for the wheel business alone. A merchant has his establishment in good working order and can add one more line without adding perceptibly to his present expenses. Again, a merchant has more people coming to his store than the exclusive bicycle dealer has in his. He has been established in business for years and has many friends who will trust to his judgement in the matter of selecting a bicycle, even though there were an exclusive bicycle house on either side of you."

"My advice to the retail hardware dealer who is so timid on this subject would be to try the thing before he condemns it."

SUCCESSFUL MERCHANTS.

"Very few retail hardware dealers, proportionately, who have ever given the bicycle business a fair trial have discontinued it. They learn to like the business and usually end up with riding a good wheel themselves. Don't get too many makes on the start. You'll soon be able to judge for yourself as to that part of it. Go lightly on bicycle sundries until you get further along in the business. Your customer will, as a rule, wait until you can get in what he wants in that line from headquarters."

A GROWING BUSINESS.

"Let it be known far and wide that you are in the bicycle business with the rest of them. Conduct the business on the same lines as you do in other important items in your stock. Think for a moment of the hundreds of thousands of wheels now in use and the probable increase to be expected on an article that is growing in popular favor and that has come to stay, and decide to get your share of the benefits to be derived in the way of profits on sales that will surely go to those who are not afraid to tackle the wheel business. Don't be a turtle, be an eagle."

Paragraphs of Interest.

The total number of wheel riders in Mexico is but 400.

The Elwell tourists will journey over the Bermuda Islands in January.

The next meeting of the National Assembly, L. A. W., will be held in New York, February 20.

W. S. Maltby is creating a great stir in far western cities giving exhibitions of trick riding as he travels along placing agencies for a wheel firm.

The Bell Telephone Company, of Cincinnati, O., have mounted thirty inspectors on bicycles. Thirty horses and as many buggies have been displaced thereby.

The *Syracuse Standard* says one of the mistakes the American cash prize league made was in giving too large purses. Cyclers returning from Europe say the purses there are small, but the fact that races are held almost every day enables the racing men to earn big money in the aggregate.

The Massachusetts Division has realized that the spirit of the times points to liberal advertising in all things. It has just established, through its chief consul, Mr. Sterling Elliott, a division press agency, for the collection and dissemination of news concerning the division, its aims and objects. This agency will in every way seek to keep always before the public the fact of the existence of the division, its main object of highway improvement, and such local and personal intelligence as will be applicable to certain localities. In the establishment of this agency the division has recognized the fact that it must conduct a systematic plan of publicity.

The Lenz Relief.

A committee, consisting of J. J. Purinton, John W. Grove and J. P. Langhaus, has gone to work to organize a relief expedition to go in search of Frank Lenz, the globe girdler who is lost in Persia. Congress will be appealed to, and the state department urged to renew efforts in view of the Armenian outrage at Biflis, Turkey, of which there is no doubt but that Lenz was in the midst of, and is now held captive by the Kurds.

Sanger Still Disengaged.

Contrary to reports Walter C. Sanger has up to date closed no contract with any cycle maker although the manager of the Humber company has been after him and he has received immense offers from Spaulding, Union and other companies. France wants him for next season to ride in professional races but he has declined emphatically.

Harry Crocker Makes a Change.

The Union Cycle Company's branch loses Harry Crocker the first of the year. He has closed a deal with the Telegram Cycle Manufacturing Company to go on the road and will start out immediately after the Chicago Cycle show. In the summer he will also do some riding in company with Ed. Roth. The bicycle will be represented by a strong team.

THE PNEUMATIC.

A New Cycle Factory.

The New National Time Recorder Company, of which P. H. Bolte is manager, has branched out into the bicycle business. Although employed in the manufacture of workmen's time recorders, Mr. Bolte's inventive genius enabled him to build a bicycle that proves to have several advantageous points by the simplification of its construction. The lines of the wheel does not deviate from any other improved make, but much of the detail work is recognized as an improvement. Mr. Bolte, it will be remembered, was the inventor and builder of the Sanger racer and Telegram machines and with his wide knowledge in the cycle building line it is safe to believe his latest wheel will be practical.

Another late invention of Mr. Bolte's is a patent automatic pacemaker. It consists of a narrow band of tempered steel wire, running the full length of the track, carefully brazed at the ends. This encircles the track just outside of the pole, and will be something on the plan of the cable car, with the difference that, instead of sheaves, it will pass through rollers—held together by a spring.

These will be placed some sixteen feet apart, in order to hold the band in position. They will run on ball bearings and will number 135 in all, and will be six inches in diameter. Attached to the band will be an arm, adjusted in such a way that it will in no way interfere with the passage between the roller. It will be made of wood for lightness' sake, for the arms, when in motion, may go at a rate of a mile a minute.

The motive power will be electricity, or whatever is the most convenient. The machinery is so carefully adjusted that it may be run at any speed the rider may wish with a one-third horse power engine or dynamo. In the enclosure are two wheels, geared together in order to drive the tape. They will be three feet in diameter. In order to get the speed for the different gaits Mr. Bolte has invented a pinion, constructed with the greatest exactness, by inserting which, according to need, the speed is regulated. The pinion will be of various sizes and gauged for the time desired to be made.

The object of the arm now becomes apparent. When everything is ready for the race the machinery is started and the band starts around the track, carrying the arm with it. At the point where the arm is adjusted is a trigger

that trips the pistol, and the rider and indicator start together. The pinion having been set at a certain speed, the wheelman knows exactly what time he is making.

In addition to this, Mr. Bolte has invented an indicator which will record the laps accurately and work in connection with the tape. It will consist of an iron screw placed at the end, having fifty-six threads to an inch, and, as the wheel revolves that drives the tape, a pointer is raised on a large indicator, sixteen feet high, placed in front of the grand stand.

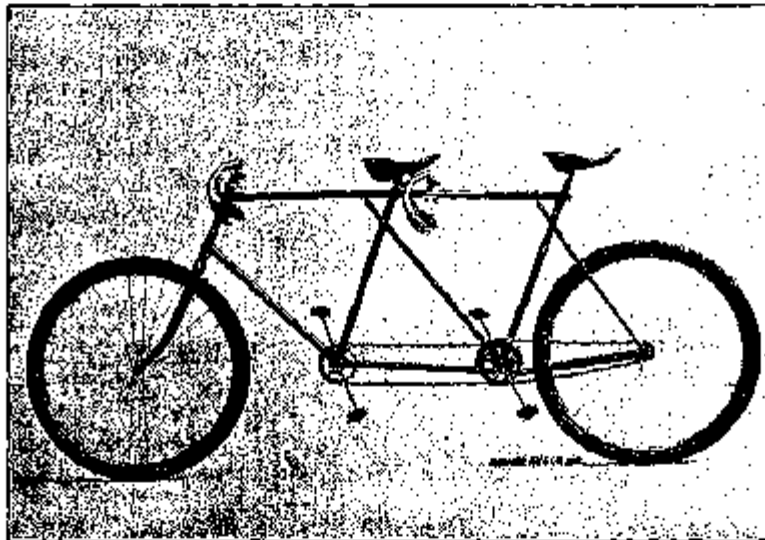
Ramblers for 1895.

The Gormully & Jeffery Manufacturing Company are out with their preliminary announcements of the '95 line. Seven machines will be listed, including the tandem. Briefly described they are as follows:

No. 12.—For general use and for business men. Made

in three heights of frame, namely, 21, 23 and 25 inch. The 23-inch will be the standard size, and will always be sent unless otherwise specified. Wheels, 28 inches in diameter, with 1 1/4-inch tires, steel or wood rims; handle bars, 3/8-inch tubing; 6-inch tread; wheel base, 48 inches; weight about 26 pounds, all on.

No. 14.—A light scorchers or boulevard wheel; also made in three heights; 1 1/4-inch tires; wood or steel rims, new pattern ram's-horn



Telegram Tandem.

handle bars bent forward, downward and back to a position where they can be held to best advantage in scorching; wheel base, 44 inches; weight, about 22 pounds.

No. 10.—Racing wheel, every part being made as light as possible consistent with safety; weight, between 15 and 16 pounds.

No. 11.—Similar to the one sold in the past, being designed for extra large and heavy men; 32-inch wheels, 1 1/4-inch tires, steel rims; weight, about 35 pounds, all on.

Model D is a new ladies' wheel. In this the G. & J. Co. have departed from old designs and made a machine with a double tube, straight frame, 6-inch tread, laced dressguards; wheel base, 42 1/2 inches; 1 1/4-inch tires; weight, about 26 pounds.

Model E is similar in construction to Model D, excepting that the wheels are 28 inches, with 1 1/4-inch tires, wood rims, 40-inch wheel base and lighter generally in construction, making the weight about 20 pounds, all on.

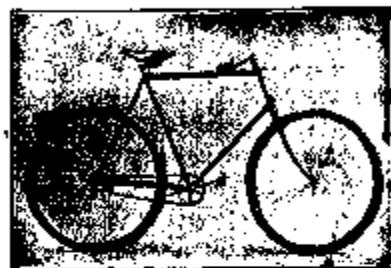
The tandem will be somewhat improved over last year; made in combination form and also for men only; weight, 50 pounds, or possibly less.

THE PNEUMATIC.

Andrae's '95 Announcement.

The announcements of the cycle manufacturers what their line will be next season are well under way. The Julius Andrae Cycle Works is out with the following line of '95 models:

Light Roadster Safety, fitted regular with $1\frac{1}{2}$ -inch Morgan & Wright tires and wood rims, weight complete 24 pounds. Price \$100.



Andrae Road Racer, fitted with $1\frac{1}{2}$ -inch Morgan & Wright tires, wood rims, weight complete $21\frac{1}{2}$ pounds. Price \$100.

Lady Andrae, fitted with $1\frac{1}{2}$ -inch Morgan & Wright tires and wood rims, weight complete 22 pounds. Price \$100.

The Andrae Racer, fitted with $1\frac{1}{2}$ -inch Morgan & Wright tires and wood rims, weight complete 18 pounds. Price \$100.

All diamond frame machines will be furnished in three sizes: 21, 23 and 25 inch. Drop frames will be furnished in two sizes: 19 and 23 inch.

In addition to the Andrae cycles, the company will introduce a new line of wheels known as the "Sunbeam," which will consist of the following thoroughly reliable medium grade wheels: Nos. 19 and 20, 28-inch diamond and drop frame, \$75; Nos. 17 and 18, 28-inch diamond and drop frame, \$60; Nos. 11 and 12, 28-inch diamond and drop frame, \$50; Nos. 13 and 14, 24-inch diamond and drop frame, \$40.

The company expects to double its output the coming season, basing its calculations on the satisfaction their wheels have given the past years and the encouragement received from their agencies everywhere.

Trade in Wisconsin.

The Monarch Cycle Company, have five new models for 1895. The heaviest machine weighs 26 pounds.

F. A. McKillips, in the hardware and bicycle business at Arlington, has been succeeded by McKillips & Bisell.

At Fond du Lac J. B. Benn has leased a factory plant and will begin the manufacture of a ucyelometer of which he is the patentee.

The John Pritzlaff Hardware Company have taken up bicycles and will handle the Featherstone line, the wheels Lindsay Brothers formerly sold.

The Hansen-Huennkens Cycle Company of Milwaukee has filed with the secretary of state an amendment to the articles of incorporation, changing the style of the company to the Huennkens Cycle Company.

The Edgerton Hardware Company, of Edgerton, has been incorporated. The incorporators are E. W. Lowell, Frank W. Douglass, J. W. Lindley and W. P. Harvey. The capital stock of the company is \$2,000. They will carry a side line of bicycles.

At Mukwonago the foundation has been laid for the new bicycle factory, which will be pushed to completion as rapidly as possible. A company to occupy the building has been organized under the name of the Mystic Cycle Works. The incorporators are A. Harden, Perry Camp, Clinton Palmer and others. Capital stock, \$6,000.

Here's One for Milwaukee Aldermen.

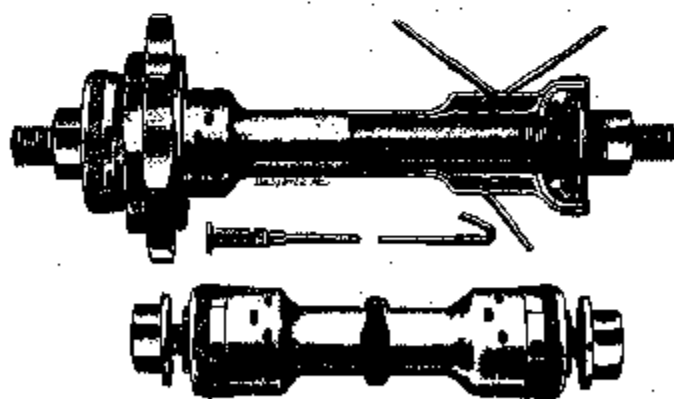
First Citizen—"It is not enough that bicycles carry bells; the law should enforce a regular system of signals that all can understand."

Second Citizen—"What would you suggest?"

First Citizen—"Well, I don't know exactly, but it must be something like this: One ring, stand still; two rings, dodge to the right; three rings, dive to the left; four rings, jump straight up and I'll run under you; five rings, turn a back handspring and land behind me, and so on. You see, us folks who walk are always glad to be accommodating, but the trouble is to find out what the fellow behind wants us to do."—*New York Weekly*.

A New Tubular Hub.

The accompanying cut will illustrate to the mechanical eye without further comment the many advantageous points this new patent tubular hub has over all others. It is light and practical and can be supplied to the trade at a lower price than any hub yet offered.



The care and treatment of teeth is as important as the preservation of one's general health. It pays to have your teeth examined occasionally by a dentist. Dr. M. Kalt, corner East Water and Mason streets, you will find to be a practical and pleasant man to go to.

L. C. Jacquish, of Chicago, western representative of the National Racing Board, has been elected to the chief consulship of the Illinois Division.

Other Local Items.

Dirnberger thinks Sanger is without a peer in competition events.

John Reitzner and Charles Knudson, who are journeying a-wheel to Mexico, have met with some unusual tough times going through Louisiana, but no serious mishap has as yet crossed their path.

Alderman Corcoran has tried to introduce an ordinance requiring repair men in the city to pay a tax of \$2 a year as a license fee, and to report to the police authorities each day the number and name of all wheels received for repair. The purpose is to check wheel thievery.

The Mercury Cycling Club has held its annual election, and the following officers will hold office for a year: O. F. Thieme, president; J. Loeb, vice-president; William Milbrath, secretary; A. Bause, financial secretary; John Reitzner, treasurer; George Bender, captain; John Knudson, first lieutenant; E. Nelson, second lieutenant; William Gerber, bugler; F. Irwinck, color bearer; board of directors, Wells Prichard, William Morris, H. Borgwardt, Peter Gillis, A. Bause, E. Bentzler. Gus Simmerling declined every office.

Sanger holds the quarter mile competition flying start record, made at Denver, August 18, in 26 3-5 seconds; the two-third mile flying unpaced, made at Waltham, July 17, in 1:24; the one mile flying unpaced, made at Springfield, September 13, in 2:07 1-5; and one mile competition handicap, made at Springfield, 1893, in 2:08 1-5.

Chasing a Bicycle Thief.

George Baltzer, a Bohemian character, who had been lounging around in Monroe for some time, suddenly disappeared one day with a bicycle belonging to a resident in Monticello. He was chased by Sheriff Moore to Pipestone, Minn., to La Crosse, Ashland, Sioux City and Sioux Falls, and finally lost all trace of him until a few weeks ago he was captured at Johnstown, Pa., a distance of 5,000 miles which he had traveled on the wheel. The wheel stolen cost \$40 and it took \$1,000 to catch him.

General Trade News.

The Humber bicycle will be built in America and will have a racing team on the circuit next year.

H. A. Lozier & Co., of Cleveland, whose plant was lost by fire recently, has purchased the plant of the Hartford (Conn.) Screw Company, and will immediately begin turning out '95 Cleveland.

In boring for a well in the basement of the Gormully & Jeffery Manufacturing Company's new eight-story factory,

a vein of natural gas was struck sending forth a six-inch flow, which, when ignited, blazed to the height of five or six feet.

The National Board of Trade of Cycle Manufacturers' first annual cycle exhibition will be held at Madison Square Garden, New York, January 19 to 26 inclusive. Special rates have been secured on all railroads in the United States to attend this show.

The Victor catalogue for '95 is out. It has an attractive cover, contains little reading matter, but is illustrated extensively with its six styles of machines and sundry specialties. The company has issued a calendar desk pad similar to the Columbia's which can be obtained for 10 cents by addressing Overman Wheel Co., Chicopee Falls, Mass.

The excellent line of wheels shown by Lindsay Bros., Milwaukee, Wis., is attracting favorable attention among the jobbing trade and several large orders have been booked as a result. The output of their Toledo factory will embrace seven beautiful models ranging in weight from eighteen to twenty-five pounds. Handsome lines, peerless finish, honest construction and liberal treatment will mark their policy for '95 and ought to assure for them a large patronage.

W. W. Swett has been elected president of the Minneapolis Cycle Association. A tournament will be held there.

For Century Riders.

R. M. Johnson, the well-known Chicago jeweler, who serves the Century Road Club as its official goldsmith, has completed the medal to be awarded by the club in his name, to the member having the greatest record for centuries ridden during the season of 1894. The accompanying cut is a natural size representation of the medal, which is comfortably heavy, the base being of red gold and the big fat letter C of chased yellow gold, raised above the rest of the medal. Chairman Walden, of the road records committee, is not at liberty to state the records of competitors for this medal, but some of the figures are known to be exceedingly large.



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H. J. PAINE, Treasurer.

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Milwaukee, Wis., Dec. 18, 94.

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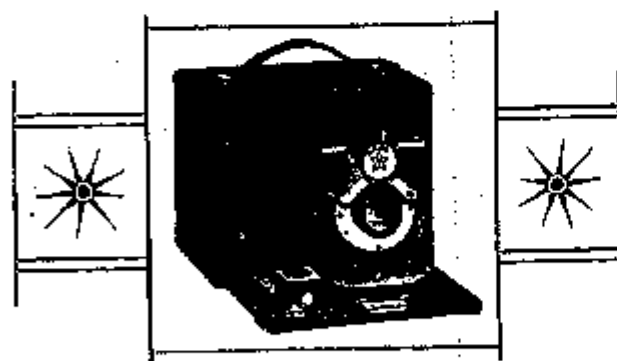
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THE PNEUMATIC.



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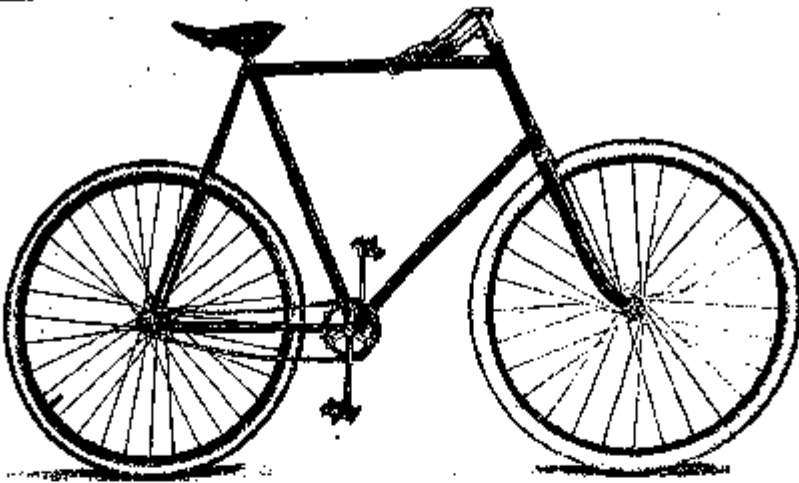
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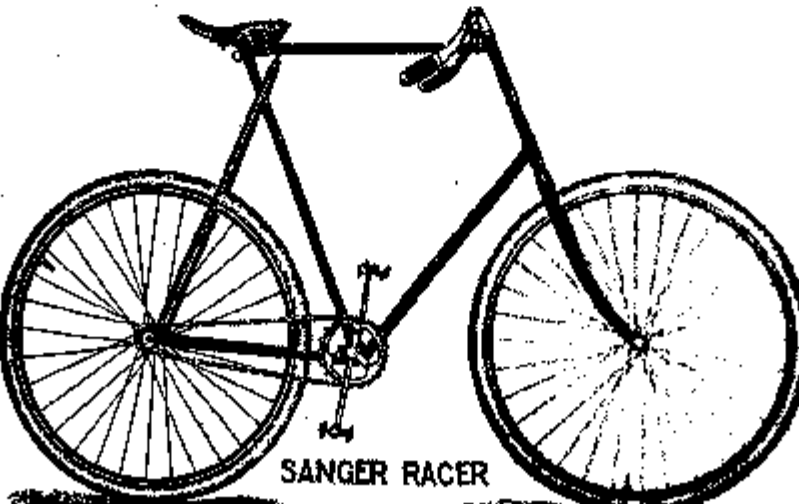
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A JOURNAL OF CYCLING LITERATURE
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VOL. V.

MILWAUKEE, WIS., JANUARY, 1895.

NO. 10.

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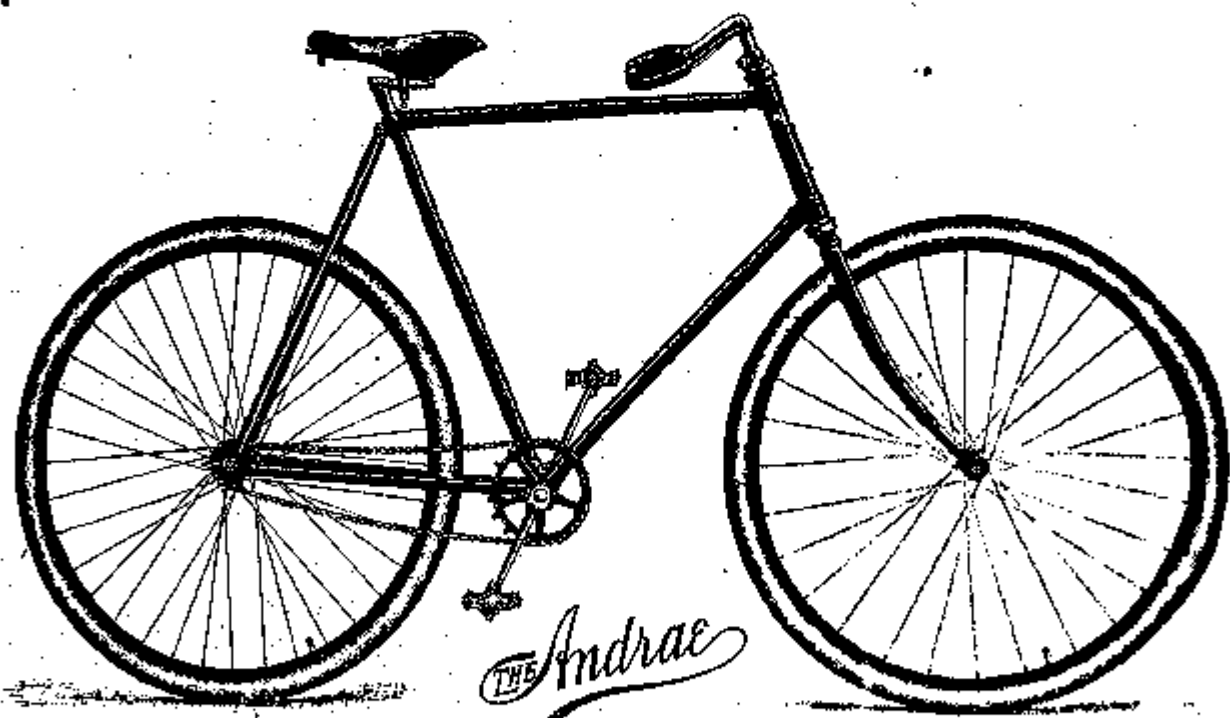
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THE PNEUMATIC is the only cycling paper thoroughly covering the territory in Wisconsin, Minnesota and Northern Michigan. It reaches the homes of individual riders as well as the dealers, and is recognized as a paper which conclusively covers all the doings in cyclodrom. Advertising rates on application.

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M. C. ROTIER, Editor and Publisher,
505 East Water Street, Milwaukee, Wis.

THE bicycle is a bright and shining mark for thick-headed aldermen. The common council of Jamestown, N. Y., sought to impose a tax of 10 cents a day on all bicycles, but the city attorney, of course, saved them from making themselves supremely ridiculous by declaring the resolution illegal.

AT last the Canadian Wheelmen's Association has decided to recognize Class B. This being the case, better racing is expected in the Dominion the coming season. There was a depressing lack of entries at Canadian meets last year from this country, with the result that the sport was far below the average. There are few really speedy riders in Canada and the United States cranks are needed to tone up the race meets.

IT HAS been reported that Michigan convict labor will be used in the manufacture of bicycles for a certain firm. We dare assert that the extent of the marketing of those bicycles will be very limited. The taint of prison labor unconsciously creates a feeling of dislike for its products and then there is a principle involved. The labor of convicts on marketable goods has always been cried down by the thinking workingman, because it cheapens the price of his labor, and has an unwholesome effect upon trade. This brings us back to the much mooted question of how convict labor shall be employed. Shall it be used in the improvement of highways? Can a better solution be suggested? We think not. This matter of employing the convicts of the penitentiaries for road construction has come up before the public a great many times within the past few years but has been met with some prejudice in one way or another. Perhaps one of the two strongest forms of argument against its adoption has been that it is not humane to expose the convicts in chains to the stare of the rude public.

The other argument has been presented by organized labor, which cries, "Convict labor shall not oppose us!" If organized labor would give the subject mature consideration, as it undoubtedly will in the fullness of time, it might realize that comparatively few free men want to work upon the common roads, and that convict labor, so expended, would yield the commonwealth the most surprising returns upon an almost nominal expenditure. It has been estimated that roads can be improved at a cost of \$2,000 per mile with convicts, while with outside labor it would cost from \$6,000 to \$8,000 per mile, and inasmuch as this is virtually a new field it cannot interfere with ordinary labor.

Eloquently Written.

It is encouraging to have such true and able friends interested in the League of American Wheelmen and its objects as Robert Fargo, cashier of the Bank of Lake Mills. The following is a clipping from a Deerfield paper and explains itself:

"EDITOR ENTERPRISE:—Having been a constant reader of the *Enterprise* since its birth I have found it worthy of its euphonic name—showing an enterprise in the nature and quality of its contents worthy of imitation by newspapers in larger and more pretentious places. With this preface, I believe you will indulge a kindly criticism of a brief article in your last issue in reference to a meeting of the Wisconsin Division, League of American Wheelmen, at Madison in January next, wherein they 'propose to boom through the legislature a law for better roads.' Then follow these remarks: 'If no heavier element than the bicycle sports come to the support of the good roads movement, the tax-payers can feel safe yet awhile that they will not be taxed for macadamized roads. A bill for good roads should get its heaviest support from the farmers: they are the ones who have the most use of them.' I hardly think the above was a well considered utterance. You had not, perhaps, fully recovered from the strain and worry, of which you wrote so vigorously, in getting that new cylinder press and electric engine in running order.

"I beg to state that the wheelmen of Wisconsin embrace many of its best, most enterprising and substantial citizens, and counts among its votaries all vocations—from the supreme bench to common toiler. 'Sports' don't ride bicycles; those fellows sit on the fence and bet on results with other sports of like calibre. The lame and the lazy are not wheelmen; neither are the infirm or timid. Only those with steady eye and nerve and well-poised brain venture to ride the most fascinating steed that courses our thoroughfares.

"Who are better qualified to judge as to what constitutes a good road than the wheelmen? They learn by actual contact, what a man in a carriage, or even a lumber wagon, will not learn in a lifetime, as the past history of road-making in this country has too painfully demonstrated.

On a wheel, one learns to a dead certainty the resisting power of sand, of mud, of hollows and hillocks; of the proper gradients through the hills, of the difference between dirt, gravel and macadamized roads. Also, of the imperative necessity of proper drainage, and curve or slope to give a permanent road-bed, without which a road is worthless. In a word, he knows the necessity of good roads. He learns this lesson over and over again—every time he rides a wheel over the average highway. Then, who is better qualified to urge the necessity of good roads, with kindly suggestions to the manner of their construction, than the Wisconsin wheelmen?

"By an examination of current literature on the subject of good roads you will find some of the ablest, the most practical and suggestive articles are from the pens of wheelmen."

"The wheel has come to stay—not as a toy, but for practical, every-day use, superseding, in a measure, at least, the horse and carriage. Those who travel on wheels over the public highways have just as good right to agitate and demand good roads as those who ride in coaches or use them for purposes of transportation, and the city should share alike with the country in their construction and maintenance."

"I have heretofore given some thought to this question and have occasionally done a little ploughing on this subject through the press and Farmers' Institutes, and regret to say that I have uniformly found the greatest apathy and indifference among those from whom, you are pleased to say, 'A bill for good roads should get its heaviest support'—the farmers—I have come to think that they, like the old slaveholders of the South, are willing to apologize, defend and fight for a system they now confess an unmitigated curse. It is the old story, of the farmer going to mill, on horseback, with a stone in one end of the bag to balance the grain in the other end."

"I rejoice to know that the wheelmen of Wisconsin will honor the legislature with their presence and their prayers. I am also glad to know that they are going to strike for the most vulnerable part of a man's anatomy—his stomach. I venture the assertion that they will be as clear and bright a crowd as our Wisconsin solons have smoked the pipe with in many a day."

"Our highways are a disgrace to our civilization. The money and labor bestowed on their improvement is usually wasted, through indolence or ignorance, with here and there an exception."

"You and I—every thoughtful man—should encourage every effort for some uniform system for good roads, formulated into state law, with a 'Thou shalt not' behind it."

A prominent member of the League from Stevens Point is active in the formation of a League club in that city. The town has 10,000 inhabitants and over 250 wheelmen, and he is confident that sufficient interest can be created to organize a strong club.

Wisconsin Gets Credit.

Although the sentiment of the Wisconsin Division board of officers was not favorable to the proposed change of giving an applicant to the League a membership for a year, irrespective of the time at which he was admitted, this matter, some how or other, got into the papers and gave Wisconsin credit for recommending the change, and this is what *Cycling Life* says editorially:

"Comes the Wisconsin Division of the League and announces its intention of demanding of the national assembly that the tenure of membership be co-existent with the period of membership for which the fee is full value. This is as it should be, for it is a standing doctrine in the business world—and it is assumed that the League is run upon business principles—that if a price is set upon anything, whether or not it has a tangible form, and it be impaired, those acquiring its benefits by purchase shall not be expected to pay as much for the impaired article as they would if it were whole and perfect. Value for our money is what we want at all times. Membership in the League which begins in January and expires in April is not as valuable as membership which begins in May and ends in April. Either the membership fee should be graded to suit those who are late in joining the League, or the fee when once paid should entitle the member to the rights and privileges of the organization for one year from the date on which the money was received and acknowledged. This might necessitate a great deal of secretarial work and deny us our annual statistics touching expansion or decrease of the League, but we could well do without this dry-as-dust and insufficient information if we knew that men received full value for the annual sums which they invest, small though they be."

Governor Upham on Roads.

In his address to the legislature, Governor Upham wisely included the following on the subject of road improvement: "The subject of the improvement of country roads is one which should interest every citizen of the state. It is of special importance, however, to farmers and to those living in rural communities. A very active interest is being taken and measures looking to a systematic effort to improve the public highways will probably come before you. The matter is of so general an interest that I am assured it will be carefully considered by you." Our governor is well-informed of the progress the Wisconsin Division, L. A. W., is making in this direction, and he has said that he is pleased to note that this important matter is being so well looked after by this organization.

Bicycles Taxed in Marinette.

About seventy-five wheelmen in Marinette are being assessed \$1.40 each as a taxation on their wheels. The valuation is \$50. This is the first instance in the state that this has been done by an assessor, although the statutes of Wisconsin make it a legal procedure.



Amelia Bloomer, the lady who introduced the bloomer costume for ladies, is dead. Her good work in the introduction of a reform which has relieved woman from the thralldom of dress, in athletics at least, will live after her.

* * *

All doubt as to who shall succeed Howard E. Raymond as chairman of the League of American Wheelmen racing board now seems at rest since George D. Gideon, the Pennsylvania member of the board, has reconsidered his determination not to be a candidate. It is the intention of the League to make the office of chairman of the racing board elective, since it is likely to become salaried.

* * *

Class B men will be at least double in number the coming season. Tire and saddle makers, aside from many additional bicycle manufacturers, will have teams out in competition for first honors on the track. But mark this: Another year will see the number greatly lessened, and in 1897 the race for business in the cycle trade will be so great that low prices will prevail to such an extent on bicycles as to permit of no profit to place expensive men before the public for advertising purposes.

* * *

We touched a tender spot when in the last issue we stated that Oscar E. Binner had left Milwaukee. In a letter he states that he is just as much a Milwaukeean as ever, and, since putting in an additional engraving plant in Chicago, he divides his time between the two cities. Concluding his letter he says: "When it came to eating my Christmas pudding I could not find anything good enough in Chicago, and I actually had to pack up my family and take them to Milwaukee and have it there. I tell you it was good."

* * *

We learn with pleasure that Wisconsin has an out-and-out good roads man in one of her senators. It is L. W. Thayer, of Fond du Lac County. His election can largely be attributed to the wheelmen of that county and his recent appointment on the senate committee of roads and bridges will give him an opportunity to show his appreciation of his supporters.

* * *

This is interesting from the Wisconsin Division racing board's report:

"There is one great danger that threatens the popularity of cycle racing and that is the tendency to satiate the public's appetite for the sport. Let us be moderate. Past experience proves that all 'fads' are of short duration, so let us exercise care that in our zeal and enthusiasm we do not make a 'fad' of the sport. There is also a necessity of

more harmony in some of our larger cities between the different cycle organizations. Nothing tends so to disgust the public as petty quarrels and small bickerings. We deplore this condition of affairs in certain localities, and trust that next season will find all concerned ready to work together amicably, forgetting all petty grievances in the mutual interest for the great cause of cycling.

The Wheelmen in La Crosse.

La Crosse is pushing its local club rapidly to the front. The membership of the LaCrosse County Wheelmen numbers about eighty, and the harmony which prevails among its members and all of the wheelmen in the city is the underlying secret of its success. They do not boast of an elaborately furnished club house or rooms. A large room belonging to P. S. Walker, one of its prominent members, is used for meeting, smokers and occasional stag gatherings, while general social parties are frequently held at the homes of the various members. New Year's eve a banquet was tendered by C. A. Krebaum to the members. A company of forty-five were gathered around the festive board, at which wit and repartee had a merry reign. F. S. Walker and Dr. D. S. McArthur, the two representatives who attended the board of officers' meeting of the Wisconsin Division in Milwaukee, were called upon for a report of the meeting and it proved entertaining to the hearers. The prospects are very encouraging for a grand meet in La Crosse in 1896. The town now has the strongest L. A. W. club in the state. After the meeting twenty-five members made a run around town and the L. C. C. W. welcomed the new year with a grand salute of bicycle bells.

State Notes.

Deperre will shortly reorganize its bicycle club with a membership of twenty.

Madison did not want the meet but will have some interesting events during the course of the coming season.

Marshfield wheelmen have laid their plans to have two first-class tournaments the coming season, one in the spring and another in the fall.

The Schweer & Nachtwey Hardware Company, of Shawano, has been incorporated with a capital stock of \$20,000. The company will handle wheels.

Two Appleton women, Mrs. Hattie Thickens and Miss Mildred McNeal, have written a bicycle song dedicated to the League of American Wheelmen and entitled, "Let Us Ride Together, Dear."

Ripon will not have a bicycle meet this year of any great importance, although interest in wheeling promises no abatement in that town. All the energies of the boys are now centered in the completion of their wheelmen's resort at Green Lake. The property on which the club house is to be built has been donated by C. M. Jelleff, and all the stock has been subscribed for to erect a model summer home for visiting wheelmen. A few Chicago and Milwaukee wheelmen are stockholders.

The Wisconsin Board Meeting.

The annual board of officers' meeting of the Wisconsin Division, L. A. W. met at the Republican House, Milwaukee, December 27, 1894. The complete board was present, consisting of Chief Consul A. Cressy Morrison, Milwaukee; Vice-Consul Ben W. Park, Madison; Secretary-Treasurer M. C. Rotier, Milwaukee; State Representatives H. P. Andrae, Milwaukee, and Dr. D. S. McArthur, La Crosse; Club Representatives B. W. Pulling, Marshfield; L. E. Hall, Ripon, and F. S. Walker, La Crosse.

Mr. Morrison in his report covered the work of the League during the past year in an exhaustive way and carefully explained the Division's great move in the organization of a Wisconsin Good Roads League.

The transportation committee's report showed that during the past year less complaints had been heard in regard to the carriage of bicycles as baggage than any year previously, that all the railroads in the state now check bicycles as baggage, and that the sentiment among baggage agents is growing more favorable because the companies appreciate the influence of the League of American Wheelmen for or against them.

The roads improvement committee told of their methods in supplying country newspapers with literature pertaining to the cause and unfolded their plans for the organization of a Wisconsin Good Roads League. Mr. Dorner, one of the committee, pleaded for an appropriation of \$100, that they might pursue the work which they have outlined with expedition and effect. After some discussion and upon motion by Mr. Walker, the board voted to allow the committee to draw on the treasurer for an amount not to exceed \$50.

A reasonable sum was also appropriated for the 1895 racing board.

The selection of a town for the '95 state meet was warmly discussed. Madison, represented by Mr. Park, extended a cordial invitation to the Division. Mr. Park said that while they acknowledged their track was not the best, their accommodations and forms of entertainment, together with the hospitality of their citizens, would rightly overbalance this one disadvantage, and if the board decided on their town he would assure it that the meet would be well taken care of.

Mr. Pulling, of Marshfield, said that their boys were as anxious as any to invite the state meet their way, but that they could not conscientiously ask for it this year because the town was not yet equipped to undertake the entertainment of the '95 meet. "In 1896, however," Mr. Pulling concluded, "we hope to be in a position to extend to you a hearty invitation." The La Crosse gentlemen, Dr. McArthur and Mr. Walker, made no application, but stated that they hoped to build a track the coming year which would enable them to be in the field for the 1896 meet.

Marinette was represented by N. E. Lindquist and C. M. Fairchild. They were present to ask for the meet.

Mr. Fairchild made a strong plea why Marinette should have the meet, and, although the sentiment of the board seemed to favor Madison by the informal ballot, which resulted in five for Madison and three for Marinette, the final vote was made unanimous for the latter. Marinette graciously acknowledged the compliment and promised the division at least fifty new members in her town. A request was made by Mr. Fairchild that the executive officers and racing board use their influence to have Marinette included in the national circuit. This was promised.

Marinette Selected.

The next state meet of the L. A. W. in Wisconsin will be held in Marinette. Its representatives came forward backed by the wealth and hospitality of all their prominent townspeople and bore away the prize which the board of officers of the division had the power to give. Bicycling has taken a strong hold in Marinette. The small meets previously held there have shown that the 15,000 inhabitants appreciate the sport and the meet which the boys will handle this year will stir up the interest to a high degree.

The town has promised fifty members in the League this season and the formation of a League club is now under way. There are 200 wheelmen in the city and Menominee, just across the river, can boast of an equal number. A great many ladies are devotees of the sport in that city and it has been stated that more bloomers are worn there than in any other Wisconsin town. There are a number of promising fast riders in the town. C. M. Fairchild, editor of the *North Star*, was largely instrumental in securing the meet. In a recent issue of his paper appeared the following:

"The citizens of this city are greatly pleased over our good fortune and will back the project from start to finish. The Business Men's Association is enthusiastic and no stone is to be left unturned towards making the tournament a great success. Fifty new members of the L. A. W. must be obtained and little trouble is anticipated in getting them. No date has been fixed for the meet as yet; it depends largely on the circuit of the fast riders, who get West some time in August. Milwaukee sent a delegation of 100 wheelmen to Ripon last year and promises a larger one for Marinette. Boom it along."

Fifty New Members in La Crosse.

Willibald Ott, ex-local consul for La Crosse, was a caller in the office the other day and produced two lists of names, numbering forty altogether, which the present consul, J. Thompson, and he have secured for League membership, but they do not intend to send in the names until ten more have been added. This will give La Crosse about thirty-five more members than Milwaukee.

Filling teeth requires the attention of an expert dentist. You can get good service at Dr. Kalt's, East Water and Mason streets, Milwaukee.

Harry W. Crocker.

On the front seat of the tandem which is illustrated in this issue appears the familiar form of Harry Crocker. He is a veteran wheelman and racer, having begun his cycling career eleven years ago. The first race Mr. Crocker ever entered was the Whitefish Bay road race in 1888, in which Terry Andrae defeated Tuttle, the Illinois state champion at the time. But Crocker was not far behind in this race, he winning third time and second place. In 1889 he ran second in time to Terry Andrae in the Wauwatosa road race, winning third place. In the first Waukesha-Milwau-

His record of winnings last year are as follows:

Chicago Road Race, May 30—20 miles in 56 minutes; handicap 4 minutes; thirty-fourth place; eighth time.

St. Louis Road Race, June 2—17½ miles in 54:22; handicap 3 minutes; seventeenth place; fourth time.

Cedarburg Road Race, June 16—16 miles in 52 minutes; handicap 3 minutes; fourth place; second time.

Waukesha Road Race, July 4—16½ miles in 47 minutes; handicap 1 minute; fortieth place; first time.

Madison Road Race, July 28—13½ miles in 40:54; scratch, ninth place; first time.



Crocker and Roth on a Telegram Tandem.

kee road race, in 1890, he again was second in time to Andrae and was almost certain of first place but for an unfortunate header a block from the finish; this gave him second place. E. H. Paige, of Waukesha, first.

Since that time ill-health and business prevented him from doing much riding, and we did not hear from him again until a year ago, when he became financially interested in the Milwaukee Bicycle Company. He remained in there until fall, when he sold out and accepted a position with the Telegram Cycle Manufacturing Company, as traveling salesman, which he is now filling.

Race Meet, August 6, National Park—5 miles; handicap, 50 yards start; first place; time 13:20. 27 starters.

Harry Crocker will ride his first race of the season in the Chicago event, May 30, and then on June 3 will be in the St. Louis road race.

The bicycle rider who was injured by striking a trolley pole will favor the placing of lights on the poles. But the danger to bicyclers would not be great if they regulated their speed to a safe rate; and incidentally pedestrianism would be safer.—*Evening Wisconsin.*

Strauss Reports on Racing.

At the annual board meeting Irvin F. Strauss, chairman of the racing board, rendered an excellent report. In part it was as follows:

"The work of the division racing board, formerly limited to the supervision of championships at the state meets, has, with the unprecedented growth of cycle racing in our state, so increased, that I feel that I am possibly justified in submitting this rather lengthy report. The amount of racing in this state in 1894 was astonishing as compared with previous years, but I believe that 1895 will show a proportionate increase.

"In fact, the sport seems to have jumped into high favor with the public at large. This cannot but be advantageous to the cause of cycling in general, and it devolves on us to take such precautionary measures as will insure the continuance of its popularity.

"We have read with interest various recommendations offered by the National Racing Board for consideration by the next National Assembly. With all due deference to the gentlemen, for whom we have the highest respect, officially and otherwise, we must take issue with them on the matter of charging for sanctions. We must admit that the authority of the L. A. W. over cycle racing is and has been self-constituted. Racing associations outside of the L. A. W. recognize that authority only on the claim of the L. A. W. preventing the corruption and degeneration of the sport; but when this self-constituted authority—the L. A. W.—proposes to levy a tax on all race meet promoters, we are afraid there will be many of those who are taxed who will question their right to do so. Even at this time, in the West, we are obliged to continually warn fair managers, etc., to apply for sanctions. There are already some considerable number of professional racing men; it needs only the assumption of arbitrary power on the part of the L. A. W. to make those throw off the yoke of our jurisdiction who have only tacitly acknowledged it hitherto. We believe that such an innovation would be very; unwise in fact, injudicious in the extreme, just at this time, when the L. A. W. is struggling to keep out the taint of professionalism.

"Our position in reference to road racing is this; it would be the height of inconsistency for any organization to use its utmost efforts to secure legislative measures for the improvement of the highways, and at the same time countenance an illegal use of such highways. We cannot too strongly urge road race promoters to remember that such use of the highway is only by tolerance, and that they should co-operate with local authorities in every way to prevent complaint by the general public against such usage. Road race managers must remember that nothing is more likely to stir up that prejudice against wheelmen on the part of the rural population, which we are just overcoming, than inconvenience arising from the use of the highways for this purpose; and on the attitude of the farmer toward the good roads movement depends largely the success of our cherished aim.

"The issuance of sanctions for Wisconsin by a member of the National Racing Board, we believe should be limited to national circuit events. We think all sanctions for state events should be issued by the division racing board, which would be better able to avoid clashing of dates, would be better posted as to localities, and would be more generally satisfactory.

"It is our opinion that a state circuit of race meets in 1895 would be even more successful than that of 1894. It would be advisable to have some better means of bringing race meet promoters and local racing men in communication. If all racing men in the state could send their addresses and names to the racing board, lists could be furnished race meet promoters, and better distribution of entry blanks would result.

"On application of the Milwaukee Wheelmen last fall this board sanctioned a "Championship of Milwaukee" race, subject to certain conditions. This is not an L. A. W. championship and we believe should be allotted to no one club successively if it be shown that any other reputable club of the same city is desirous of conducting it."

Wisconsin and the Peninsula.

A movement is gaining ground in Wisconsin for attaching to our Division the northern peninsular portion of the state of Michigan adjoining our state. Owing to the peculiar geographical situation of this peninsula, it is almost entirely cut off from the main portion of Michigan by the intervening bodies of water, and its separation by artificial lines from a contiguous prosperous territory puts it in a state of practical isolation. This is probably the principal cause of the light membership in the League from this section.

In view of this state of affairs the Wisconsin Division has caused to be circulated among the members residing in this territory the following petition:

TO THE MEMBERS OF THE NATIONAL ASSEMBLY, L. A. W.:

The undersigned members of the League of American Wheelmen, residents of the State of Michigan, hereby approve of the proposed amendment to the constitution of said League, by which that portion of the State of Michigan adjoining the State of Wisconsin on the north and bounded on the north and east by Lakes Superior and Michigan, is proposed to be attached to the Wisconsin Division, L. A. W.

Trade and commerce, as well as travel, from the peninsula, take their course southward into Wisconsin towards Chicago, and it is believed that by attaching the peninsula to our state and bringing the resident members into closer communication with the division, to which their territory naturally belongs, we will do much to gain members.

The Wisconsin meet for 1895 is to be held at Marinette, situated upon the boundary between Wisconsin and the Michigan peninsula, and this will have the effect of stirring up the wheelmen in that entire northern section, and with the proposed change effected the membership will be largely increased. The city of Menominee, Mich., with some 18,000 population, is separated from Marinette simply by a river, and it is safe to estimate that enough members will be gained in this town alone to equal the present total membership in the peninsula.

The New North Side Officers.

The annual election of the North Side Cycling Club resulted as follows:



A. C. RUNKEL.

President, A. C. Runkel; vice-president, Louis Pierron; corresponding secretary, Wm. Jahn; financial secretary, Hy. Heller; treasurer, Hy. J. Otto.

Board of directors: A. Bunke, Gerh. Aussem, Chas. Haisch and Jas. B. Reiter.

Road officers: Captain, Emil Koehn; first lieutenant, Geo. Krantz; second lieutenant, Otto J. Tank.

The road officers are all new men, but the selection was carefully made and the club is satisfied that the coming year will be a successful one in club runs for its members. The captain, Emil Koehn, is a prosperous young business man, whose ability to serve on committees has



LOUIS PIERRON.

stamped him as an excellent man for the position at the head of a club run.

First Lieutenant George Krantz is a good road rider and is generally entered in road races. He has always been a regular club run rider



GEORGE KRANTZ.

and deserves the recognition the club has shown him.

Second Lieutenant Otto J. Tank is a young man of promise. His election will not be regretted by the club.



OTTO J. TANK.

He is a century rider and greatly interested in the success of club runs.

NOTES.

The club has shown wisdom in the unanimous re-election of President A. C. Runkel. Louis Pierron could not be induced to accept the secretaryship again and the members saw fit to show their appreciation of his devotion to the club by electing him to the vice-presidency. He is doing a great deal for the club in the publication of the *Bulletin Board*, which is its organ. There is no profit in it for anyone except the club. This little sheet will do a great deal to retain the interest in club matters.



HERM. JANSSEN.

The retiring chairman of the entertainment committee, Hermann Janssen, deserves a mention. Invitations are out

announcing that he will take unto himself a wife on the evening of January 25. Her name is Lena Diehl. Mr. Janssen has been a faithful worker in furnishing entertainment for the club and the members are sorry that his time will now be otherwise engaged.

No More Waukesha.

The Waukesha-Milwaukee road race, which has been held annually since 1890, will possibly be no more. The present officers of the Milwaukee Wheelmen, under whose auspices this race was yearly run, seem to favor the change of the course which was agitated considerably last season, shortly after the last event. The big race may be laid out over a course which will permit the spectators to witness the start as well as the finish. The proposed route is from the corner of Twenty-eighth street and Grand avenue to Elm Grove and return, a distance of sixteen miles. The riders will go to Elm Grove over the new Blue Mound road and return over the old course through Wauwatosa. The first half will be easy riding, as there is an immense hill to descend, but on the return journey there will be numerous steep hills to encounter that will test the strength of the participants.

The date will remain the same, July 4. It is thought the change in the course will make interest in the race greater than ever, and that it will be, as before, the crowning event of the year in local bicycle circles. It may be known as the Milwaukee road race.

Sanger and Spaulding.

The names of Sanger and Spaulding will be closely associated during the coming season. The big man has closed a contract with A. G. Spaulding & Bros. to ride the Spaulding wheel. Titus is also under contract with the same firm, and a third man will be selected before the active season opens. The Spaulding team will be handled by Dave Shafer. A report has gone out that Sanger will be getting the snug sum of \$500 a month during the season. This is probably the highest priced man among the B's.

Last season Sanger rode for the Union people, but it was merely an accident that he did. Sanger had been dickering with two or three parties last spring. One afternoon he strolled up to the branch store of the Union company and ran into a representative of the firm from Boston. The man had an attorney with him and was ready to talk business on the spot. After a little arguing Sanger accepted the terms offered and attached his signature to an ironclad contract. He left the place as light-hearted as a successful young lover. Later, when he entered the store of his father to tell the news, he was handed a sealed telegram. Opening the envelope he read the message and found that it contained an offer of \$500 more on the season than he had a few minutes previously signed for. He left the place the maddest boy in town.

'Tis the bicyclist that stoops to conquer.

Milwaukee to Have a League Club.

The annual meeting of the Milwaukee Wheelmen gave evidence that the coming year will be a prosperous one for the club. The attendance was large. Old, staunch and true members were on deck to assist in the selection of capable officers and in the legislation of an important move.

The annual dues of the club were reduced from \$12 to \$8 a year, and the initiation fee fixed at \$2. Hereafter every wheelman who joins the club is made an L. A. W. member without any cost to him. It is the intention of the members to make it a League club and as soon as they have three-fourths of their membership League members they will apply for a charter. It is estimated that by the opening of the riding season this will be obtained, as the club now has forty-five who belong to the League against twenty-eight who do not. This move will prove an advantageous one in enlisting the attention of prominent men in the city who are members of the League. It will also be a double talking point in recruiting, and will have a tendency to secure members from the ranks of prominent business men who ride.

The club has made a most excellent selection for 1895 officers. They are: President, W. N. Durbin; first vice-president, W. L. Simonds; second vice-president, S. S. Cramer; secretary, E. H. Neustadt; treasurer, Andrew Steel; directors, W. L. White, E. A. Savage, H. J. Paine, E. D. Haven; captain, W. C. Neilson; first lieutenant, George F. Carroll; second lieutenant, H. S. Roby.

The president, Walter Durbin, has shown himself to be an excellent worker the past year while chairman of the entertainment committee, and we may look forward to prosperity under his guidance. The acceptance of the treasurership by Andrew Steel, who so ably served in the same capacity during 1891, caused great rejoicing among the members. The retirement of H. J. Paine left a vacancy hard to be filled, and it was of the utmost importance that a man with fine financiering ability should hold that position this year. On the whole the club can be congratulated upon securing such efficient men as officers.

A Compliment.

The Christmas number of THE PNEUMATIC is more than usually bright and handsome. A notable feature is the group of excellent portraits of the newly elected officers of the Wisconsin Division, L. A. W. Another picture shows a group of well known young local athletes. These are J. C. Schmidthauer, B. A. Vogel, W. C. Neilson, W. C. Shrader and W. P. Sanger. They are rather lightly dressed for this weather, to be sure, being shown in racing attire. It is announced they will be the Andrae racing team for 1895.—*Daily News*.

H. J. Warner, Andrae's representative, has returned from the coast and gone again. His sales, while West for two months, were very gratifying, and now reports come from him from the South announcing business even brisker.

Wisconsin's Strong Move.

The Wisconsin Division, L. A. W., passed the following resolution at its board meeting recently:

Resolved, That the Wisconsin Division of the League of American Wheelmen, assembled at the annual meeting, this 27th day of December, 1894, respectfully urge upon Congress the expediency of an amendment to existing postal laws which will permit the mailing of the organ of this League, known as the *L. A. W. Bulletin*, as second-class mail matter, in accordance with the strong sentiment prevalent upon the subject throughout the country.

But the officers did not let the matter rest with this resolution. With the able assistance of Otto J. Dorner, one of the League's staunch and enthusiastic members, a personal letter was forwarded to every congressman from Wisconsin asking his assistance in the passage of a bill which will provide for the mailing of the *Bulletin* as second-class matter. Other letters were sent to each member of the House committee on postoffices and post roads, which has this bill under advisement, and manifold copies of each were sent to every chief consul requesting him to adopt a similar measure to accomplish our ends. If the other divisions display the activity in this movement that the Wisconsin Division has done, League members may be sanguine of the result.

Style of Firm Name Changed.

The simple name of Julius Andrae, which has been one of the most familiar business names in the state for many years past, has been changed. The road over which Julius Andrae has traveled for over thirty years has finally taken a turn, and landed the business, on January 2, 1895, in the hands of a new company, who will hereafter trade under the name of Julius Andrae & Sons Company.

The officers of the company are Julius Andrae, Sr., president; Herman Andrae, vice-president; F. T. Andrae, secretary, and H. P. Andrae, treasurer.

This change is practically only a change in name, for the business will be continued in exactly the same way as heretofore.

Mr. Andrae's sons have been associated with him in business for some time, but now become active members of the firm. The house is well known throughout the country, and their '95 bicycles will become very popular. The prices of all wheels will be \$100. A number of orders from the interior of the state are already coming in. The firm is also the western agent for a medium grade wheel known as the Sunbeam, and is the manufacturer of the Sunbeam chain lubricant, which is selling well. H. P. Andrae in conversation said:

"The prospects for the coming season in the bicycle line are decidedly encouraging and we expect to double our out-put. The same correct lines which have distinguished our wheels heretofore, will be found in our '95 models, but of a more improved and up-to-date pattern. There will always be riders who demand the best, and it is this trade for which we are striving."

The Chicago Cycle Show.

Never before has the capacious Armory on Michigan avenue been the scene of so much business activity as during the cycle show held last week, from January 8 to 12. All available floor space was occupied by the exhibitors and more than twenty firms had to be content with renting stores and spaces across the way and adjoining buildings. Exhibitors, inducers, attendants, cycle agents and spectators made a continuous throng during each day, and the business accomplished was far beyond expectations. Manufacturers from every part of the country had their goods on exhibition, while the cycle agents were mostly made up of southern and western people. Andrae had a stand and his line attracted considerable attention. The Telegram Cycle Company applied for quarters, but had to be content with a space across the way. Bolte, with his Pace-maker, patent crank hanger and automatic pacemaker attracted wide attention, the racing men generally being enthusiastic over the latter invention.

NOTES FROM VARIOUS SOURCES.

Harry Seward, of the *Referee*, is billed for a clog, and Wagner, of the *Bearings*, for a song and dance—the same kind he gives advertisers.—*American Wheelman*.

There were living pictures for the gay; but what living pictures have to do with a cycle show is more than the old show goers can find out. This is strictly Chicagoesque.

J. M. Irwin (William Twinkle), with a little bunch of spinach on his chin, was busy grinding out copy in the Hill Cycle Manufacturing Company's stand for the *Fowler Truth*.

The makers who have sold their entire output are painfully numerous; so much in evidence, in fact, that one is inclined to think Ananias must have been a cycle manufacturer.

May Ride a Cleveland.

Willie Sanger, W. C.'s younger brother, who displayed wonderful speed on the track last year, may close a deal with H. A. Lozier, ride a Cleveland, and become a Class B man. Last year he rode an Andrae and H. P. has made a handsome offer to retain him, but it was not as much as the Cleveland people value him at. He was restrained from riding much last season because he was growing rapidly and therefore did not do himself justice. His big brother is confident that Willie will not be the last to finish in open events if he secures proper training.

Teeth need attention occasionally. Dr. Kalt, East water and Mason streets, is the dentist who can serve you.

General Trade News.

The Telegram Cycle Manufacturing Company has sold to the William Frankfurth Hardware Company 500 wheels, to be sold by the latter firm under the name of the "Winner."

The Friese Boat & Cycle Company will again handle the Eagle bicycle this season. The catalogue of the '95 Eagles is out. It is a work of art and contains a straightforward story of the features and advantages of those wheels.

Manager Osgood, of the Keating Wheel Company, of Holyoke, Mass., has devised a unique guide for those who are unfamiliar with the names of the different parts of a modern bicycle. The picture shows a dissected Keating, every part numbered and named. Send for it and mention

THE PNEUMATIC.

The Bolte is the name of a new machine which will be placed on the market from Milwaukee this season. It will be manufactured by the National Time Recorder Company, of which Frank H. Bolte, formerly of the Sercombe-Bolte Company, is manager. The machine will be a high grade and sell for \$100. Three models will be made—a roadster, weighing twenty-three pounds; a track racer, from seventeen to nineteen pounds, and a road racer, weighing from twenty to twenty-two pounds. The firm for the present will cater to local trade, and calculates to make about 300 wheels this year.

Dentistry at Kalt's, corner East Water and Mason streets, Milwaukee.

The Wisconsin Good Roads League.

At a banquet, to be held at the Hotel Pfister, January 22, Wisconsin's most prominent and public spirited men will gather to organize a Wisconsin Good Roads League. Seats are already at a premium and from present indications the movement will receive the heartiest support ever given any public project.

From All Sources.

President Luscomb will not be a candidate for the high office of president of the League again.

Whether or not Frank Lenz be dead, no one can convince A. W. Cadman, senior member of the firm with which Lenz was connected before he set out on his long journey, that the lad is alive. Lenz's mother is almost heart-broken.

Is it possible that another attempt will be made to form a cash prize league? It is said that O. S. Bunnell has signed contracts with Ashinger, Forster, Gannon, Starbuck and Meixell for a series of professional races, to be given in the early spring.

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

YOUR NAME IS VALUABLE
TO US

WE WILL SEND YOU IN EXCHANGE FOR
YOUR RESIDENCE ADDRESS SOMETHING
OF EQUAL VALUE

MORGAN & WRIGHT
CHICAGO

A Sermon on Cycling.

For professional men, for students, for clerks and for all men and women who ride it, the wheel is a grand benefactor and its gifts are many. A doctor is better able to handle a desperate case, an attorney able to give better counsel, and a preacher able to preach a better sermon, if his physical nature has been tuned and is active from a proper use of the wheel.

The danger attendant on the sport is the tendency of many young riders to look upon it as a racing machine—"the greatest wheel the greatest speed."

It is abused again through the ungraceful positions assumed by many racers, which positions, being against the laws of nature, adversely affect the health of all assuming them.

In the ethics of cycling I observe three principles to success in life to be adduced from this theme:

First—Motion is essential to equilibrium. It is also the law of life. We must get away from stagnation as soon as possible. So in business you must keep at it to succeed. It is also a law in Christian life. God said to Moses, "Speak unto the children of Israel that they go forward." To neglect the command and stand meant death and captivity.

Second—Direction is a false factor in life. It depends on a man's ideas as to his direction, therefore he should keep his ideals high. A man is bound to follow the line he sets for himself.

Third—Motion and direction are of little use unless we have concentration of purpose and attention. To be successful in business a man must stick to the third law and fight it out on that line.

A man in motion is bound to come in contact with rats. To be safe one had best follow the path taken by some successful rider and which is known to be safe. In life this would save many a wrecked life. Keep out of the rats.

Hard winds are another source of trouble to any rider. When encountered they always put a stop to easy riding. But life is not a great avenue on which one can spin along as on a smooth road. Life is a battle from the time we are born until our cold clay is laid in the ground.—From a recent sermon by Rev. M. F. Fikes, of Trenton, N. J.

The Bicycle in Many Tongues.

Here is an amusing linguistic consultation on the subject of the denomination of the velocipede in different languages: In French it was called *cyclifere* and *velocifere*. Then came the words *bicycle*, *bicyclette*, *veloca*, and at last *velo*. The word became, which has also been given to it, is taken from the Argot. Its etymology is unknown. It signifies simply machine.

In Italian it is called *velocifero*, *velocipede*, and *bicicletta*. The same in Spanish.

In Germany it is *fahrrad* or simply *rad*, just as in English they say "wheel." The Chinese call it sometimes *gangma*, which means "foreign horse," and sometimes *fei chai*, "flying machine." They also call it *tzu tzu*, "carriage-that-

goes-without-horse." But the palm must be given to the Flemish. In addition to the appellations *snelwiel*, *voetwiel*, and so forth, some of the wags on the banks of the Escaut have baptized this winged contraption with the centipede name, *Gewielsnelrijvoettrappendnausbrekergestel!*

The Seven Ages.

No very lively imagination is needed to see the future generation proceeding through life, from the cradle to the grave, on pneumatic tires. Pedestrianism is obsolete, the horse an effete and expensive affectation.

Have we not already the bicycle with baby's seat in front? It is but a step—pardon! but a turn of the wheel—and lo! nurse is up behind on another seat, and Mr. Policeman alongside on his wheel. There goes your baby cab into the lumber room of musty memories.

Next the whining schoolboy, with slothful step. Nonsense; he already goes to school astride his bike, not unwillingly, but glad of the chance.

And then the lover. But here's the Grady-Powder case ready to hand.

Then the soldier. To be sure, and he seeks the baneful reputation, even on his wheel, as a member of the bicycle brigade.

As for the justice, with good capon lined, faith, he's learning a trick worth two of the old bilious kind. His daily exercise on the wheel keeps his liver in good condition and gives unwonted edge to his wise saws and modern instances. And so he plays his part.

The sixth age shifts no more into the lean and slippered pantaloons, because the "shrunk shank" has been well filled out by wholesome exercise on the two-wheeled gig that needs no horse.

Last scene of all that ends this strange eventful history, is second childishness and mere oblivion, sans teeth, sans eyes, sans taste, sans everything—but not sans bicycles.

Shall we not in the end see him wending to his grave between lines of bicycles?—*Chicago Record*.

The late king of Bavaria had a wonderful vehicle moved by sturdy servants on cycles, in which he enjoyed luxurious rides in his private grounds. The late emperor of Morocco also had a tricycle which, however, was in its turn worked by slaves while he sat comfortably doing nothing under the grateful shade of an umbrella. The royal family of Italy have improved upon this system. King Humbert rides a bicycle, and it is said that he acquired the art of keeping his equilibrium on his machine after two brief hours' practice. Queen Margherita also rides a bicycle, but she took two days to learn how to manage it. The Princess Letizia has for some time been an experienced bicyclist; and the crown prince, the count of Turin, and the dukes of Aosta and Abruzzi are all enthusiastic cyclists. In fact, the whole royal Italian family have gone in ardently for the exercise, and it shows their good sense.

GOOD ROADS LEAGUE IN WISCONSIN.

An Effective Organization Completed to Improve Our Highways—A Notable Gathering of Wisconsin's Prominent Men—Enthusiasm at the Banquet Board.

The Wisconsin Division, League of American Wheelmen, has added a praiseworthy page to the history of her state by the formation of a Wisconsin League for Good Roads, effected at the Hotel Pfister, Milwaukee, January 22.

Progressive men of age and standing, thoroughly recognizing the deplorable condition of our highways in the state, responding to the invitations sent them, gathered around the festal board of the banquet hall on this occasion.

No organization was ever completed under more auspicious circumstances. When the soup was served at nine o'clock every seat in the capacious hall was filled. At the head sat a long row of prominent people, speakers of the evening principally, with Chief Consul A. Cressy Morrison as toastmaster. Course after course was served and as the feast proceeded sweet strains of music were an added charm.

Before the toasts were responded to, telegrams and letters of regret were read all expressing earnest sympathy with the movement and offering assistance in every possible way to further the plausible project. Among them were letters from Mayors O. M. Pettitt, Kenosha, P. R. Underwood, West Superior, J. C. Case, Racine, John P. Hopkins, Chicago; General Roy Stone, Washington; Lucius Fairchild, Madison; D. Mc Gregor, president state Normal school, Platteville; R. G. Thwaites, Madison, W. E. Gardner, editor Green Bay Gazette; Dr. Frank Powell, La Crosse.

In introducing the toasts, when T. W. Spence had finished reading the letters of regret Mr. Morrison said: "To-night we come here to fill an aching void and we have filled it. On the subject of good roads there has been improper legislation and selfishness and we are here to form an organization that will exert a great influence on the prosperity of our state by gaining proper legislation. Being as I am at the head of an organization that has good roads at heart, I have been able to clearly understand the need of an organization such as we will form tonight. It will be a credit to those of us who are now identified with it and a means of adding to the material prosperity of our state."

Calling upon the speaker who had the first toast of the evening entitled "The State of Wisconsin," Rollin B. Mallory responded and said in part as follows: "The state of Wisconsin speaks for herself in her magnificent history and the great record she made in the rebellion. Wisconsin is a conservative state but I did not know, however, how bad her roads were until I began to ride a wheel. I had not become interested in the improvement of highways until this time, and after suffering the toil of trying to propel my machine with speed and retain my seat in the saddle under the difficulties of trying to ride over eruptions of earth between two fences, I joined the movement with a will."

Secretary Abbot Bassett, of the L. A. W. next responded to the toast "The League of American Wheelmen." He said in part: "I have been talking on this subject for ten years and it is still young. I note tonight that there are many here who are not wheelmen and I feel somewhat like a Republican called upon to speak at a Democratic caucus. The L. A. W. was organized in 1880 for the protection against the common enemy, the bicycle foe and the road hog. Today we see depleted roads, yet the League of American Wheelmen can show you achievements in nearly every state told by their statute books that point to its great ser-

vice in the movement of improved highways. Let us write our victories on our banner and let them inspire us on to greater endeavor. The Wisconsin Division has always been loyal to our cause and we look to you for continued support."

J. V. Quarles spoke on "Progressive Road Legislation," Thos. M. Blackstock on "The Sisterhood of Wisconsin Cities," Volney W. Foster on "The Sheridan Drive," John Johnson on "The Road to the Farm," George Gooch on "Good Roads for all the people." All these were eloquently delivered and parts of their speeches will appear in succeeding issues of this paper.

While the last toasts were responded to and impromptu addresses made by Editor John E. Hicks, of the *Oshkosh Northwestern* and the Rev. Judson Titsworth, the articles of organization were passed around among those present and a hundred signatures were secured.

The hour was growing late and the pleasure of listening to other able speakers had to be sacrificed for the business of organizing. Thos. W. Spence was elected temporary chairman and nominations for officers of the organization were in order. The following were nominated and elected by acclamation: President, Thos. M. Blackstock, Sheboygan; first vice-president, Senator L. W. Thayer, of Fond du Lac; second vice-president, ex-Governor W. D. Hoard, Ft. Atkinson; third vice-president, Chief Consul A. Cressy Morrison, Milwaukee; secretary, Otto Dorner, Milwaukee; treasurer, John Johnson, Milwaukee; directors: J. Hamilton, C. C. Rogers, Mayor John C. Koch, A. Richter, Jr., Thos. W. Spence, Milwaukee; W. H. Rogers, Madison, and W. E. Carter, Platteville.

After the election the following resolution was acted upon and adopted:

"The Wisconsin League for Good Roads, assembled at Milwaukee, this 23d day of January, 1906, heartily endorses the general demand throughout the country for the permanent improvement of public highways. We consider the great movement for better roads as one of the important matters of public interest of the present day, and look with favor upon any measures adopted with a view to effecting this object, whether by the nation, the state, the counties or the towns."

"We heartily endorse the recommendations by the U. S. Department of Agriculture of the Bureau of Road Inquiry, with Gen. Roy Stone at its head, and declare ourselves in favor of larger appropriations for its support, with a view to increasing the effectiveness as well as the scope and extent of its work."

"We urge the permanent improvement of public highways in the State of Wisconsin and that they be put in such a condition as to admit of convenient travel thereon at all times of the year, irrespective of weather as far as that is possible."

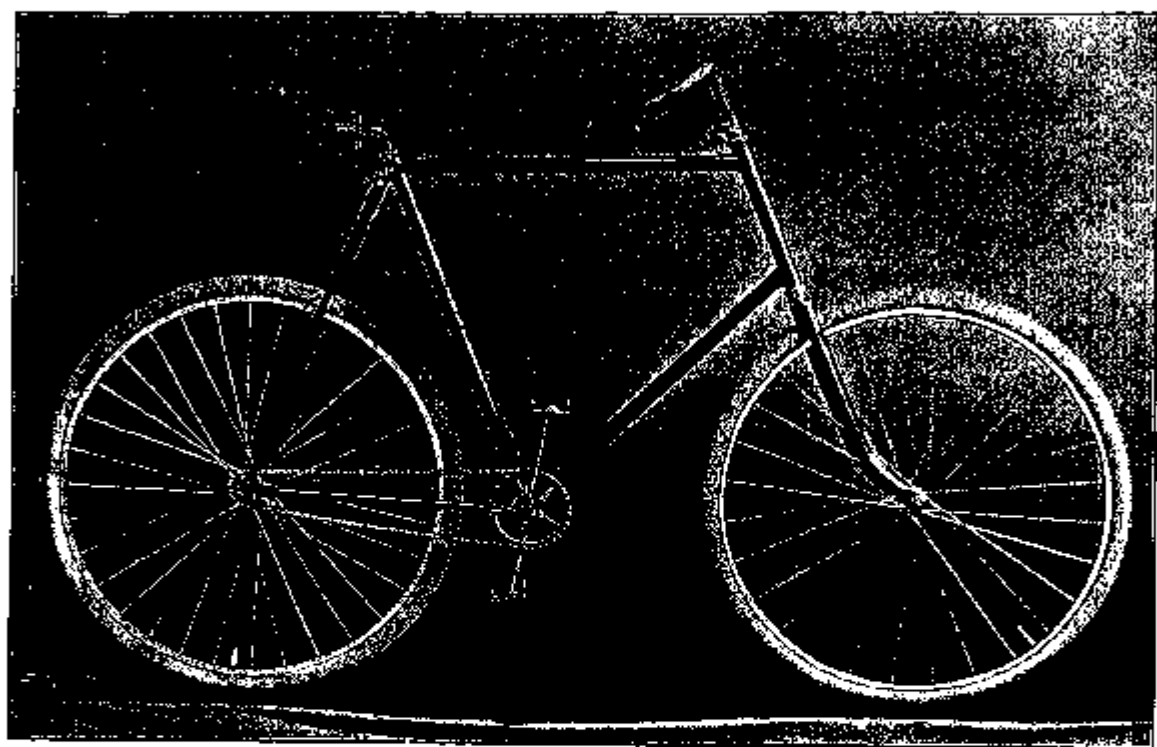
"We urge the appointment by the governor, of a commission for Good Roads, to consist of two members of the Wisconsin Senate, three members of the Assembly and four citizens of the State, the same to be appointed within the next ten days, said commission to consider steps necessary to improve the roads in our state, and to maintain them in suitable condition, and to report to said legislature, by the first of March next, or as soon as may be, such legislation as they may consider necessary to effect these ends with a view to its passage at the present session."

"We favor the permanent improvement of the old U. S. post roads in Wisconsin, particularly those running from the Illinois state line north through Milwaukee to Fond du Lac, Oshkosh, Appleton, Green Bay and Marinette, and connecting Milwaukee, Madison, Prairie du Chien, Elgin, Chubb, Marshfield, New London, Ashland and Superior, and that the system be extended so as to connect all of the interior cities of the state with one another, thus affording ready communication by wagon travel, at all seasons of the year, and in all weather."

"We urge the importance of providing the best possible highways for the marketing of products, and favor the improvement of all roads leading into market towns and often, thereby lessening the cost of transportation, both of farm supplies and of farm products, and therefore in the interest of the farmer and the merchant alike. We favor the construction of state and county roads, and the division between the state, the counties and the towns of the cost of highways. We feel that the entire population has an interest in all roads in the state, and should contribute a fair proportion of the cost of their construction, a reasonable part of which should be paid by the counties, as being even more directly interested."

"We commend these matters to the consideration of our legislature and our governor, and to the careful study of those who may be appointed to inquiry into the subject."

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A fine production has come to our desk from Gormully & Jeffery. It is their '95 catalogue, beautifully illustrated. It is entertaining to read and gives an impression of being a book which will be retained in the bookshelf of every wheelman. Wash half tone drawings adorn each page, the tinting being in brown. The catalogue is complete in its description of the new models. Various important parts in the construction are also shown. Supplementary to this catalogue is a smaller one descriptive of G. & J. tires, rather humorously illustrated, but thoroughly describing the method of attachment and repair.

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Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Price 75c per bottle. Sold by all Druggists. Testimonials free.

Harper's Weekly on Roads.

No one who has not ridden a bicycle can appreciate the violence of the bicyclist's interest in roads. To drive a horse over a rough or heavy road is irksome and even exasperating; but, as is well known, men are patient with the sufferings of beasts, and will wear out good horses over bad roads, year after year, without doing more than grumble about the inconvenience of it. But put your man on a bicycle and send him out to investigate the highway with his own muscle, and the road question instantly takes hold of him. You do not need to show him figures that tell how much harder work it is to draw a load over a bad road than over a good one. He has tried it and measured the difference by the sweat of his brow. A smooth, hard road means ease and happiness to him. A rough or heavy road means personal tribulation and disappointment, and if it happens to be a road that he is bent upon traveling, his wits immediately begin to work upon the problem of engaging his neighbors in the business of improving it.

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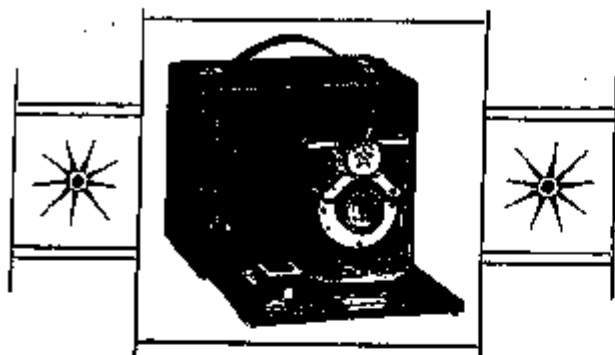
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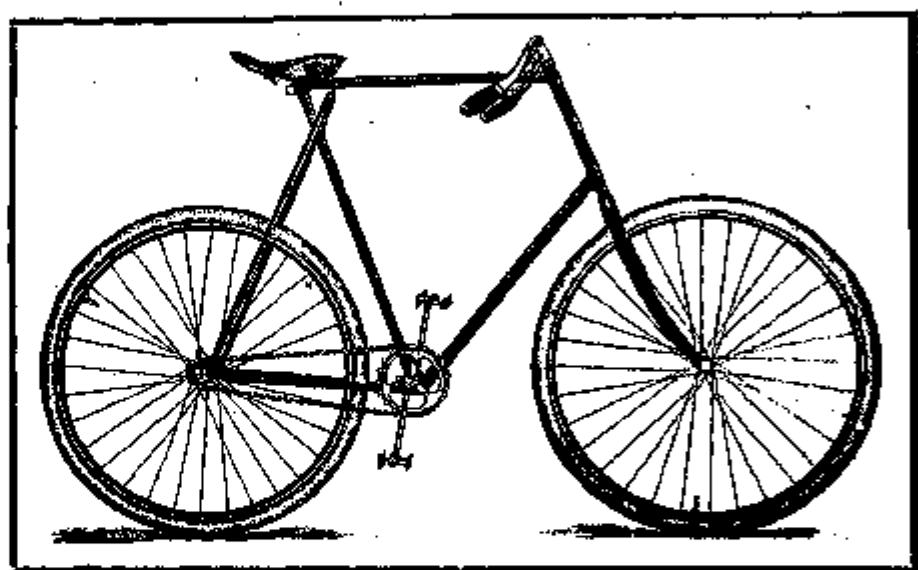
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VOL. V.

MILWAUKEE, WIS., FEBRUARY, 1895.

STATE HISTORICAL SOCIETY NO. 11.

1894

OF WISCONSIN

BRING, JANUARY 5, 1

CYCLING NEWS AND COMMENTS.

The Biggest Bicycle Rider So Far
Reported Is Rev. Mr. Frost of
San Bernardino.

California now possesses the largest
bicycle rider in the world, as well as the
amateur champion.

Rev. A. J. Frost of San Bernardino is
one of the 1894 champions in cycling, and
though he weighs 300 pounds and is 6 feet 6
inches tall, he gets as much pleasure out of the flying
wheel as any eighty-pound rambler.

Rev. Mr. Frost already gives lessons over
his leg, and is, therefore, a very large

*Clipping from
San Francisco
Examiner
Rego man
for a light
wheel!*

him, but as he has been something of an
athlete, and was at one time years ago a
lover of boxing, he is not a fat man.

In his pastoral work Rev. Mr. Frost
finds the bicycle much heavier than a
horse. His wheel is an ordinary safety of
the usual type, weighing less than thirty
pounds.



REV. A. J. FROST OF SAN BERNARDINO, THE BIGGEST BICYCLE RIDER
ON EARTH.
(From a late photograph.)

...part of this month, probably on Jan.

prominence throughout the state, who are not bicycle riders and therefore only interested in the improvement of country roads for the good that it will do the country at large. Now every newspaper in the state has become a faithful preacher of the gospel of Highway reform. Of course, no sudden and wholesale conversion of bad roads into good roads is to be contemplated, but the movement so auspiciously begun, is bound to develop into widespread, practical results in the near future. Already the agitation has born fruit in the reclamation of hundreds of miles of previously wretched highways throughout the country; but the road mileage of our great territory must be reckoned, not by hundreds but by hundreds of thousands, and the work must necessarily be accomplished slowly.

What the Show Reflected.

That there is a large class of medium grades—which means everything that is not high grade—that list from \$50 to \$85.

That some of these machines are well made and excellent value for the money. Others are rattle-traps, made to sell but not to ride.

That detachable sprockets seem to be quite popular, likewise reinforced front forks, and almost every stand shows machines so fitted.

That \$100 is the standard price of the average high grade wheel this year. A few that cater to the "smart set" of cycloedom, list higher, but these are greatly in the minority.

That wood rims are the rims this year, but few steel rims being shown. Even clincher tires are fitted to the rims of wood and while this is more or less an experiment, the manufacturers of clincher tires felt that they must use them if they wish to compete with the cemented tire.

That the average weight for road wheels seems to be twenty-two or twenty-three pounds; a few are heavier and still more are lighter, but the conservative maker is wise enough to let some one else sell the fifteen pound wheel, "guaranteed for riding on any kind of road by any weight man."

What Wisconsin Delegates Will Do.

Chief Consul A. Cressy Morrison, Secretary-treasurer M. C. Rotier and Special Delegate Irvin F. Strana will represent the interests of the Wisconsin Division at the National Assembly of the League, to be held in New York, February 18 to 20. Vice Consul Ben Park, of Madison, is not able to attend.

They will endeavor to have the northern peninsula of Michigan annexed to Wisconsin. While the wheelmen to a man residing in this territory have expressed their wish to become members of the Wisconsin Division, it is expected that the Michigan officers will make a hard fight to retain the membership of those residing north of the straits.

They will favor the omission of the word white from the section which specifies who are eligible to membership.

Will favor the omission in the racing rules which provides that prizes for Class A riders shall be limited to medals, diplomas, plate, jewelry and cycle sundries only.

Will favor setting aside one day at each meeting of the National Assembly devoted exclusively to the consideration of ways and means for advancing the work for road improvement within the various states and to determine plans for the effective co-operation of the state divisions in the furtherance of this branch of League effort.

Will favor the restriction of Sunday racing.

Will not sustain the movement that racing men who engage in contests of speed on the public highways shall be disqualified from track racing.

Fur, Fish and Feathers.

Mr. W. D. Boyce, publisher of the *Blade, Ledger and World*, of Chicago, has issued an unusually attractive paper-covered book of some hundred or more pages, entitled "A Strike," telling in short stories and descriptions how, when and where the hunter or fisher may best seek his chosen game, be it grasshopper or grizzly. Each page bears one or more illustrations showing various kinds of land and water animals, and the sportsman plying his chosen avocation amid the most attractive surroundings. The volume contains an appendix of "Fish Tales," told with such remarkable direction and veracity that a perusal of them will enable the least experienced fisherman to hold his own with the most adept club Muenchhausen.

Nature and the Genius of Man.

The mayor of a town in Texas, in welcoming the wheelmen to his city at a race meet is credited with the following:

"One of nature's favorite forms is that of the circle. It is represented everywhere—in the formation of the earth itself, and in other planets and celestial bodies. We find it in the orange, the apple, and thousands and thousands of other things dedicated by an All Wise Providence to the use of man. A perfect circle is a thing of beauty and a joy forever. The wheels of a bicycle are perfect circles, therefore they are things of beauty and a joy forever. Thus indorsed by nature, and made practical by the appreciative genius of man, what wonder is it that the American bicycle is the individual motor of the world, superseding the biped, the quadruped and vehicles of all kinds. But to laud the machine and not extol its riders, would be forgetting where the true merit presided. In welcoming you, the champion riders of the world, I take off my hat to the true merit and honor which is the guerdon of your honest and untiring labors. In the name and behalf of the old city of San Augustin de Laredo, founded A. D. 1707, I welcome you, gentlemen, to all we have, and in looking around, if you don't see what you want, just ask for it, and you shall have it in a hurry."

Teeth cleaned and examined by Dr. Kalt, corner East Water and Mason streets, Milwaukee.

Wisconsin League for Good Roads.

The work which the state good roads league has mapped out means a continuous grind until about May. Recently a meeting of the executive committee and directors was held in the city which was attended by President



PRESIDENT THOMAS M. BLACKSTOCK.

Thomas M. Blackstock, of Sheboygan; Secretary Otto Dorner, of Milwaukee; Treasurer John Johnston, of Milwaukee; third Vice-president A. Cressy Morrison, of Milwaukee; W. H. Rogers, of Madison; William E. Carter, of Platteville, and Mayor J. C. Koch, A. Richter and A. K. Hamilton, of Milwaukee.

The meeting gave evidence that each one present meant business and excellent plans were laid out for interesting the country papers to create favorable agitation and for securing the memberships of those who are interested in the movement. At the conclusion of the meeting a committee on legislation was appointed consisting of W. H. Rogers, of Madison; August Richter, Jr., of Milwaukee; Gen. Lucius Fairchild, of Madison; Thomas M. Blackstock, of Sheboygan, and W. D. Hoard, of Fort Atkinson.

The committee does not deem it wise to introduce a bill in this legislature making it compulsory for the farmer to pay his road tax in money, but they may decide on engineering the McGillivray bill through, which seems to meet the popular sentiment of the farmers. The bill provides for the construction of good roads by local assessment and county and state aid. In a general way the plan of the bill is this: Upon the petition of one-third of the property owners whose land is contingent to a road that is sought to be improved, the county board is to order a survey; then upon the application of three-fifths of the property holders, whose property will be improved, the work of improving the road is to be ordered. The property holders are to be assessed for one-third the cost and the county and state shall pay the other two-thirds of the cost, except where it is shown that by reason of other roads, near by, property will not be increased so much in value. The amount of the assessment is to be reduced by a small percentage, the county and state making it up. Provision is made not to allow any county more than a certain amount for improvements each year. The state labor commissioner is to approve all plans of improvement on behalf of the state.

Thomas M. Blackstock, the president of the new league, has been a resident of Sheboygan for forty years,

owns a farm and is the man for the place, not only on account of his own personality and character, but because he has had actual experience in road building. He was the man in earlier days who engineered the building of the plank road between Sheboygan and Fond du Lac and he prides himself today that it is one of the best surveyed and built roads, considering the distance, in the state. Mr. Blackstock owns the nicest farm in the county. It is modern in every respect and he finds much delight in furthering improvements to make the general farmer more alive to the necessity of advancement in everything.

An Energetic Secretary.

We are pleased with the opportunity of presenting to our readers the half-tone portrait of the secretary of the Wisconsin League for Good Roads, Otto Dorner. To Mr. Dorner a good deal of the credit is due in the formation of the League.



SECRETARY OTTO DORNER.

Before the banquet, which effected the organization, he worked incessantly in helping the executive officers of the Wisconsin Division, L. A. W., in arranging the details and preparing the articles of organization which were signed at the banquet board.

It is scarcely a year ago that Mr. Dorner became a member of the L. A. W., but he

immediately showed such an active interest in the League's work for good roads that he was appointed on the division's road improvement committee, a position which he still holds.

In recognition of his zeal and ability he was elected to the office of secretary, which he now so ably fills, by a unanimous vote of a hundred members.

Mr. Dorner is a young man, twenty-six years of age. He attended the Madison University, taking a law course, and was admitted to the bar six years ago. He holds a responsible position with the Pabst Brewing Company as assistant to A. C. Morrison in the advertising department and his legal knowledge has made him an invaluable man to the big institution.

Board of Trade Officers.

At a recent meeting of the board of cycle trade, held in New York, the following officers were elected: President, A. G. Spalding; first vice-president, R. P. Gormully; second vice-president, Col. George Pope; treasurer, W. A. Redding; secretary, A. Kennedy-Child. There was no opposition to the ticket. This board will conduct all cycle shows in the future.

Wisconsin Notes.

According to the *Oshkosh Times* the local wheelmen of that city are not opposed to the exclusion of the negro from League membership.

The following officers have been elected by the Waukesha Wheelmen: President, Charles Bryden; secretary, F. A. Evans; treasurer, Samuel James; directors, S. A. Perkins, Edward Walsh, A. J. Hopp, Dr. W. Rowe; captain, William Schott; first lieutenant, S. K. Youmans; second lieutenant, A. D. Price; color bearer, Albert Sherman; room committee, W. G. Baymiller and C. J. Patterson.

The *Marinette Eagle*: "Naboth Lindquist received notice last week from Chief Consul Morrison, of the L. A. W., that he had been appointed a member of the racing board for '95. This is an important appointment as the racing board has control of all the L. A. W. races in the state during '95. A better selection than Mr. Lindquist could not have been made or one that would please the local cyclists more.

The annual meeting of the Madison Cycle Club was held recently in its rooms in the Brown Block. New officers were elected and then a dinner served later. Toasts, recitations and stories followed. The new officers elected were: President, R. L. Schmedeman; vice-president, A. G. Park; secretary, Con. Knudson; treasurer, L. P. Holmes; captain, R. F. Oakley; lieutenant, R. B. Small; director at large, F. W. Arthur.

State Committees Appointed.

The following appointments have been made by Chief Consul A. Cressy Morrison:

Recruiting Committee for Milwaukee: R. P. Wheeler, chairman, F. T. Andrae, Jos. Cordes, E. D. Haven, Andrew Steel, O. F. Thieme, Louis Pierron.

Road Improvement Committee: Albert Moyer, Milwaukee, chairman; W. M. Foster, Port Washington; Otto Dorner, Milwaukee; John W. Knight, Racine; Percy Atkinson, Eau Claire.

Racing Board: Irvin P. Strauss, Ripon, chairman; V. A. Huntzicker, Neillsville; N. E. Lindquist, Marinette; W. R. Ellers, La Crosse; H. P. Andrae, Milwaukee; D. D. Warner, Madison.

Committee on Rights and Privileges: Wm. M. Foster, Port Washington, chairman; Ben Hooper, Oshkosh; Wilbert Irwin, La Crosse; V. A. Tichenor, Waukesha; B. W. Pulling, Marshfield; J. M. Perels, Milwaukee.

Railway Transportation: W. L. Simonds, chairman, Frank Van Valkenburgh, W. N. Durbin, T. E. Hutchings, Milwaukee.

A Fight Contemplated.

The delegates to the National Assembly, from Wisconsin, are armed to the teeth to gain their point in the annexation of the upper peninsula of Michigan to their own division. Every League member residing in that territory

has petitioned the Wisconsin officers to bring this about, but the Michigan officers are naturally making an effort against it, but it's a feeble one.

Through the industrious work of N. E. Lindquist, of Marinette, signatures have been secured of over a hundred wheelmen, who agree to become members of the L. A. W. if annexation is effected.

Active League Divisions.

From *Cycling Life*: There are two or three divisions in the League which just now are showing signs of great activity—Massachusetts, Wisconsin and New York. The western division is nobly holding its own in the matter of performing useful deeds. Of all the states this side of New York it seems to have the most vitality. In Illinois we talk much, but perform little. * * * In Wisconsin the recent formation of a branch of the good roads league would indicate that bright minds are busy in making the league admirable.

A Header Causes a Suit.

An action that will be of unusual interest to all wheelmen—the first suit brought in Wisconsin by a cyclist for personal damages resulting from injuries received by a "header" due to street obstructions—has been begun at Fort Howard. The plaintiff is S. J. De Ranitz, who demands \$2,000; the city and David McCartney being joint defendants. De Ranitz recites that while riding his wheel on a street in that city last fall he ran into a pile of bricks that had been left in the street, owing to the alleged neglect of the defendants. He received serious internal injuries and his wheel was irreparably damaged. He asks a verdict covering his own injuries and for the loss of his bicycle. The suit is a novel one, and before it has been finally decided the supreme court will probably have definitely defined the rights of wheelmen on public highways. The Wisconsin supreme court has never passed on this question, and the decision is watched with interest.

Madison Boys Still At It.

The wheelmen of Madison and especially the members of the cycling club of the town are not slow in providing entertainments for themselves and friends to pass away the long winter evenings.

The club recently held a banquet and among the hits of the evening was a speech by Con. Knudson, entitled, "A Few Spokes." He said:

"Fellows: I never spoke on this subject before and may possibly tire you without being able to chain your attention by a few high-framed remarks. Should this not be strictly high grade in all their specifications you will find them bearing directly upon the subject I wish to handle. If you will kindly bar one or two previous occasions I will start out as a novice. So please brace up, screw up your courage and I will proceed to spring what I have to say. Perhaps some of you may wish to bolt for the door, but I hope not.

My first impulse was to make a big spurt, but thinking it might have a tandem-ey in the wrong direction, I decided for safety's sake to proceed in the ordinary manner.

"But should I make a brake I wish you wooden remember it. Very often enthusiastic wheelmen are called bicycle cranks, but, pneumatically speaking, the inflated enthusiast must open up the valve or puncture. To be sure we have no fool-killer in cycles but every wheel has a crank-hanger. Should you see some young ladies cycling through the Park, Wootton it be a Small trick to follow Arthur them the Hall way to their Holmes?"

"If the Sterling is built like a watch and the Victor sets the pace, and the way to do it is to do it on a Stearns' and she then tries for the Yellow Fellow, I think some one ought to Warner. When a man is Monarch of all he surveys, it is enough to make Cleveland tire. This may be a poor attempt at a pun but as an argument it is a clincher.

"Were we to discuss improvements made in cycle-building, what would you name as the best kind of a bearing? (Cries of Ball! Ball!)

"I say let every man pedal his own bicycle—every man toot his own horn? (Cries of Horner!) To resume the subject; it is no longer fashionable to ride a wheel painted a bright red, green or yellow, but to be mounted on a wheel of a modest color. Yet what color would be appropriate for a real fast racer? (Cries of Brown!) No doubt some of you will ride your last year's wheel again this season. She may be a good wheel yet, but what will you get when you have Warn'er out? (Cries of Warner's Special!)

"Well, boys, as the wheels of the cycles of time have now rolled over the tape, I will dismount."

Hurrah, for Such Men!

Congressman Quigg, of New York, deserves the hearty commendation of every wheelman who is in sympathy with the League of American Wheelmen and its objects. His valiant fight in the congressional chambers for the amendment of the law providing for the admission of the League Bulletin, as second-class mail matter, has won for him the lasting support and respect of the thirty thousand members.

P. H. Sercombe in Laredo.

Laredo, Texas, is the present home of Parker Sercombe. A marked copy of a Laredo paper recently received, which contained several columns descriptive of a race meet held in that town last December, shows that P. H. is in the upper ten of the cycling circle of the town. He acted as referee, introduced the Mayor to the audience and assisted in the general management of the meet. Mr. Sercombe migrated to this land of sand and cactus, some time last fall, taking his wife with him on account of her failing health. She is improving wonderfully and enjoys the climate of the sunny south.

Kalt, the dentist, East Water and Mason streets, Milwaukee.

Country Roads.

BY W. O. LIVERMORE, MADISON.

I'm no poet, by no means,
I'm only Yeoman Black,
But I'm tired of these country roads
That almost break one's back;
And I've determined to state my mind
In cobblin sort of verse,
My subject is so rough, you see,
My poetry can't be worse.

I live six miles or so from town
Upon a sly farm,
Marinda Jane, my wife, is smart,
Possesses many a charm;
We've rid together, to and fro, for years
To church and store
Though Christians, we've by roads been riled
A thousand times or more.

In rainy spring through splashing mud
Our horses have to pole,
In summer time, when there's a drouth,
With dust we almost choke;
When apples to the cider-mill must go,
Or grain be ground,
To haul down hill or drag up hill
Is weary work, I've found.

I'm not afraid of honest toll,
I've not one lazy streak,
And wife's industrious too.
We read the paper every week;
She profits by the receipts, and cooks,
And sows, and sings,
And I have always learned to till, enrich
My land, and lots of things.

My crops, when season will permit,
Are always of the best,
'Tis fruit and garden truck, and stock,
We own an Eden's nest;
We've plants and posies in the house,
Some cash I've safely banked,
I've bought an organ for the girls—
We've six, the Lord be thanked.

I pay my full-tax every year,
Or work it on the square,
Yet these bad country roads are still
Enough to make one swear;
But since I've sworn I will not swear
Since I the church have joined,
I wish the legislature'd fix these roads
And ease my mind.

I've lost my trees, I've racked my tennis,
That I've too sharply spurred,
I've staid to home on Sunday some
From the preachin' of the word;
The neighbors, too, when weather's bad
Must stay in their abodes,
And all because we're pestered with
Such dreadful country roads.

Since Marinda Jane, the girls and I,
A wheel have learned to ride,
To assist in fixing up our roads
We shall all take the greatest pride;
And the legislature now in session
Should pass some sensible measure
For the betterment of country roads, and then
To ride will be a pleasure.

I'm no poet, by no means,
As any one can see,
But when our country roads get good
Then maybe I shall be;
For I do like a ship-shape track,
Where critters need no goads,
And wheels can spin along so smoothly—
I'm in favor of good roads.

North Side Club Doings.

Gerhard Aussem has organized a gymnasium class from among the members of the club. He will give lessons twice a week during the winter months.



GERHARD AUSSEM.

The club's *Bulletin Board* is steadily growing in popular favor, and has been increased in size to eight pages.

Another pool tournament is attracting the attention of the club members. It has a large list of entries and three fine medals are up.

Gerhard Aussem has again been appointed chairman of the racing

board. A more efficient and industrious worker could not have been selected. He predicts that their proposed open road race will be better than any similar event that has been or will be conducted in the state.

Alex. Bunke, the old clubstand-by, who is also on the board, will add materially to the strength of the racing interests. His past experience



ALEX. BUNKE.

will prove invaluable and his wisdom acquired by age will be indispensable.

William Jahn, the newly elected corresponding secretary of the club gives promise of being a very capable officer. He is employed in the office of the F. Mayer Boot and Shoe Company and is highly esteemed as an earnest worker. Besides his devotion to cycling matters Mr. Jahn is a great



WM. JAHN.

base ball enthusiast and plays a strong game with amateurs.

"Jim" Reiter will, as usual, take an active part in the management of club affairs. He has done a great deal of hard work for the club and the boys, appreciating this, elected him as one of the directors. He is chairman of the house committee and will do the position justice.



JAMES E. REITER.

Milwaukee Notes.

The Cream City Cycle Club, of Bay View, is in a state of so-called innocuous desuetude.

Gus. Simmerling, ex-president of the Mercury club, it is reported, has begun studying law.

General J. S. Coxey lectured in Exposition Hall, February 3, on the subject of good roads. He was greeted by a small audience, composed of sympathetic wheelmen and reform men.

It is reported that Wallie Sanger, the cycling apollo, appeared in New York at the show dressed in a dress suit and white kid gloves.

Thos. Lavin and James Morse pleaded guilty in a local court to stealing a bicycle and were sentenced to two years' imprisonment by Judge Wallber.

The Sheridan drive extension from Chicago to Milwaukee may not become a realization for some time to come, unless financial assistance is offered by the real estate owners along the way.

We quote the following from an exchange: "I consider Walter Sanger the fastest bicycle rider in the world. He does not use as good judgement in races as Arthur Zimmerman, but when it comes to a question of actual speed he has no peer. With a first-class man to train and handle him—an advantage he will have for the first time in 1895—he ought never to be unplaced except in case of accident."

One of the Sanger Family.

William F. Sanger, the nineteen-year-old brother of Walter, will undoubtedly join the ranks of Class B men. H. A. Lozier, builder of the Cleveland, the Humber people



and several others are after him. Willie is even taller than his big brother but weighs about twenty pounds less. He is muscular and has a good physique, but many say he resembles Zimmerman in his apparent loose joints. Unlike his brother, he is dark complexioned. At present he holds several of the state

championships. Last year he visited around the state a good deal, won many races and became very popular. The latter part of last season Sanger showed remarkable work. At the state meet, although in poor condition, he excited comment among the trainers of Class B men, all of whom urged him to get into Class B with a competent trainer to handle him. Sanger's entry into Class B circles will depend largely on the offers he receives from manufacturers.

Among the Milwaukee Wheelmen.

Four applications for active membership were favorably acted upon at the last meeting. An amendment to the constitution is pending limiting the club membership to 100.

The installation of officers which took place January 26, was an event which was a source of great enjoyment.

There is some talk of putting up ten time prizes for the Waukesha road race, to be awarded according to their value to the first ten men making the best time.

Good service in dentistry at Dr. M. Kalt's dental parlors, over Preusser's jewelry store, corner East Water and Mason streets, Milwaukee.



It strikes us as rather strange that a yacht can stand on a tack for hours while an inflated tire can't even bear up under its magic touch.

* * *

"My" said the careful cyclist looking over the hairy heads of the football team, "how secure I would feel about my wheel with a few such Yale locks."

* * *

The baggage smasher had dropped the bicycle from the car and broke the front rim. "What did you let that wheel drop that way for?" exclaimed the irate owner. "I beg your pardon," responded the baggage smasher, innocently; "I could have dropped it on the other end just as well if I had known you wanted it that way."

* * *

Now, why don't some idiot establish a record for climbing a tree or cutting figure 8s in the ice or thrashing wheat with a wheel.—*St. Louis Star Sayings*.

* * *

Mrs. McSwat—"Billinger, it doesn't seem right for us to be buying tickets for a bicycle meet that gives cash prizes. Mr. McSwat—"Why not?"

"Because we ought to spend that money for the benefit of the poor."

"That's what we're going to do, Lobelia. You'll see some of the poorest riders at the meet this afternoon that you ever saw in your life."

* * *

"Full many a gem of purest ray serene, lies 'neath the ocean's weltering water blue" and at the pawnshops, hidden and unseen, racers' jewels galore—in soak—are lying too.

* * *

A young man, whose best girl rides a bicycle, sent her a note in which he said, "I send by mail a pair of bloomers. Wear them for my sake." The young lady was very angry, but she smiled when, on opening the box, she found a pair of roses.—*Sandusky Journal*.

A Milwaukee Sentinel Editorial.

A letter was printed in yesterday's *Sentinel* from a Granville farmer, according to which the farmers of the state are inclined to resent the activity of the wheelmen in moving for good roads. The writer thinks that the farmers, and not the bicycle riders, are the ones directly interested, and therefore that any movement for better roads should emanate from them. He does not approve of any road legislation that is not asked for by the farmers.

We think that an injustice is done to the wheelmen by thus representing that they are trying to secure road legislation without any regard for the farmer and at his expense. On the contrary, the wheelmen are most especially anxious to secure the co-operation of the farmer in their efforts for better roads. They fully understand that his interest in the matter is paramount and do not wish to have anything done without consulting him. The organization of a good roads league will accomplish nothing unless it receives the backing of the farmers. This is realized by the founders of the league, and they are ready to make every concession to the farmers. It is to be hoped that no such mistaken impression will be created as that the Wisconsin League for Good Roads is in any way antagonistic to the farmers.—*Sentinel*.

Just Like Bassett.

The letter of Secretary Bassett, of the L. A. W., accepting the invitation to the good roads banquet, recently held, is unique and characteristic in its nature. Mr. Bassett was to respond to the toast, "The League of American Wheelmen," and his letter to Chief Consul Morrison deserves reproduction:

"I am in receipt of a letter from Mr. Rotier, bidding me attend a feast of the Wisconsin Division on January 22.

"I am naturally gregarious, and chronically hungry, and so I make haste to say that I will be in my seat when the soup is served.

"I am somewhat embarrassed by the novelty of the subject given me to talk about. If I can find out anything about the L. A. W., and am able to talk on top of your bounty, I will try and pour forth eloquence on this subject.

"Shall be very glad to meet the Wisconsin boys, with whom I have had so many pleasant relations. Yours fraternally,
ABBOT BASSETT."

Over in Dublin Way.

Near Dublin at Wicklow is a scenic attraction called the Devil's glen, which has for a custodian a very crabbed-dispositioned Irishman. The story goes, as told by a cycling tourist, that on a certain Sunday a fellow countryman from Dublin visited the place. On his being discovered he was greeted with:

"Sure, why did you come down today? Don't you know we allow no one here on a Sunday? Get out of this! What are you here for?"

"Sir," said the visitor, "I came down to see the Devil's glen in all its grandure, but, bedad, I little thought I should see the proprietor himself."

It appears, from Chicago cycling papers, that Miss Myrtle Hopkins, who was hurt last fall while riding a wheel, and to whom financial assistance from wheelmen all through the West was rendered, has said that she was "pulling the legs of all bicycle fellows."

THE PNEUMATIC.

Milwaukee Women Will Cycle.

Cycling among women of the fashionable sex in eastern cities has met with such high favor that many of the Cream City's young daughters have become desirous of mastering the wheel. A number of young women have induced a leading local dealer in this city to secure a place suitable for a riding school and H. P. Andrae, who is largely interested, has secured the Broadway Armory for the purpose. This place will offer an opportunity for the ambitious young women to receive instructions to ride the silent steed, without attracting attention, and it is believed that a number will avail themselves of it and that the devotees of the wheel among the fair sex will be doubly increased the coming season.

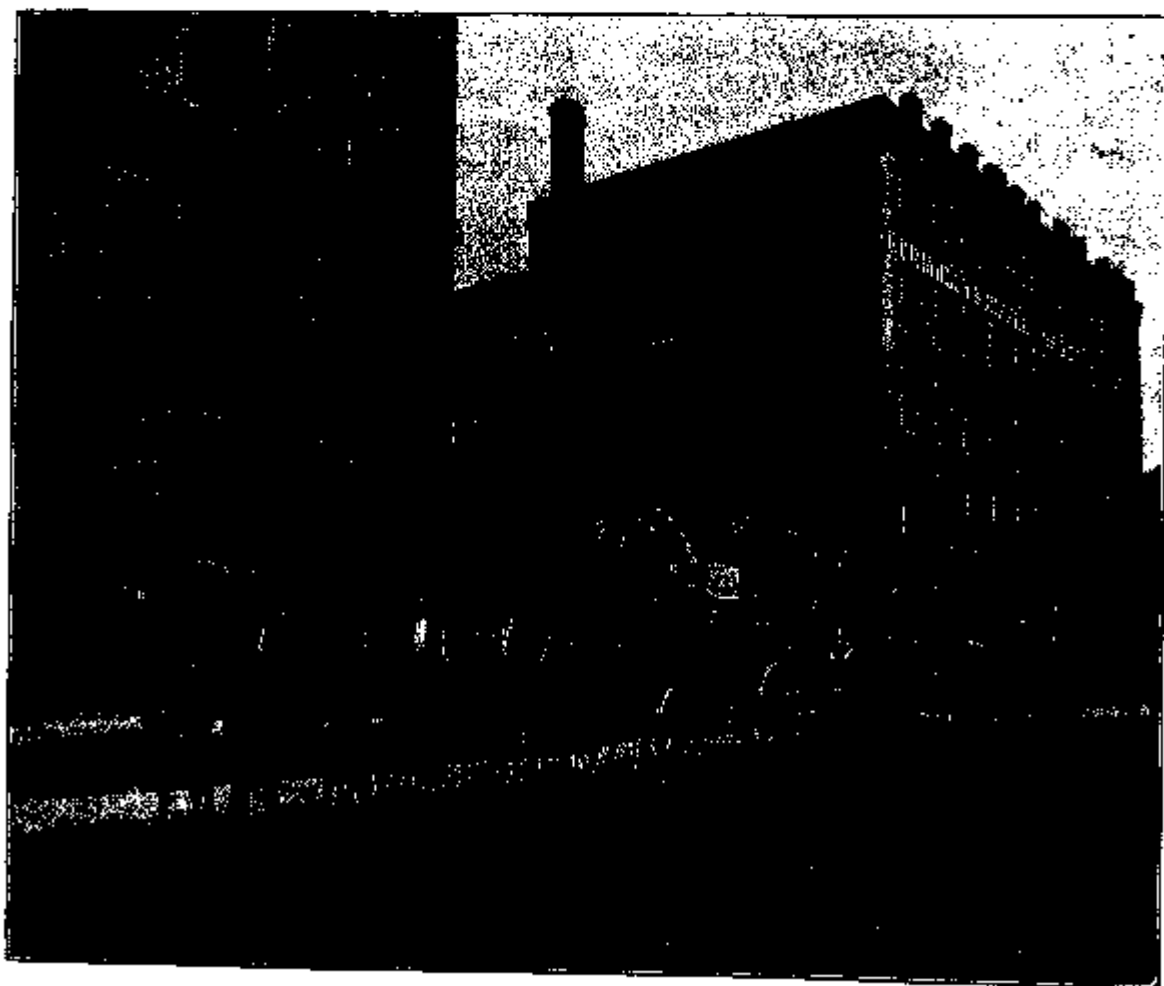
The asphalt pavements add a charm to cycling on the city streets heretofore unknown and with the reformed dress, which will be generally worn, Milwaukee girls will have a chance to indulge in the healthful pastime with as much pleasure as their brothers.

Decoration Day Event.

It is intended by the Associated Cycling Clubs, of this city, to celebrate Decoration Day in a similar manner as last year. They will endeavor to have every bicycle rider in the city help to swell the parade to the Soldiers' Home. The plan of doing honor to the dead soldiers is a worthy one and ought to enlist the co-operation of every person in the city, who rides a wheel.

The National Assembly may legislate to permit a man who has allowed his membership in the League to expire to renew at any time if he will pay up back dues. With this change it will be made possible for those who once had a low number to regain it, and Secretary Bassett estimates that there are a thousand men ready to pay up back dues for this one advantage.

Have your teeth examined by Dr. Kalt, East Water and Mason streets.



The above is a photograph of the Tally-ho Coach which was run, twice daily, from the Chicago Bicycle Show to the G. & J. factory, where Hambley and other agents were shown through. The smaller building in the back-ground is that in which this corporation had its beginning; its five-story neighbor being built at a later date. On the left will be seen the corner of one of the eight-story factories. In the foreground, standing on the street, crossing, will be seen Messrs. Gormully and Jeffery.

On Green Lake.

A number of those who attended the Ripon meet will recall the incidents connected with this narrative clipped from one of the Chicago papers:

"Two young men, one a reporter on the Chicago Record and the other a well-known Milwaukeean, were taken in by a boat-load of the racing men up at Green Lake, Wis. This is a few miles from Ripon. The day after the Ripon meet was spent by the wheelmen at Green Lake.

"Roy Bullin, manager of the 'Black Crook' company, a wheelman, had invited about twenty of the circuit chasers and their lady friends to a yachting party and fish dinner at a camp some fifteen miles up the lake. Three yachts, each loaded with a merry party, were sent away. The writer was in the party sailed by an old captain of forty years' experience, the host, Mr. Bullin, sailed another and Harry Maddox, the racing man, who is an expert from his long residence at Asbury Park, had the other. Each party was to troll for the pickerel for dinner. Our party was lazy, the unmarried men being too much engaged in fishing for miles from their fair charmers to cast a line out for anything else. In the party were Mike Dimberger, Chief Consul Morrison, of Wisconsin, O. E. Binner, M. C. Rotier, and F. S. Spooner. In the other yachts were Messrs. Maddox, Cabanne, Brown, Taxis, Titus, Bald and many others.

"When up the lake several miles and out of sight of all the other boats (in the kad of course), we spied a row-boat, the occupants of which proved to be a Chicago Record reporter and another, known to some of the party. They held up to view a fine string of pickerel, all large and some of six pounds' weight.

"'Give us the fish,' we shouted.

"'Give us a tow back,' they replied.

"'All right, come around,' our skipper shouted.

"They threw in the boat, we were towing, a half dozen of the largest fish and made fast. The skipper swung into the wind and started—up the lake—not down.

"There was consternation, and after a short parley the men cast off without their fish, which they had no time to rescue. That fish dinner cooked over a fire on the ground by our skipper was greatly enjoyed by our party, as they told story after story of the way in which those fish were caught. It was a long time before the envious comrades that came in the other boats, and *did* fish, realized that they had been bankoed. That was one of the most pleasant day's outing of the circuit."

A Two-pound Slab of Virgin Gold.

It has been said that "by unpaced riding alone should the true merits of a rider be judged." Morgan & Wright realized this when offering their magnificent trophy for the fastest unpaced mile on Morgan & Wright tires in '94. There is probably no short-distant record which has been so vigorously fought for and held by so few as the unpaced mile. At the opening of the season of '94, the record stood at 2:16, made at Paris by M. Fournier in the preceding year. At Waltham, July 17, Walter Sanger lowered this to 2:11 2-5, which stood for just one month, when Harry Maddox, on August 17, at the Denver meet, clipped 1 1-5 seconds from the record, placing it at 2:10 1-5. His mount being fitted with Morgan & Wright tires, caused him to be looked upon as a possible possessor of the trophy at the end of the season. On August 26, however, Harry Tyler, at Springfield, lowered Maddox' figures nearly three seconds, placing the world's record at 2:07 2-5. This being the fastest unpaced mile made during '94 on Morgan & Wright tires (and within 1-5 second of the world's record at the present time), he was awarded the trophy at the end of the season.

Notes of General Interest.

A. A. Hansen, of Minneapolis, has the record for miles covered on a wheel during 1894. The figure stands at 21,053.

Col. A. A. Pope has been elected a member of the Executive Council of

the American Association of Inventors and Manufacturers.

Eastern railroads have practically decided to carry bicycles free as in the past. The western roads, however, still remain stubborn.

Japan is a perfect cycling country. Its roads are narrow tracks, smooth as billiard tables, because there is no heavy vehicular traffic to cut them up.

The Brooklyn Good Roads Association has decided on Saturday, June 15, as the date for the parade to inaugurate the opening of the wheelmen's Coney Island cycle path.

Sanger, Titus and Cabanne will do their preliminary training in the South. They will begin work on the track at Birmingham, Ala., on April 1, and will stay three weeks.

Rumor has it that a strong fight will be made over the selection of the course for the annual Decoration Day road race of the Associated Cycling Clubs of Chicago. The South side delegates will put in a bid for the old Pullman course, inasmuch as it has been improved and is now a good road. The North side men are anxious to have the course of last year. It will be decided soon.

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CHICAGO

Local and General Trade.

Ten Telegrams have been sold in a bulk to members of the N. S. C. C.

John Meunier Gun Company will continue to handle the Rambler bicycles.

Clement, Williams & Company will handle the Imperial and Spalding this year.

It is not unlikely that Chas. F. Stokes may again be seen in the bicycle jobbing trade.

The Badger Typewriter & Stationery Company will handle the Columbia wheels this season.

Wm. Pollitt, the cycle repair man, has moved to larger quarters, three doors east of his old place on Chestnut street.

The building for the new bicycle factory at Mukwonago is nearing completion. It will be occupied by the Mystic Cycle Works.

Prior to and during the Chicago cycle show, applications were handed in for sixty-seven spaces at the second show which occurs December 2 to 7.

John R. Bowen, for a number of years with the Union Cycle Company, has entered in the employ of the Telegram Cycle Manufacturing Company.

Bean & Lang, of Fond du Lac, manufacturers of the U. S. Cyclometer report a large and steadily increasing demand for their handy little recorder.

Harry Warner, Andrae's salesman, is in southern climes. J. C. Schmidtbauer is traveling through the Wisconsin and Minnesota territory. Both report trade better.

The latest is a pneumatic sleeping car berth. The mattresses for both the upper and lower berths are rubber bags, which are blown up, when required, by air from the compressed air pipes used for the Westinghouse brakes.

We are in receipt of a neat invitation from D. D. Warner & Company, Madison, Wis. Announcing his annual cycle opening. The affair is past, and from reports the event attracted people from all the neighboring towns.

The fire which caused a loss of nearly \$2,000 in stock of the Friese Boat & Cycle Company, has created a large sale of sundries from the damaged goods. The store is now undergoing extensive repairs and will be fitted out with everything new in a short while.

The New National Time Recorder Company, manufacturers of the Bolte wheel, have started a scheme of selling wheels on the installment plan at 25 cents a day. Because of the excellence of their wheel they feel safe that they will have no trouble with purchasers.

\$100 Reward, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

Sold by Druggists, etc.

P. J. CHERNEY & CO., Toledo, O.

Will Represent the Union.

W. A. Bremer, who has been in the cycle repair business for the past two years, has closed a deal with the Union



Cycle Manufacturing Company's branch house in Milwaukee to take the superintendency of the mechanical department when the cycle season opens. In the mean time he will represent the company through the state and the upper peninsula of Michigan, placing agencies for the Union. There are at the present time about thirty Union agencies in the state and Mr. Bremer is confident that he

will swell the number to a hundred. The Union company's branch controls all the business in this state and all transactions must be made through the Milwaukee house.

H. L. Kasten & Company will quit the bicycle business, it is reported.

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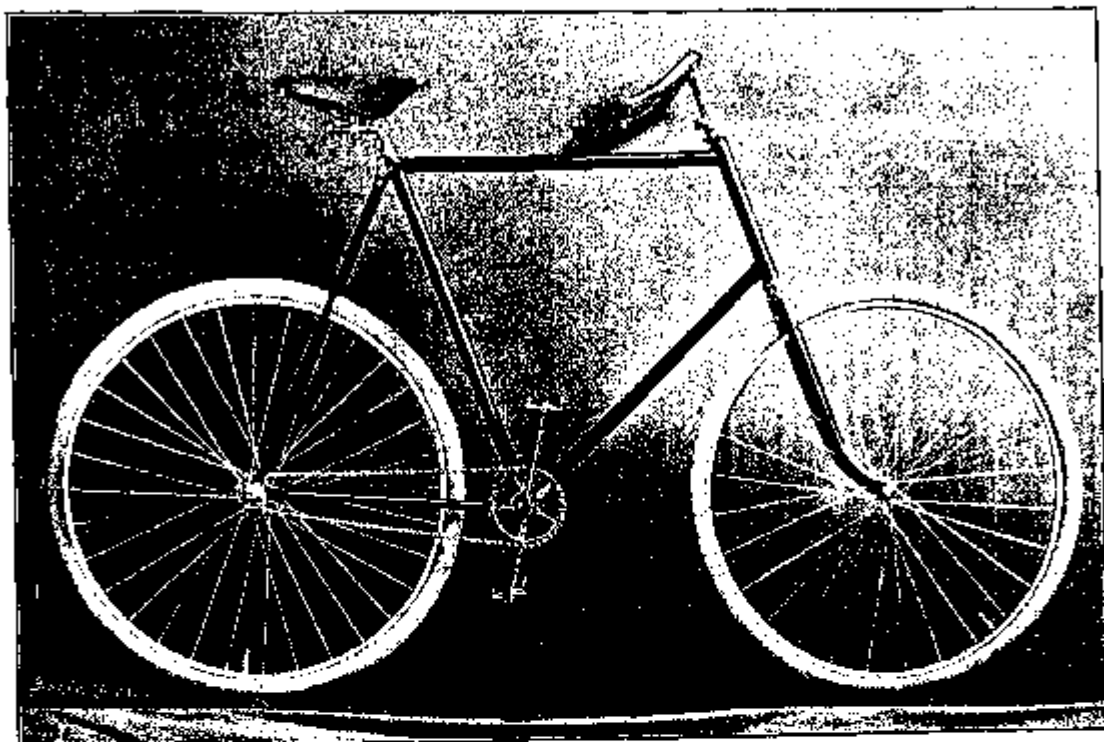
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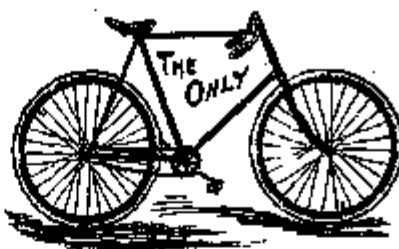
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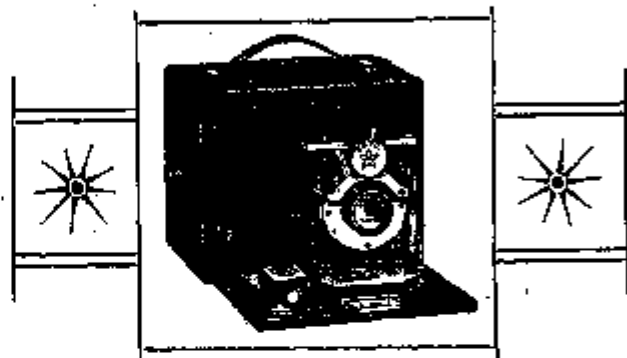


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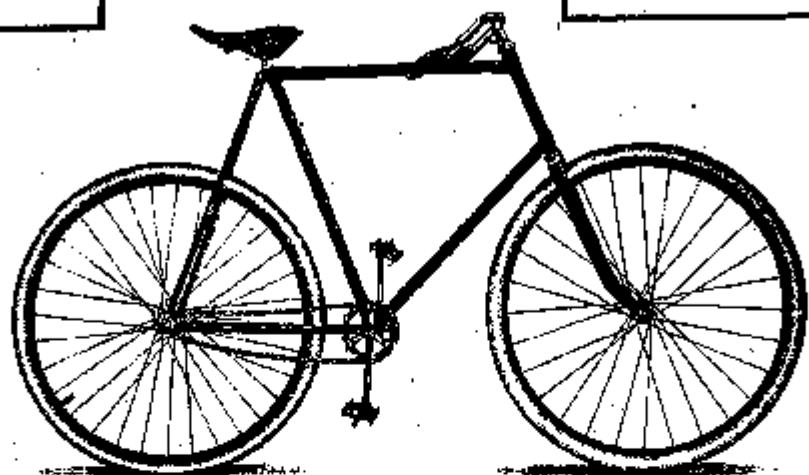
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WILL BE THE MOST
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The demand for this \$100 Machine shows that they know "its a good thing" and therefore want to "push it along." Weight 23 lbs., wood rims, Morgan & Wright tires. 43-inch wheel base.

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THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

Vol. V.

MILWAUKEE, WIS., MARCH, 1895.

No. 12.

1:34 1/2

1:34 1/5

1:34 1/2

THE FASTEST MILE EVER RIDDEN

Faster than "Nancy Hanks"

Faster than "Salvator"

WAS THAT OF WILBUR J. EDWARDS ON HIS

RAMBLER No. 10.

Fitted with "G. & J." Tires. Paced by the Rambler "Quad," which was shown at the Cycle Show.

TIME 1:34 1/5

This wonderful mile was negotiated on a "straightaway level course," at Livermore, Cal., Feb. 9, 1895—against the wind. The pace makers were unaccustomed to the "quad," which had been received from the factory only a few days previous. Just keep watch on Edwards and the "quad" boys for a few weeks.

What would he have done with the "quad," boy's "fit," with the wind on his back and the course down hill?

EDWARDS rode fairly well in 1893. In 1894 he changed his mount, bought a RAMBLER, won lots of races and broke a world's record. In 1894 he rode some other wheel—and did nothing. In 1895 he began right, went back to his RAMBLER.

FIRST thing he did was to beat Otto Ziegler.

SECOND thing he did was to ride

FASTEST MILE EVER RIDDEN.

and the end is not yet.

EDWARDS BELIEVES IN RAMBLERS NOW.

GORMULLY & JEFFERY MANUFACTURING CO.

CHICAGO, 36 Madison St.

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DETROIT MICH., Branch House, 301 Woodward Ave.

BOSTON, 174 Columbus Ave.

WASHINGTON, 1335 14th St., N.W.

BROOKLYN, 49 Flatbush Ave.

1:34 1/2

1:34 1/2

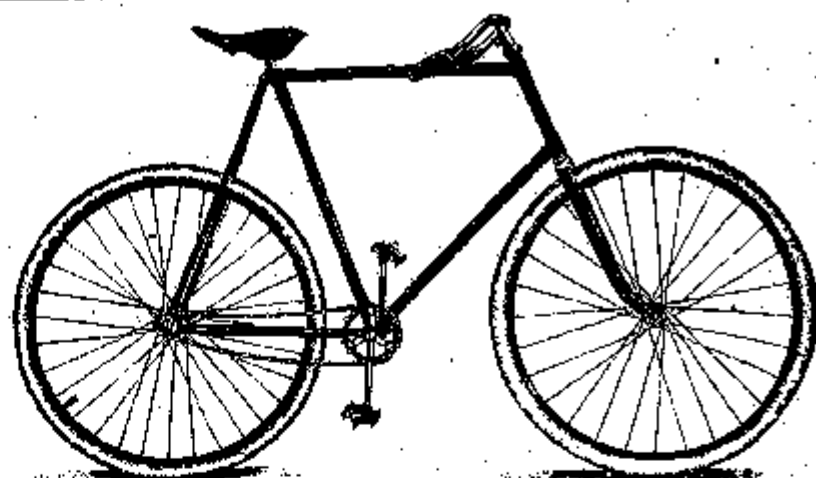
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THE PNEUMATIC.

THE BOLTE

\$100.

A HIGH GRADE WHEEL



Fitted with either the Morgan & Wright, Hartford Rubber Co., Wizard Single Tube, G. & J., Dunlop or Palmer Tires. You can make no mistake, when you can have your choice of the best. The highest achievements of mechanical skill are embodied in the Bolte Cycles.

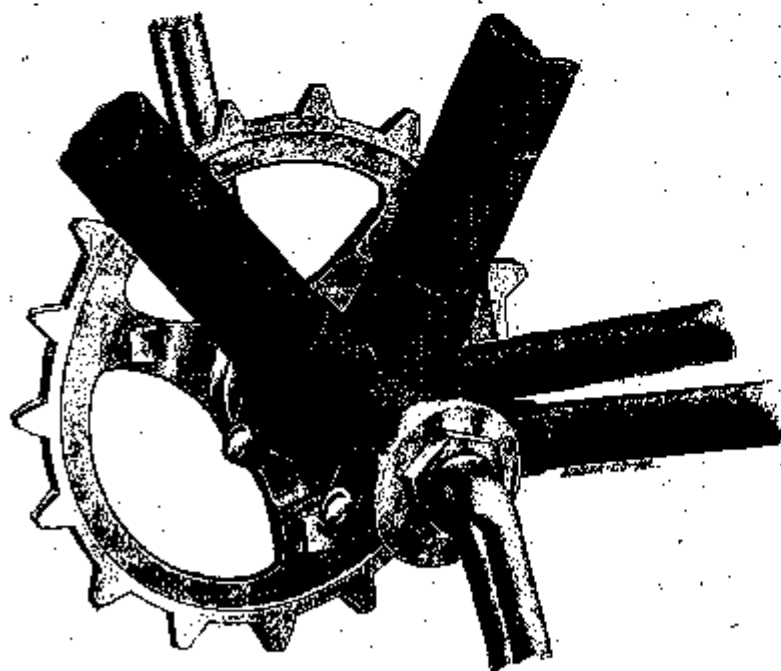
THIS SIZE BALLS USED IN BOLTE CYCLES.

$\frac{3}{8}$ Balls



$\frac{3}{8}$ Balls

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Saves one pound in Weight.

Has 5-inch Tread.

Interchangeable Sprocket.

Compare all these point with other makes of cycles, that cost just as much. Examine the Bolte; you can see it at

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of "The Only" Bicycle will show that it is the wheel for the hard road rider. Every part of the _____



machine is made from the best material and by an experienced mechanic.

ONLY BUILT TO ORDER.

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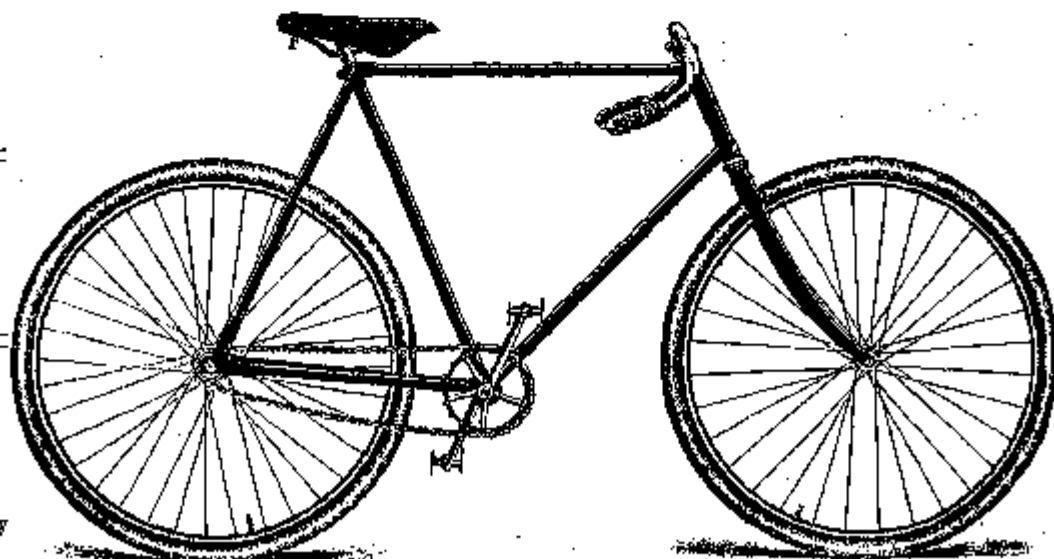
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Exclusive Agency.

If you will dig

into the question of Bicycles, you can unearth some curious facts.

1st fact is that "skinned milk oftentimes masquerades as cream." In other words, what seems to be a high grade bicycle is nothing of the kind; simply a cloak under which to sell a 2d and 3d quality at a liberal profit.

2d fact The first cost of high grade cycles cuts very little figure. Go behind all of that and see what you actually get for the money. If the bicycle is stable, lasting and honest, your investment will repay itself times over.

3d fact An honest bicycle will bear a great deal of watching. You can dig into ANDRAE CYCLES all you like. You won't unearth a skeleton; you will find considerable meat on the bone.

It won't fry out.

— Cycle
— Sundries

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JOURNAL OF CYCLING LITERATURE AND TRADE NEWS.

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

ADVERTISING.

THE PNEUMATIC is the only cycling paper thoroughly covering the territory in Wisconsin, Minnesota and Northern Michigan. It reaches the homes of individual riders as well as the dealers, and is recognized as a paper which concisely covers all the doings in cyclingdom. Advertising rates on application.

Eastern Representative: S. Koppel, 31 Times Building, New York.

M. C. ROTTER, Editor and Publisher,
505 East Water Street, Milwaukee, Wis.

THE legislation of the National Assembly, League of American Wheelmen, to again furnish the members with a weekly paper free, was an action which showed wisdom. League officers will soon realize that the weekly Bulletin is a great inducement to retain and recruit members, if there is no extra charge for it outside of their annual dues of one dollar. The paper promises to be a good one, worth the price of the annual dues alone.

AMONG the actions taken by the last League Assembly none were more important, from a racing standpoint than the one which provides that no sanctions will be granted for record breaking during the racing season. This is clearly in the interest of race meet promoters as previous experience has been that many of the cracks would not materialize at a race meet on account of being detained at a certain place to get fit for record making.

IN the state legislature, the grangers, vexed at the wheelmen for having inaugurated the active crusade which is now going on for good roads, have introduced a bill putting a tax on all riders of the wheel, who, as they would share the advantages of better roads, are expected to pay towards making them. It is evident the farmers have not as yet dispelled the idea that the wheelmen have a selfish motive in their earnest work and that they still regard the wheel as a city luxury. Until the bicycle more generally reaches the rural districts to demonstrate the utility of it and the farmer boy becomes financially able to possess one, we can never hope to win the favor of our rural friends.

MORE than a dozen of the men who surrendered their amateur standing and went into the N. C. A. two years ago have shown an eagerness to get back into the fold of the L. A. W. The National Assembly, at which

their petitions were presented, very properly took no action in the matter at all. They were not given a consideration. The N. C. A. is dead and is not likely to ever revive and the deluded men now find themselves barred from any racing. That the N. C. A. proved to be a failure is no reason why the L. A. W. should take back men who have deliberately violated the rules. The most important reason for a strict enforcement of the rules regarding reinstatements is the moral effect that such action has on other riders.

THE question is already beginning to assert itself whether or not racing teams pay. After running costly teams for two years and spending a small fortune on them, the Gormully & Jeffery Mfg. Co. has decided that a racing team is an expensive luxury and has come out with an announcement that in 1895 the Rambler team will be missing from the circuit. The reasons for abandoning its team are good ones. Mr. Gormully says that since bicycle racing under Class B rules has become a strictly business occupation and the world knows that the riders of the various makes of wheels do not use that particular wheel upon which they race on the score of any real or fancied merit of which these wheels can boast, this method of advertising has been overworked and falls flat, to a certain extent, with the general public.

ONE year ago the outlook for amateur racing appeared decidedly unstable by the introduction of the two class rule. Many able minds and League fathers foresaw nothing but disaster in this adoption. But Howard E. Raymond, the chairman of the National Racing Board at that time, was confident of the success of his plan and the clear record of the past year has shown how ably he had looked into the dim future of our fast growing sport. To-day all governing bodies over athletic sports recognize the absolute correctness of our position and coincide therein. The state of affairs in cycle racing during the two previous seasons, had grown so abnormally in defrauding the pure amateur rule, that it became necessary for the League to take a step which had no precedent in the history of any sport. The peculiarity of the position demanded an unprecedented action. After the incubation of the Class A and B scheme there seemed but two courses to choose from—to legitimize certain necessary evils, and control the class which was being paid a salary by manufacturers, and exercising our power over them in keeping their races consistently clean, or to cut deep into the ranks of the racing men, throw them into professionalism, and thus destroy for some time at least the success of race meets and financially effect many race promoting clubs of this country. But there will come a time, and it is not very far distant, when manufacturers will find it an unprofitable investment to pay money to fast men to ride their wheels, and when this comes about the two class rule will be abolished and pure amateurism may again reign supreme.



All skating championships in Europe and America are held by cyclists. Jaap Eden holds that of Holland and Denmark, James Smart is England's professional champion, Tebut is England's amateur champion and Johnson America's.

* * *

The League of American Wheelmen by its action in legislating against the eligibility of women competing in race meets held under its official sanction, has proved the wisdom of previous similar rulings, and again exemplifies its usefulness. The necessity for some governing body to direct the interests of cycling is made apparent in just such instances as this.

* * *

Although Tyler's unpaced mile race of 2:07-2-5 is the record on Morgan & Wright tires, Sanger holds the world's record by 1-5 of a second.

* * *

Sanger says there is no truth in the assertions made by the press that Zimmermann and Wheeler want to re-enter the amateur ranks. Zim is booked for Australia this summer at a price of \$10,000.

* * *

Once a month we receive a publication which is winning for itself the commendation of the busy business world. It is that bright and practical magazine published by Kittredge Company, New York called *Business*. Its pages are the embodiment of sound business arguments and practical suggestions. It is also regularly accompanied by a supplement entitled "Practical Accounting" which is conducted by the Institute of accounts and is of great value to business men."

* * *

Both Mr. and Mrs. John Jacob Astor ride bicycles. A "Gotham" correspondent in writing about Mrs. Astor says: "If she has any fad, it is out-door sports. She rides horses and also a bicycle, and often goes for an early morning spin over the fine roads. On her bicycle rides, her husband frequently accompanies her—without his hat, for, like the city boy who delights in going bare-footed if only for half an hour, Mr. Astor enjoys being hatless."

* * *

Boston, the reputed capital of culture for centuries; the birthplace, cradle and school of American philosophy, poetry and the kindred arts; the center of wealth and learning and the repository of our national traditions—Boston has been made to yield to a New Jersey seashore town in the twenty-fifth year of its existence.

Reform in Woman's Dress.

The report of the committee on dress at the Woman's National council was presented by its chairman, Mrs. Frances E. Russell, of St. Paul, Minn. In it she says: "Our committee in seeking an improvement in woman's dress which will give her the free and healthful use of the organs of her body when working or taking exercise, condemns not only the corset, but the long skirt, as a serious hindrance to freedom of movement.

"The motive of the present movement is united action, mutual help. No woman is expected to come out alone and take up the cross of conspicuous oddity of dress on all occasions. This might make all timid women, seeing her started at, feel that they would rather die than follow her example. We must unite to encourage and shield one another, especially for the sake of those who need freedom in dress most, the invalids and the hard workers.

"We have never recommended that any of the styles suggested by our committee be now adopted for all occasions, though we hope to gain the social freedom to wear a dress of some kind wherever we choose, but as far as possible adapted to the occasion."

The Bicycle in Ancient History.

The following is taken from the *Journal Amusant*, of Paris:

The learned professor, A. Bruty, the distinguished archaeologist, has devoted his time of late to the study of the origin of the bicycle.

According to his authority, the construction of the first cycles can be traced back to Vulcan, the celebrated cycle maker, who was the maker of the chariot of the Sun, and the monocycle of the goddess Fortune.

The bicycle itself was invented by a certain Pædalus, afterwards perfected by Pythagorus, the father of *multiplication* (French for gearing).

The Islands of the Cyclades were the grand rendezvous for the riders of those days, and there can still be found in one of them the remains of *pneumaticon*, and of several tracks.

A scientific reconstruction of a bas-relief from Nineveh shows that the tandem was in use in Assyria from the earliest ages, consequently long before the famous *quoque tandem* with which Cicero has so much taunted Catiline.

Later on, in the epochs a little nearer our time, we can cite the *record of Roland*, and in the eighteenth century the regiment of the *Royalgarde-crottes*, who were certainly composed of cyclists.

But the learned professor has never been able to discover who established the record of the *Hemicycle*; he believes, however, that it was an orator.

Race Meet Promoters:

When you decide to hold a race meet, communicate with the Editor. He wants the information, and in exchange for which, will furnish you some.

A Badger Bicyclist.

We herewith give to our readers the likeness of one of our veteran L. A. W. members in the state, as he appeared last year, while on a health jaunt enroute from Nashville to Louisville. It is H. F. Schlegelmilch, of Eau Claire,



who has been an active worker in the interest of cycling in his city for many years and was regularly elected the League club representative on the Division board for several years. Mr. Schlegelmilch is twenty-eight years of age, was born in Eau Claire and has been in the hardware business for some years. His health however, is failing him and he has decided to remove to California in the spring. The wheelmen of the state and especially of his native city regret his departure sincerely and hope for his speedy recovery and return.

In a letter addressed to the secretary of the Wisconsin Division in reference to the possibilities and welfare of the League, he says: "I sincerely desire to see the League prosper in our state and I hope you will pardon me if I venture to remark that were more attention given to the facilities and comforts of touring, it would attract many men who ride more for pleasure than for speed, men who would be very desirable members as they would be of the more solid, substantial kind, whose influence is felt in their communities.

"With more such men added as members, a better knowledge and a better condition of our country roads would result, which, combined with attentive League hotels in every town in the state would materially increase the number of riders and also our membership."

Cycling In the Sunny South.

BY R. F. SCHLEGELMILCH.

To a northern born lad, a bicycle tour in the southern states, is almost as novel as a trip abroad.

The southern "nigger," the "poor white trash," the quaint old towns, with their shops and stores all surrounding the square or market place, are alike interesting and new to him.

On a bright day in June, '94, I left Macon, Ga., on my wheel, bound for Cincinnati. The smooth, well graded dirt road led me through a fertile, carefully cultivated country, where the emerald green of the newly growing corn contrasted strongly with the deep red color of the soil.

Following the line of the Georgia Central Railway, the road grew gradually poorer as it neared Atlanta, while the occasional stretches of sand and the numerous heavily laden strawberry patches, made the progress necessarily slow, fences in that section being the exception rather than the rule.

Atlanta, the "Chicago of the South," is a busy smoky city, covering a number of hills and a ride in it is a succession of ups and downs. Some of its streets are paved with asphalt, which is appreciated by the cyclists who swarm upon them in the cool of the evenings. The riders evidently do not take to road riding nor to excursions to the neighboring villages, as a number of inquiries as to the road to Lithia Springs, brought forth expressions of doubt and instructions to follow as many different directions.

The road begins to get rougher and more hilly as it nears an offshoot of the Appalachian mountains and there is considerable climbing to follow it to Yorkville, at the top of the divide. From here there is an extremely picturesque descent into Rockmart, which is quite as steep as Kentucky's famous hill at Maysville.

A peculiarity of the road is an almost entire absence of bridges—the road winding along the streams until a ford is reached, when it would disappear and come up smiling on the opposite side.

Streams are usually found in the little valleys and gulches between the hills, and after a winding and sometimes steep ascent, the road would wind down the other side, and often, with an abrupt turn, plunge headlong into a little rocky stream, from there to sometimes thirty feet in width, which promised dire disaster to the reckless coaster that failed to have his brake well in hand.

Another feature of the South is the mule. The southern mule has an unwholesome fear of a bicycle and will out more capers in his efforts to pass one, than any other living animal.

Far away on the horizon, I see an object which resembles a double church steeple; as it approaches, they seem to lean toward me, until, closer inspection reveals the gleaming teeth, the distorted nostrils and the glaring eyes of a Georgia mule squatting back on his haunches and eyeing

me as though I were the highest official of Hades. The wicked expression of his countenance does not convey to the observer his intentions—he might bound forward intent upon complete annihilation, or he might turn a somersault to the rear of the vehicle to which he is harnessed, while a jump into the next county at his side does not look improbable. If his driver is a "nigger," he will sit and crack his whip, trusting to luck to bring him safely by; but if it be a Georgia "cracker," then it is time to dismount, as the "cussing" such a one can do when his blood is up, is strong enough to overcome every obstacle upon the road.

Rome is a pretty little city with a hotel that would do credit to a city ten times its size. A particularly fine dirt road leads from here to Trion Factory, the great cotton mills site, affording a magnificent coast on the way.

About the roughest road in Georgia is between Trion and Chattanooga, as it nears the battle field of Chickamauga; the last five miles of it allows but little riding on account of the stones with which it is covered. Suddenly emerging from the woods through which it leads, on to the perfectly macadamized road in the government park near Crawfish springs, the contrast is so strongly marked as to seem to give new life to the tired tourist.

Chickamauga park is beautifully laid out with fine drives, and monuments to departed heroes as well as metal slabs describing the location and movements of the conflicting troops during the memorable battle. The road leads on to Chattanooga, lying at the foot of Mt. Lookout, which looms up grandly beside it like a silent sentinel.

A steamboat ride down the Tennessee river from Chattanooga to Whitesburg, enables the tourist to reach Huntsville, via the Whitesburg pike and escape the sand mountains in southeastern Tennessee as well as being a pleasant diversion.

The "pikes" in this section run northward through Tennessee and Kentucky and are owned and managed by corporations who collect toll upon them, from which the cyclist, as yet, is exempt. Some of them are kept in good repair, while others are covered with loose broken stones, which the toll payer has the privilege of rolling down with the wheels of his vehicle at the rate of two cents per mile.

From Huntsville to Nashville the road is exceptionally fine, being macadamized almost the entire distance. The tourist has the choice of two routes, the Shelbyville pike via Shelbyville and Murfreesboro, and the Pulaski pike via Pulaski and Franklin, the latter being deemed the better.

At Nashville, my inquiry as to where the L. A. W. hotel was located, was, as usual, met with a puzzled look and a reply expressing ignorance of such an institution. Continuing northward, the road leads past the national and confederate cemeteries, through Gallatin and Franklin to Bowling Green, one of the most beautifully situated cities in Kentucky.

A few miles north of the latter city the macadam road gradually diverges into the old Louisville and Nashville

pike, once one of the greatest thoroughfares in the South. but, in its present condition, one of the roughest, resembling (what, indeed, it really is,) a granite block pavement in sad need of repair. The reflection of the sunlight from the grayish white granite is trying to the eyes, while the heat, also, is intensified. Mammoth Cave is a delightful resting place after the trials of this road and the cyclist finds a certain amount of grim satisfaction in escaping from the extortion of ten cents a mile which the railroad charges from Glasco Junction to the cave.

The roads from the cave to the northward as far as Bardstown are very rough, indeed, corresponding to the nature of the country; long stretches of sand and, in places, a scarcity of water, add to the discomfort.

The Bardstown pike leads one into Louisville in high spirits, the natural result of an enjoyable ride. Here, the cordial welcome received at the Gault House, the first league hotel found since leaving Chattanooga, was thoroughly appreciated.

Continuing eastward from Louisville the almost perfect road leads one through that garden spot of America the "Blue Grass" region, which teems with hospitable people, fertile farms and fast horses. Frankfort, the capital, Lexington and Paris are passed through and another haven of rest is found at Blue Lick Springs, a quiet little resort in the heart of the hills, on the old and well-kept Lexington and Maysville pike, built by Daniel Webster many years ago.

Here one can drink the healing waters and peacefully rest, undisturbed by railroads, boats and the noise and bustle of civilization, with only the stage to break the monotony twice a week.

A beautiful, though hilly ride of thirty miles to Maysville, on the Ohio river, enabled me to take the boat at noon for Cincinnati and that peaceful afternoon on the quiet deck of the steamboat, enjoying the scenery and a fragrant havana, is one of the most cherished recollections of the trip.

At dusk, the lights of Ft. Thomas twinkled before us and shortly after, I had joined the 200 wheelmen at the "Palace," who were attending the state meet of the Ohio division.

Lady Mexicans.

Cycling has done much for the ladies of Mexico. It is the custom of the country for the native women to go heavily veiled, with their bright eyes only showing, but the ladies who have taken to the cycle, ride unveiled, although they still have an attendant with them. The roads they have to cycle over are the finest on the American continent.

Sporting Life now comes to us in a miniature size, compared to its former appearance. Its pages have evidently been made smaller for more easy handling. It has twenty-four pages and is as full of newsy and spicy articles as ever.

The Assembly's Legislation.

The annual assemblage of the League's officers and representatives occurred at New York, February 18-19. Out of a possible 144 votes, 101 were represented in person and the balance by proxy.



SECRETARY ABBOT BASSETT.

The amount of business transacted during the two days session was large and satisfactory and many of the old League fathers, who were present, expressed themselves that the organization had never before been represented by a more competent and efficient assembly. Debate on nearly all questions

was short, sharp and spirited. The first two hours after the opening of the meeting on the morning of the first day was occupied by the reading of the officers' and committees' reports. Retiring President Luscomb rendered a report which was excellent in its review of the work done the past year and contained many recommendations. Secretary Bassett's report, as usual, started out with a sentimental and poetic effusion. His report showed a present membership of 26,140 distributed over the country as follows:

Atlantic states, 16,544; 63 per cent. of the whole; loss from last year, 27 per cent. Middle states, 6,811; loss, 27 per cent. West of Mississippi, 4,230; loss, 16 per cent. New England, 7,672, loss, 24 per cent. Pacific Coast, 806; loss, 32 per cent. North of Mason and Dixon's, 1,907; loss, 34 per cent. Gulf states, 264; loss, 46 per cent. Total loss, 30 per cent.

But for the office of second vice-president, the election of officers for the coming year would have gone through without a ripple. Some months ago a slate had been prepared by the League's combination as follows: A. C. Willison, Maryland, president; Geo. A. Perkins, Massachusetts, first vice; A. A. Billingsly, second vice; E. A. Mergenthaler, Ohio, treasurer. To this there seemed no opposition whatever and everyone supposed that the entire list would run through without a dissenting vote, but as the day of election approached there was evidence of a restless feeling among the eastern members about the wisdom of electing A. A. Billingsly on the executive committee, knowing that his past record at Assembly meetings did not at all redound to his credit.

This feeling developed with rapidity and they began to cast around for a more suitable man, and here is where Wisconsin was looked to for a solution of the difficulty. The East knew it was essential to have the West represented on the board and after some hesitancy between E. L. Hartwell, of Denver, Colo. and A. C. Morrison of Milwaukee, Wis. they decided on the latter. All this was unknown to the Wisconsin delegates, however, and when they arrived

at the hotel the evening previous to the convention, one of them was greeted by David Post, of Connecticut with the following unceremonious intelligence:

"Hello R——; Say, we want to run your man Morrison for second vice. Will he take it?"

After getting Morrison to consent to accept the nomination in opposition to the Illinois man, it did not take long to find out that of the votes which were not pledged, Morrison got most all. The result, Morrison 95, Billingsly 47.

The selection of the place for the National Meet for '95 resulted by vote as follows: Asbury Park, 81; Boston, 69. While the Boston delegates had confidently expected to be the winners, they swallowed their defeat admirably and Chief Consul Elliott of the Massachusetts Division said: "According to a time, honored custom it affords me great pleasure, of a peculiar kind, to move that the vote be made unanimous in favor of Asbury Park." To Mr. Connolly, of Danville, Ill. a large part of the success of the Asbury Parkites can be attributed. As editor of a paper he had attended the convention held there last summer and in a speech, seconding the motion that Asbury Park should get the National Meet, he became so eloquent that he held the assembly spell-bound and now and then occasioned the gathering to be almost convulsed with laughter by humorous allusions to the attractions.

Among the amendments, the color question was not moved and the motion to annex the upper peninsula of Michigan to the Wisconsin Division had to be withdrawn owing to the strong sentiment against it because the Michigan officers could not effectively work in the legislature without the co-operation of their entire state, it was also argued that such a move would be establishing a wrong precedent.

An important change in the constitution was effected which enables an applicant for membership, to remain a member from the date of his admission, irrespective of the time of year during which he joins. This will eventually do away with any abnormally dull season because if one desires to become a member in the fall he knows it will run him through the next summer without an extra charge.

Among the amendments passed pertaining to racing the following are the most important:

1. In Class A, prizes of any reasonable description to the value of \$50 may be offered; this does not admit however, of ridiculous prizes, or prizes calculated to injure the sport.
2. Any Class A racing man employed in the cycle trade may be transferred to Class B without further cause.
3. Applications for sanctions must be accompanied by fees as provided for. No application can be considered valid unless fees are sent.
4. No sanction may be granted for an event to take place on Sunday, or in which women can participate.
5. No private record trials will be sanctioned during the principal racing season, probably from June 1 to Oct. 1.

6. No appeal from referee's decision will be considered unless made within one week from date of meet.

One day at each future National convention will be set aside for the discussion of road improvement, was the effect of an amendment adopted.

Toward the latter part of the second day after the last amendments were acted upon the assembly considered the applications of racing men for reinstatement into L. A. W. ranks. A number of them were allowed where the offense was proven to have been perpetrated in entire ignorance of the law. Not any of those who knowingly raced for cash were even considered.

Although the L. A. W. Bulletin matter cropped out every now and then, during the meeting, it was not satisfactorily settled until the adjourned meeting reconvened March 6, when it was decided to award the contract, of furnishing all League members a first-class weekly cycling paper as an official Bulletin at no extra cost to members, to Sterling Elliott, of Boston. Secretary Abbot Bassett has moved the L. A. W. headquarters back to Beantown.

League Membership Changes.

All memberships in the League cease March 31 and sixty days time will be given each member to renew. The annual dues remain at \$1 including subscription to the new weekly *L. A. W. Bulletin*.

Hereafter, all memberships will run a full year from the date of acceptance of application.

Those who have permitted their League membership to expire during the past two years can regain it and their old number upon payment of fifteen cents for each month or fraction of a month that they are in arrears.

The Wisconsin Division begins the new League year with a resolute determination to reach the 1000 mark in its membership during the season. With the present favorable outlook the result is confidently looked for. As a special inducement to retain the present membership and to be assured of success it has decided to pay one year's dues in the League for each member who will forward to the state secretary two application blanks properly filled out accompanied by the required sum of money. Members complying with this must not omit to send their own renewal blank along to avoid the possibility of doubling renewals. This offer lasts only until April 30.

From League Headquarters.

The following information printed on a postal card in glaring red letters, was received a few days ago: "New address: Abbot Bassett, Sec'y L. A. W., 12 Pearl St., Boston, Mass. League dues for an applicant \$2.00 for full year, including subscription to L. A. W. Bulletin. L. A. W. Bulletin at Chicago discontinued Feb. 1. New Bulletin at Boston will be issued Thursday, April 4, 1895. Renewals \$1.00 with *Bulletin*."

After life's fitful fever the Boston boom sleeps well.

Paragraphs On Morrison.

The only contest in the election for officers was over the second vice-presidency. Billingsley was lost in the shuffle, A. Cressy Morrison, of Wisconsin, receiving ninety-five votes out of 142. It was the quickest thing on record, Morrison having come in on Sunday night in absolute ignorance of the honor intended for him.—*Bi. World*.

Morrison writes "ads" for a brewery. Where were Billingsley's white ribbon friends?—*Referee*.

Wisconsin will boom. She knocked Billingsley out in one round, means to beat Chicago with ten time prizes in the Waukesha, and is already arranging a state circuit.—*Referee*.

Wisconsin wheelmen were honored with an office in the L. A. W., although they were not expecting it. A. C. Morrison was elected second vice-president. Mr. Morrison has been a faithful servant to the L. A. W. in Wisconsin, having served several terms as chief consul of this division.—*Evening Wisconsin*.

A. Cressy Morrison's case was that of the office seeking the man, not the man the office.—*Bi. World*.

He was comparatively unknown to many of the delegates, but created a favorable impression on all as soon as introduced. He was elected without any deal, trading of votes, or the pledging of support for any object—solely upon his merits.—*Am. Cycling*.

Morrison's election was made unanimous which was done with a howl.—*Bearings*.

He is a young man, a vigorous talker and evidently a deep thinker. His short address before the National Assembly in fighting a certain amendment clearly showed that.—*Am. Wheelman*.

Hills Disappearing.

M. de Lapparent, the eminent professor of geology at the Institute of Paris, in a paper read before the Scientific Catholic Congress, expressed the opinion that all mountains will vanish off the face of the earth in course of time. He declared that, if the actual forces at work upon our globe retain their present intensity, in four and a half million years all inequalities of surface will be leveled. It is sad to contemplate the probability that in that distant time there may be no such enjoyment as coasting the hills of the De Soto road, stumbling down Pike's Peak or gliding along the smooth curving stretches of Ute Pass, into Manitou. The hair-raising descents of Norway will be a thing of the past. The coasts and climbs of misty Scotland will have ceased, and the man who shuffles down the Alpine pass, dragging along a young tree for braking purposes, will be as great an improbability as the man who broke the bank at Monte Carlo.—*Cycling Life*.

Filling teeth requires the attention of an expert dentist. You can get good service at Dr. Kalt's, East Water and Mason streets, Milwaukee.

George D. Gideon.

Through the kindness of the *Bicycling World* we have the pleasure of presenting to our readers the half-tone likeness of the new chairman of the National Racing Board, George D. Gideon, of Philadelphia, Pa. In a letter to THE PNEUMATIC, Mr. Gideon says:



GEORGE D. GIDEON,
Chairman National Racing Board.

"In taking up the duties of the office so long and so ably directed by Mr. Raymond, the new chairman understands thoroughly the immensity and difficulty of the work, its responsibility and the extreme improbability of any man making so complete a success of the office as has our honored ex-chairman. The present incumbent promises faithfully to do his best—more is impossible.

"To the racing men we can only say that the racing rules of the League of American Wheelmen shall be enforced to the letter so far as it is in our power, both for and against the rider. As an old racing man the writer has every sympathy for those who compete fairly and honestly upon the cycle path—and a corresponding contempt for such as masquerade under false colors. Remember that while there is always recourse, in due form, to the Racing Board, for any injustice done upon the track, no two wrongs ever make a right.

"We ask the co-operation and confidence of riders, officials and race-promoters, given which, a successful racing season is at once assured."

Racing Notes.

The first official act of President-elect A. C. Willison was to appoint Geo. D. Gideon chairman of the Racing Board to take the place of Howard E. Raymond who would not accept the appointment for another year.

The expense of the Racing Board's office amounted to \$1,500 the past year.

Chairman Gideon declares himself as follows on sanctions: "As heretofore, the rule regarding confiction of dates will not be observed on national holidays, except in the case of circuit meets. Attention is called to the new rule enacted by the National Assembly, by which it is required that all applications for sanctions shall be accom-

panied by the sanction fees; \$10 for each national circuit date; \$2 for each open meet with \$1 additional for each additional day, and \$1 for each closed club event on athletic meeting scheduling but two cycle races. The only exceptions to this rule are League clubs having a membership of 20 or more, such exceptions being made only by vote of the Racing Board."

There are 250 Class B racing men. Two hundred and thirty-two racing men were suspended during the last year. The Racing Board granted 1,808 sanctions in 1894; 228 meets were held July 4, 70 on Decoration and 83 on Labor Day.

Plans of the State Racing Board.

Chief Consul Morrison has appointed the following to constitute the Wisconsin Division Racing Board for 1895: Irvin F. Strauss, Ripon, chairman; Vic. A. Huntzicker, Neillsville; N. E. Lindquist, Marinette; W. R. Ellers, La Crosse; H. P. Andrae, Milwaukee; D. D. Warner, Madison. Although no meetings of the board have yet been held, some of their plans for the season have found publicity through the expressions of opinion from the various members.

Their efforts will be directed to boom the interest in cycle racing in the smaller towns and to see that every event to be run in the state will be strictly enforced to the letter of the League rules.

The state circuit, last year, although rather crudely regulated on account of its newness, was the means of stimulating a wonderful interest in cycling in the smaller towns and developing a great deal of new racing talent. This year the board may decide to have two state circuits, one in the spring and another in the fall, but before doing so will address the racing men in the state to ascertain the sentiment in this respect. Chairman Strauss proposes to divide the state into six sections, each one to be looked after by the member of the board residing therein. This will divide up the work and the interests of each section will be looked after more proficiently.

Then there is another good move being planned. Race promoters generally find it hard work to reach all the leading racing men in the state. While their names are nearly all known, delay is often caused because their address is not accurately to be had. Therefore, it is intended to compile a list of all racing men and their addresses, and keep them on file for the benefit of race promoters. The latter can then send their entry blanks to them, and both promoter and racing man will be greatly benefited by it.

Bicycle Track at Fair Grounds.

The Milwaukee Wheelmen have influenced the State Agricultural Association to construct a first-class half-mile track on the fair grounds west of the city. Secretary Fleming says the association will put in all the money necessary to make a track which will equal anything in the country.

Boston Beans baked brown.

A Just Tribute.

The Milwaukee *Sentinel* is truly the wheelmen's friend. Ever since it was first planned to hold a good roads banquet for the purpose of organizing a state league, it has contributed liberally toward the project through the columns of its influential paper. And now that the organization has been effected and in view of the opposition which it receives from some of the farmers, it takes a praiseworthy stand in defending the wheelmen. The *Sentinel* is not partial, but is in sympathy with the wrong done the bicycle riders, and in justice to them and for the cause of good roads is speedily bringing about an alliance between the farmer and the bicyclist. We herewith reproduce one of its editorials:

"It is beyond question that a considerable debt of gratitude is owed to the wheelmen for their efforts to arouse public sentiment in favor of better roads. Their task is a considerable one, which has to be undertaken by an energetic and active organization in order to be successful. They will be beneficiaries by a good road system and are therefore stimulated to work for it. They are doing their legitimate share of road building by the work they do in getting the public to take up the project. It is not within reason that they should actually build the roads as some of the farmers are suggesting. Doubtless they would be willing to do a fair share of it, but it would be absurd to call on them to do this sort of public work. It is for them to spread the gospel of road building. The good results are sure to be apparent in the course of time."

Milwaukee Wheel Notes.

Willie Sanger is still in the city and has not closed with any maker yet.

Saturday, April 8, the North Side Cycling Club will celebrate their third anniversary with a grand ball.

Geo. Bartels, E. A. Savage and J. L. Bass are tied for first honors in the handicap pool tournament of the Milwaukee Wheelmen which is now drawing to a close.

Colonel Andrac's riding school, at the Armory, is patronized daily by many of the fair ones of the city. The hours of instruction are between 11 A. M. and 1 P. M.

Contrary to what appeared in a *Bearings* of recent date the Milwaukee Wheelmen have evinced no desire to become a member of the Associated Cycling Clubs, of Milwaukee.

The Mercury Cycle Club held one of its series of bi-weekly socials last Wednesday evening, in the form of a calico party. The affair was well attended and was one of the most successful held by the club this winter.

A number of Milwaukee architects and artists are arranging their plans to make a tour of Europe this summer on their wheels, with a view to study foreign architecture. Among them will be Peter Brust, Frank Bader, Herman Lammers and Elmer Grey. The latter will probably engineer the party, he having spent several months on a similar expedition two years ago.

The raising of the club dues from \$6 to \$8 a year was a subject that created considerable discussion among North Side Cycling Club members, but the sentiment was so strong against it that the old rate will remain.

Walter Sanger states that he believes this will be his last year as an amateur. He has received some immense offers, from European cities, to come over and take part in professional racing and he may accept one of them at the close of the season.

The Milwaukee Wheelmen's membership is gradually climbing up again. The club is providing for numerous entertainments before the season opens up and will shortly introduce a burlesque ritual for the initiation of new members. A committee has been appointed to provide for this.

Walter Sanger who had a slight attack of typhoid fever, will be able to be out again in a few days, although his trainer will not permit him to do active work until May 1. It is a very fortunate thing for the great champion, that he did not receive a severer attack of the lingering disease as it would have spoiled all his chances for doing any riding the entire season.

D. D. Warner State Handicapper.

Chief Consul A. C. Morrison has recommended D. D. Warner, of Madison, to be appointed official handicapper for this district to take the place of A. M. Patitz, resigned. Mr. Warner seems to be the general choice of the League members.

The Marinette Cycling Club.

At Marinette, where the Wisconsin Division, L. A. W. state meet is to be held this year, a cycling club has been organized with twenty-five charter members. The officers elected are as follows: President, Wm. A. Brown; vice-president, H. C. Higgins; secretary, N. E. Lindquist; treasurer, W. F. Overbeck; directors, C. M. Fairchild, H. J. Brown and J. H. McGillan.

The men at the head are prominent in the town and the success of the organization is positive. They have just enrolled eighty additional members and each one will become a League member thus making it one of the strongest League clubs in the state. The following, from the Marinette *North Star*, shows with what spirit the wheelmen are in it: "This was the first step taken towards taking charge of the state meet next summer. The club is officered so strongly that everything points to a great and grand hike meet, which will eclipse anything the state has ever seen. The Marinette Cycling Club can, and will, achieve this if energy, brains, and capital can do it."

From latest advice from Gideon it seems that Marinette will not be reached by the circuit chasers until the latter part of August or the first week in September. The state meet will have to wait accordingly as it is intended to run the two meets jointly.

State Items.

State Trade Notes.

Stevens Point promises an L. A. W. club in the spring. Ripon will not entertain a regular tournament this year.

Marshfield wheelmen will run a fourteen mile road race early this summer.

Janesville wheelmen are wrestling with the subject of starting a League club.

La Crosse has a bicycle ordinance providing a restriction against sidewalk riding on certain streets in the city. Bridges may not be crossed at a greater rate of speed than six miles per hour.

Con. Knudson, secretary of the Madison Cycling Club, has decided to become the publisher of a local cycling paper. Mr. Knudson is a pen artist and expects to have his little sheet well illustrated.

President D. L. Stinchfield, of the Waupaca Bicycle Club, called the first meeting of the season, last Saturday evening. A large number were present and plans for the coming season were outlined.

The Wisconsin farmers are said to be opposing the good roads movement for fear it will saddle additional taxes upon them. The same feeling will be found in Minnesota if any extensive road building is projected.

Appleton cycling girls are anxious to have a "bloomer masquerade" where all the girls will wear bloomers and the young men be compelled to don skirts. The boys admit that it is quite an inducement, but declare they are afraid there is some joke in the scheme, and they don't want to make fools of themselves just to please the girls.—*Oshkosh Northwestern*.

A Janesville Club Organized.

The Arrow Cycling Club has been reorganized at Janesville and gives promise of becoming an influential body in cycling matters in the state of Wisconsin. The officers elected are as follows: President, W. A. Jackson; vice-president, Will W. Watt; secretary, Dr. Chas. T. Peirce; treasurer, W. M. Pfennig; road captain, J. G. De Long; racing board, Fred. P. King, Frank S. Sanner and George Ewen; local L. A. W. consul, Dr. C. T. Peirce.

The old constitution and by-laws were re-arranged and then adopted. W. A. Jackson, the president, is a popular and influential man and is a district attorney.

The club will meet on the first Tuesday evening of each month. The membership fee is one dollar and the meetings of the club will be held at the dental parlors of Dr. Peirce for the present. The object of the club is to promote bicycling, manage race meets and secure, if possible, better roads. Cardinal and blue are the club's colors.

Never in the history of bicycling in Janesville was the prospect better for wheelmen than the coming season. More of the best wheels manufactured will be owned here than ever before and much pleasure is in store for local riders.

At Neillsville, C. Krumroy will sell Andraes this year.

F. A. Randall, at Janesville, will carry Andrae and Sunbeam cycles.

At Augusta, F. B. Williams, has taken the agency for the Cleveland wheels.

James S. Wheeler, has taken the agency for Lovell Diamonds at Marinette.

J. P. Kraft, Menominee, contemplates doing a big business in cycles this year.

J. B. Christoph, at Waukesha, will handle the Telegram wheels and Sanger Racers along with his news depot.

At Plymouth, W. J. Sweet has opened business taking the agency for the wheels made by the Western Wheel Works.

Eau Claire promises to be lively this season in wheeling matters. H. J. Clauder will handle the Andrae as a leader and Columbias and Crawfords for those who want them.

A man named Hartley in Ashland, Wis., has invented a railway bicycle with four wheels, rubber tires, ball bearings throughout, weighing only fifty pounds, and which can be manufactured to sell at \$100.

Spencer Hall, of Racine, has invented a bicycle boat. It will be ten feet long, five feet and two inches wide. The boat or sides will be composed of inflated rubber tubes. The machine will be set in the center; the pedals will work the wheel and the handles work the steering gear.

D. H. Pollock, of Beloit, had a cycle opening show, March 1, at which many leading makes of wheels were represented. The attendance was large and a good deal of business was accomplished. H. P. Andrae and C. J. Dunning were in evidence talking Andrae and Sunbeam cycles.

Oddly enough the average athlete gets hot when he loses his heat.

Dentistry at Kalt's, corner East Water and Mason streets, Milwaukee.

Sterling Elliott says the new *L. A. W. Bulletin* will have thirty-two pages and a colored cover. Five pages will be devoted to official news. Sterling Elliott will be the managing editor; Abbot Bassett, associate editor, and J. Elmer Pratt, advertising manager.

They are beginning to score early. In the Olympic club five-mile road race, held at San Leandro, Cal., March 10, Walter Foster, from scratch, won first time prize and second place. First place prize was captured by Chas. Lemon. Both rode Rambler Racers. On same day, and over same course, Bob Terrill, on his Rambler No. 10, won the first time prize in the Bay City Wheelmen's ten-mile road race.

The twenty-five mile Pacific coast road record has again been broken. Walter Foster negotiated the distance over the San Leandro triangle course, March 3, in 1:12:55 4-5.

The League for Good Roads.

At a joint meeting of the committees of the senate and the assembly on roads and bridges, the committee on legislation of the Wisconsin League for Good Roads appeared before them and urged the passage of the Youman bill now pending before the legislature. The bill was recently introduced in the senate and provides for the building of good roads. It specifies that on petition of property holders, adjoining whose land the road is to be built, the county board shall authorize the building of highways under the supervision of an engineer appointed by the board. One-third of the costs of the roads shall be paid by the property holders and the county board. Under this system no additional taxes will be forced on the property holders without the consent of those interested and it is thought that this will be a good system for securing the support of the farmers to the movement for better roads.

The members of the committee, who appeared before the legislature, were W. H. Rogers and Lucius Fairchild, of Madison; T. J. Fleming, secretary State Agricultural Society; Otto Dorner, secretary Wisconsin League for Good Roads; T. M. Blackstock, of Sheboygan; August Richter, Jr., of Milwaukee, and J. M. Olin, of Madison, who has just been appointed an additional member to the legislative committee of the league. The movement for better roads is still growing. In West Superior a good road is unknown, especially in the spring; the chamber of commerce is becoming interested in the movement. F. Winsor and W. H. Webb are the leading spirits in the agitation and will probably ask for a special meeting of the chamber of commerce for the purpose of taking action. Secretary Otto Dorner, of the league, has hit on a new scheme for arousing interest in the move. He has had a pamphlet printed in which are published the clippings of various comments that have been made on the league since it was formed. Leading newspaper editorials and interviews with prominent men are embodied in the papers, which will be distributed throughout the state.

N. S. C. C. Club Runs to Revive.

Emil Koehn, captain of the North Side Cycling Club, has already declared himself on the plans he will adopt to promote club runs and many of his ideas will awaken an interest if carried out. The following from his pen is clipped from the club's *Bulletin Board*: Let the destinations of club runs be varied as much as possible; if practicable, a few other places be visited than last year. Furthermore, let some sort of entertainment be arranged for the participants, as, for instance, rifle or pistol target practice, or if a morning run to Pewaukee or Little Muskego Lake, fishing and boating may be indulged in. In order to stimulate club runs it would possibly be advisable for the club to offer a small prize, such as the century medal or a similar medal to the three riders, exclusive of the road officers, who shall have attended the most club runs during the season.

Surely such attractions will bring out the old time enthusiasm. Speeding will be strictly prohibited by allowing no rider to pass the pace maker.

Several members have suggested a week's camping trip, to include the small lakes around Oconomowoc, and if satisfactory arrangements can be made, such a trip in July or August would be quite delightful. A tour to Marinette during the state meet has also been projected, but at present it is too early to broach this matter.

Will Apply for a Sanction.

Colonel H. P. Andrae, chairman of the racing board of the Milwaukee Wheelmen, has announced that he will apply for a date on the national circuit previous to the Marinette meet. Every effort will be concentrated in this one meet to make it a success and with the able financiering ability of the chairman it can be presumed that there is no possibility of endangering the club treasury.

General News In Brief.

There were 548 wheels on exhibition at the Chicago show, and 432 at the New York show.

It seems very likely that the country roads in England will be very quiet this year, as most of the clubs have decided to give up road racing.

A bill has been passed by the Minnesota legislature transferring a sum of \$25,000 to a fund for the improvement of roads throughout its state.

Ashbury Park is still alive—
She's got the meet for '05.
And Boston's spirits pale and droop
Because her beans are in the soup!

The question of "Must a wheelman pay toll when he rides upon a turnpike" was argued before the supreme court in Philadelphia yesterday. Decision was reserved.

Last Saturday the "Bearings" European touring party left New York on the steamer *Normania*. The party, which is limited to twenty, will travel under the direction of Monsieur Eugene Fay, Parisian. M. Fay speaks French, Italian, Spanish and English; has traveled extensively, and is thoroughly acquainted with all the points that will be visited on the tour. The trip will last about three months, for which the cost to each tourist will be \$500 which includes all expenses.

May Have a Relay.

Green Bay wheelmen are desirous of promoting a relay ride from Milwaukee to their city, the distance being 125 miles along the road. A large part of the road is in poor condition and if the relay is run on Decoration Day, as it is proposed, very good time cannot be looked for as the nature of the soil on a large part of the course is such that it is only at its best after a long drought which is not likely to be at this season of the year.

Teeth need attention occasionally. Dr. Kalt, East Water and Mason streets, is the dentist who can serve you.

The Andrae Catalogue.

A fine production of the printers' art is the catalogue of the Julius Andrae & Sons Company of its three styles of Andrae wheels. It is a 24-page booklet with a cover of a most antique design and the lettering on it is simply, "The Andrae. It never disappoints." The title page is a wonderfully clever design and all the succeeding pages are interesting and will prove "intensely practical" to the prospective purchasers of Andrae machines. The designing was done by Herman Lammers, of the Binner Engraving Company, and the printing by the Meyer-Rotier Printing Company.

The Rambler Racing "Quad."

At the booths of the Gormully & Jeffery Manufacturing Company at the Chicago and New York cycle shows, was shown what we think is the only single steering quadruplet ever produced. This machine embodies in its construction the distinctive features of the Rambler family—such as the lap-brazed connections, reinforcements, special tapered tube handle bars, widely separated bearing points, and "dished" sprockets, etc. The lower tube is specially reinforced, to safely sustain the weight of the four riders. Considering the weights of the various tandems, triplets and quadruplets now on the market, the weight of this quadruplet, 73½ pounds all on, sets one to wondering at the possible limit of weight in bicycle construction.

The wheel base is 100 inches, and the gear is 90 inches. Three sizes of chain are used, the front one being 3/8-inch, the next one 1/2-inch, while the rear chain is 5/8-inch. The wheels are 30 inches in diameter, and are fitted with G. & J. double tube clincher tires. The rat trap pedals and the No. 10 A racing saddles, fitted to hollow seat posts, are used.

This machine was built for Thos. H. B. Varney, the Pacific Coast Rambler agent, but duplicates can be supplied. The list price is \$250.



The Rambler Racing Quadruplet.

Holds World's Records.

The accompanying likeness is that of W. A. Parker, of Waco, Tex., who has proved himself to be one of the fastest, as well as the strongest road riders in the country.

Mr. Parker holds the 5, 10 and 20-mile world's road records, his respective times for each distance being: 5 miles, 11:18 1/2; 10 miles, 24:16 1/2; 20 miles, 50:08, which are recognized distances and have been accepted by the Century Road Club. He has ridden 1/4 mile in 26 3/8 and 1/2 mile in :55, both on the road and unpaced. His mount is fitted with Morgan & Wright tires.



W. A. PARKER.

He has ridden 1/4 mile in 26 3/8 and 1/2 mile in :55, both on the road and unpaced. His mount is fitted with Morgan & Wright tires.

Wood Rims Alright.

A correspondent in the South writes that he saw the wheel on which Chas. Knudson, of Milwaukee, made his trip from this city to the City of Mexico and says that he was very much surprised to see that the wooden rims were as good as new. He thinks that the ride from Milwaukee to this place would prove that there is some reliance to be placed on wood rims, in spite of what our cousins across the pond think about it. The machine itself was a perfect wreck. Mr. Knudson has just returned by rail. He left Milwaukee October 19 and arrived at the City of Mexico January 10. He passed through New Orleans, Houston, San Antonio, Laredo, Monterey, Saltillo, San Luis Potosi and Toluca. John Reitzner was his companion over the greater portion of the trip.

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J. C. Shuler, of Janesville, Wis., has something new in ball bearings, claiming to have invented a new anti-cramping device which runs easier than other bearings. He says that after an adjustment is made the bearing must remain in its original position. Mr. Shuler also has an adjustable handlebar.

Tom H. Jacobs, of Waukesha, Wis., who last year represented the Cleveland people on the road, has now been engaged by the makers of the Syracuse bicycles to look after the territory in and around Wisconsin.

Local Trade Doings.

The Heuncoekens Cycle Company are supplying dealers with parts and sundries.

P. H. Sercombe is reported to be seriously looking into the prospects of starting a bicycle factory in Monterey, Mexico.

Reitzner-Wicks Cycle Company have closed with the Smalley people. In connection with this they will sell their own wheel the Mercury Flier.

Clement, Williams & Company swear by the Imperial wheel, although they will handle the Spalding, Sterling, Ben Hur and Ranger. The latter wheel being especially manufactured for them.

The Milwaukee Japan-Enameling Company is doing a large business in its line. Mr. Henry Helling, who, for a number of years, has put the fine finish on Telegram wheels is the manager of the company.

The cycle repair business of Wagner Bros., of Reed street, has merged into the hands of Peter Wagner who will hereafter look to its interests alone. J. W. Wagner having established a like business in Oshkosh.

The up-town store of the New National Time Recorder Company, makers of the Bolte wheel, is receiving the patronage of a number of young men who avail themselves of the offer to get a wheel on the 25 cent per day plan.

The "living picture" catalogue of the Eastern Rubber Company is attracting considerable attention. The pictures are interesting ones and wheelmen can secure a catalogue by writing to Trenton, N. J. and mentioning THE PNEUMATIC.

The Wm. Frankfurth Hardware Company reports that the sale of wheels, although a new venture, has been beyond expectations and the order placed with the Telegram Cycle Manufacturing Company had to be filled two months earlier than the contract called for.

H. L. Kasten & Company will not retire from the bicycle business as was stated in the last issue of THE PNEUMATIC. The report was current but proved to be false and we hasten to right the wrong done this firm. They have not yet closed with any maker but are negotiating with several.

The Telegram people have closed a deal with the Milwaukee branch of the Western Union Telegraph Company for supplying thirteen of the messenger boys with Telegram wheels. The force of messengers will be reduced about one-third as soon as the riding season opens. It is expected that the postal service will inaugurate the same system if this proves successful.

The Friese Boat & Cycle Company have sold out to C. H. Moses who will handle a line of Spalding's goods. The store which was lately damaged by fire has been thoroughly repaired and everything inside presents a spick and span appearance. Mr. Moses has not yet decided what wheels he will handle.

The interior of the Union Manufacturing Company's branch store on Third street has undergone extensive improvements. A special place has been partitioned off for the wholesale and shipping department and the office has been enlarged. W. F. Bremer is on the road selling Unions and sundries and reports trade brisk.

Andrae People Progressive.

Since the change in the firm of the Julius Andrae & Sons Company which was effected the first of the year, the company has made some important moves for the advancement of its cycle business. The facilities have been largely increased in the factory which is now replete with improved machinery and the firm has again added another man to its staff of traveling salesmen in C. J. Dunning, of Menominee, Mich. who is covering a new territory. Andrae cycles, when the season opens, will be found as plentiful in all the large cities as any other make.

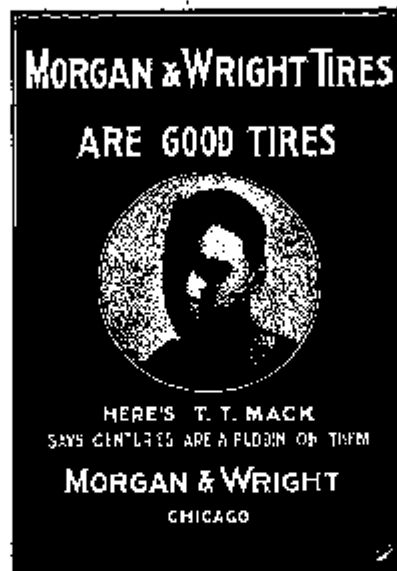
The Telegram Catalogue.

The catalogue of the Telegram Cycle Mfg. Co. is out and presents to its readers a thorough description of the Telegram Tandem, Sanger Racer and Telegram wheels. Not a Telegram feature is omitted and everything is briefly told. The catalogue has sixteen pages and cover, and was issued from the press of the Meyer-Rotier Printing Co. The cover is one of the finest ever put on a catalogue. It is printed on a high-finished, heavy white board in a light blue tint and heavy gold, and is embossed. The whole presents a delicate appearance. The inside pages are plain but elegant in appearance.

Thirty-six bills regulating bicycle riding are before the New York legislature.

Two hundred and fifty racing men were declared into class B during the past year.

STATE OF OHIO, CITY OF TOLEDO, } ss
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 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.
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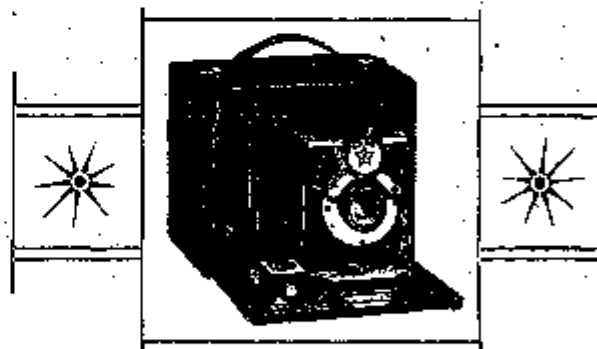
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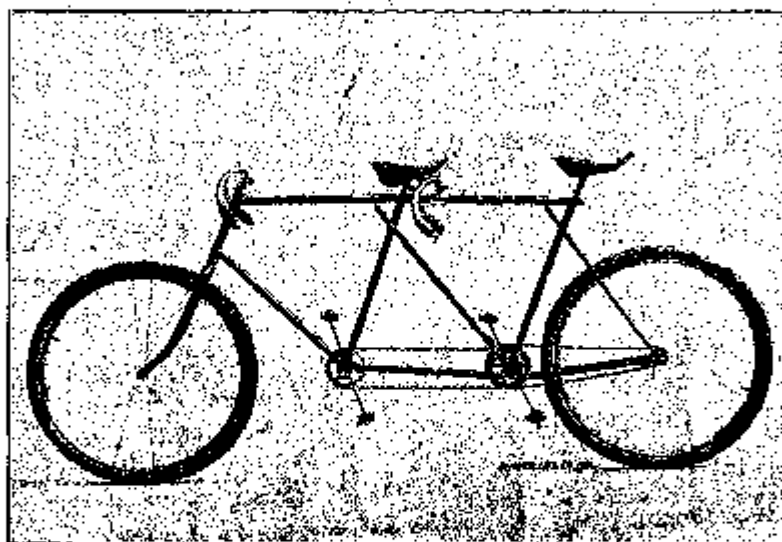
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