

THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

VOL. VI.

MILWAUKEE, WIS., APRIL, 1895.

No. 1.



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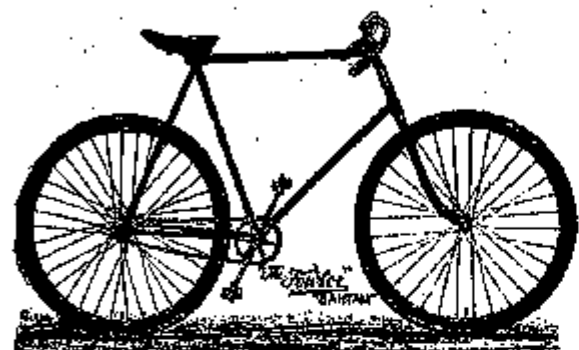
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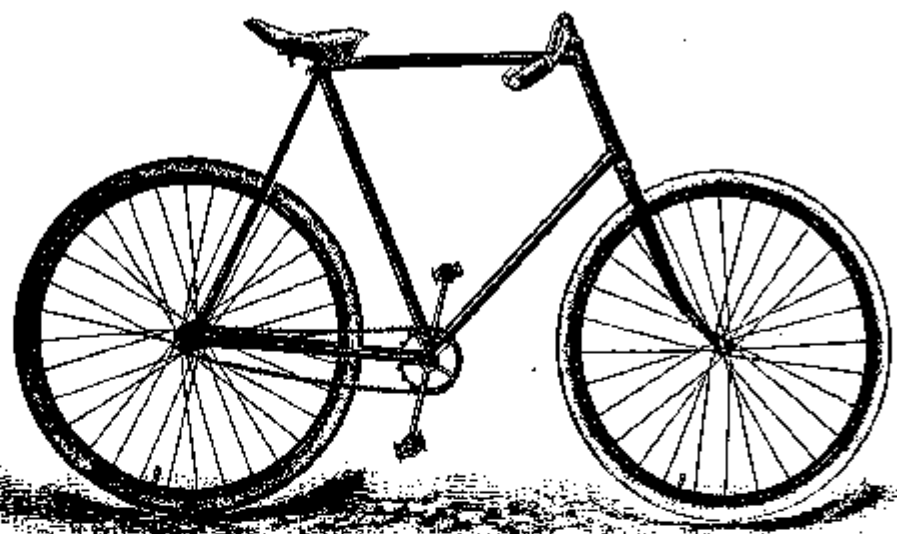
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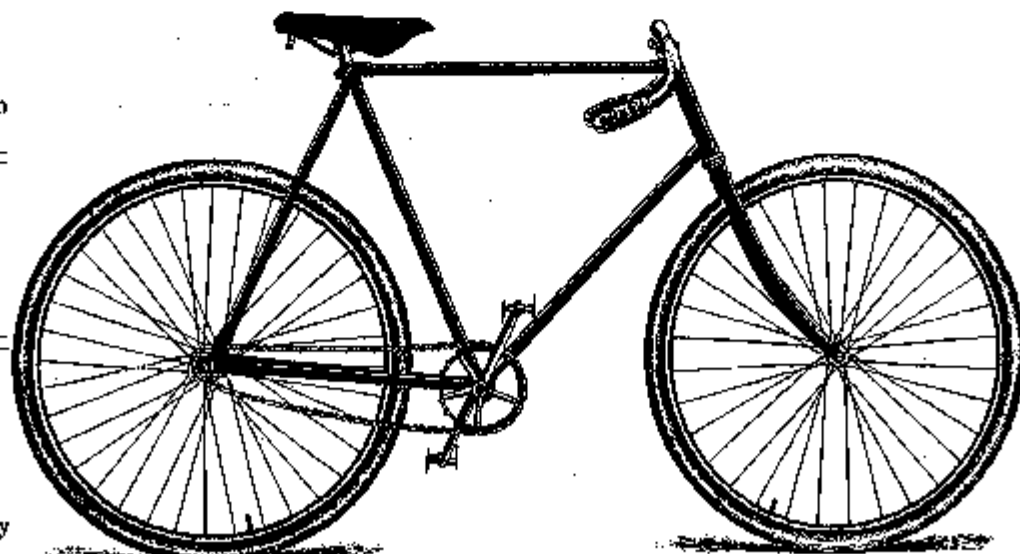
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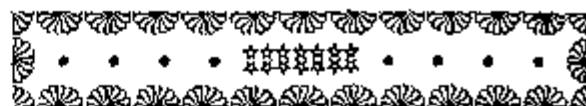
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FIFTY CENTS A YEAR IN ADVANCE.

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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, 81 Times Building, New York.

M. C. RÖTTER, Editor and Publisher,
505 East Water Street, Milwaukee, Wis.

Entering the Fourth Year.

The whirligig of time has carried us across the threshold into another year. The tender bloom of youth can no longer be associated with this paper. In fact the smiles of prosperity which now adorn our pages would indicate as much, especially when looking back at the time we came tottering into the field of cycling journalism. It is three years ago this 15th day of April. Bicycling was practically in its infancy then and the number of cycling journals could be counted on the fingers of one hand while today the whole world seems to be moving on wheels and new papers are sprouting out like dandelions in the springtime.

Thanks to our warm friends and patrons we have withstood the severe trial of business stagnation and although it dwarfed our progress for a time we are now in an excellent way to make the improvements we have long contemplated.

THAT Wisconsin is having a phenomenal cycling boom is evident, and the Wisconsin State Division of the L. A. W. seems to be with it. During all last season 160 new members were enrolled while this month alone, about 200 have applied for and were admitted to membership. The thousand mark is easily within its reach.

TOM ECK has advanced a suggestion to the L. A. W. Racing Board. The suggestion deserves consideration. It has a glistening of merit. Eck suggests an alliance with the National Trotting Associations. Come what may, it will, he says, give the League absolute control of all cycle racing in this country. The trotting associations are composed mainly of track owners. They embrace all of the large and nearly all of the rural courses. It is easy to see how an alliance providing that on these tracks only sanc-

tioned cycle races and races under the L. A. W. rules shall be run, will spread the doctrine of intelligence and add to the power of the organization.

THE value of a League membership was again exemplified by a case in La Crosse. Three wheelmen were forced into a ditch by a farmer with a team. They brought suit and he was fined. The members went at this with the assurance that the L. A. W. was back of them and would employ its best counsel to establish wheelmen's rights in Wisconsin courts.

WIDE tires for wagon wheels have proven to be practical in improving and preserving our roads, and the subject in Wisconsin is being taken up by many responsible farmers and citizens, advocating the adoption of a measure covering the inauguration of wide tires by this legislature. The soil of the roads in the state, particularly in the northern part of it, is such that it would especially respond to the good effects of the rolling process of wide tires. But it is believed that unless a law is made absolutely prohibiting the use of narrow tires, it will take many years before the general use of wide tires will be effected.

THE recruiting committee in this city is engineering an active campaign for the League of American Wheelmen. Since the wealthy people and so-called "400" have taken to cycling in Milwaukee, it has become an easy matter to gain their support for an organization which is spending thousands of dollars each year in agitating the improvement of highways and in securing legislation granting wheelmen full and unrestricted rights upon the highways and parkways of the country. Many prominent doctors, lawyers, professional and business men are taking to cycling and joining the ranks. Their influence will have the weight to accomplish many things in the way of preventing the passage of absurd laws depriving the wheelmen of the common privileges they have but recently acquired to enjoy.

WHEELMEN are constantly meeting with some adverse action by the legislature, common council and the court. Their rights are often a question and they are hard to maintain. The importance of associated efforts by the wheelmen in every state is undisputed. There is strength in sympathetic work. When men work together there is evolved a force that is never witnessed where the same men work separately and apart. In associated effort there is brought into play what may be termed the complimentary and supplementary action of congenial spirits. Among the benefits of organization also, are the advantages of the attrition of bright minds, one against the other, of ideas brightened and sharpened by conversation and social intercourse. All become teachers and scholars at the same time and are the beneficiaries of sympathetic contact. This is the excuse for the existence of the League of American Wheelmen and riders who have the slightest spirit of loyalty cannot but acknowledge that it already has done much for

them and that it is deserving of everyone's support. The work of the League in the future can be measured by what it has accomplished in the past.

THE amount of wheels being sold this year is surpassing the wildest dreams of the most sanguine manufacturer. The number is beyond count at the present time, but the fact that the factories making tubing and all other bicycle parts are taxed to their utmost capacity and cannot promise to fill any order under ninety days, is evidence that the business this year is phenomenal. And there is not only a famine in tubing but in wrenches, oil cans, rims and tires. Cycling is, it would seem, a veritable craze this season. This good business has had a tendency to keep up the prices of high grade wheels, and even medium quality bicycles are commanding a fair figure just at this time.

IT IS but natural to feel good about a prediction one has made which eventually comes true. Since the agitation has been revived concerning the future of the professional riders, and the sentiment seems to be quite unanimous in favor of a three-class scheme, which would provide for the pure, the speckled and the "pro" to be governed by the L. A. W., the writer recalls to mind an editorial which appeared nearly three years ago in the September number of THE PNEUMATIC. It seems to be so remarkably adapted to the present time that it will bear repeating. After speaking of professional sports in general it reads: "Conclusions can as yet hardly be drawn, but there is a certainty that the League will soon have a hard row to hoe in upholding the amateur status of its organization. When the formation of racing teams begins and the wary magnate casts his baited hook, then look out for the hundreds of amateurs who can reel off a mile anywhere below three minutes. When things come to this pass it is time to change the law of our association so as to classify our riders into two grades, the amateur and the professional. Some may stand aghast at the idea of this grand and pure League of American Wheelmen's association becoming contaminated with the rank of professionalism which drags down every known sport, but it is to save the sport of wheeling and racing from such a fate, that the League ought to take professionals under its control and preserve the correct principles it has so long striven to maintain. The sport from a mediocre standpoint, has taken highest rank in popular favor, and the League, which has done so much to foster this feeling, must continue its power by controlling and guarding the professional races from becoming associated with gamblers, cheats and the disreputable types of men that abound in all professional sports. Eventually, the L. A. W. must control the professional, the maker's and the pure amateur, if it would continue its power over the sport."

And now an alderman is talking of introducing a resolution to tax bicycles 10 cents a day. Where will the idiotic suggestions of our councilmen lead us to.

The "Chain Letter" Scheme.

Again the festive "chain letter" is going the rounds and this time among the cycling fraternity. The '95 L. A. W. Meet Club, of Denver, has been receiving an untold amount of letters with dimes enclosed for a fund which will enable them to place in one hospital in every large city in the United States, a free bed for the benefit of injured wheelmen.

The letter in part reads as follows: "Please make three copies of this letter as we have done, only changing the date and put the next highest number at the top, numbering all three the same, sending each to a friend and sign your name. Send this letter with 10 cents to George M. Geraghty, President, Box 1507, Denver, Col., with the names of those to whom you have written. When the number 50 is reached the chain will end."

Has anyone ever stopped to figure out just what this means to the recipient of these letters if no break is caused in the chain? We started it but stopped at the letter No. 25 instead of 50 and this is the result: Letter No. 5 will cause to be sent in 81 letters and \$8.10; letter No. 10, 2,946 letters and \$294.60; letter No. 15, 8,158,064 and \$815,806.40; letter No. 25, 142,732,925,184 and ten times that amount in cents. Dividing this total amount of letters received by 365, the number of days in a year, and it will give the tremendous sum of 391,049,110 letters received each day. Allowing that the quadrillion letters, which the succeeding twenty-five letters would create, were neglected to be answered or lost, and even half of the others, which is a very fair allowance, it is safe in stating that \$100,000 has been or will be received by President Geraghty, of Denver.

It has also been figured that on the thirtieth series, if every letter written brought the required 10 cents, every man, woman and child in the United States would have been taxed to the extent of \$180,000. There is not enough wealth in the entire world to pay the one hundredth series.

Ministers Opposed to Bicycles.

The Methodist ministers have decided that the bicycle is responsible for the fact that many young men do not attend church on Sundays. At the last meeting the various causes that keep men away from the services were discussed. Rev. Dr. Huntley was of the opinion that the bicycle was one of the worst enemies that the church had to contend with. He said that it took the young man out early Sunday mornings for a spin in the country and that the rider dined at a country tavern instead of at his home. After riding about for most of the day he returned home in the evening, called on his lady friend, and she also failed to lead him to church. There is a movement afoot by the Wisconsin Sabbath Association to strictly enforce the Sunday laws. All sorts of amusement are to be prohibited and attention may also be turned to bicyclists.

The Chief Consul's Official Address.

TO THE LOCAL CONSULS AND MEMBERS:

It is a very pleasant thing, now, at what we all believe to be the close of an age of depression in our great and usually prosperous country, to report to the members of any organization that progress, instead of retrogression, has been the tendency. The word tendency is scarcely strong enough—it has been the fact—we might go a step further and say, great progress has been made by the Wisconsin Division, League of American Wheelmen.

We have gained in membership and gained in prestige, and lifted ourselves into a position of responsibility and worthiness in the public mind, and have created a movement for good roads which is as far-reaching as the state itself, and which will redound to our credit so long as highways exist; and now that we are about to enter upon a time of prosperity for our country, we are in the best possible position to press onward to that position of prominence and influence in the national body to which our division is entitled.

You will find in the matter that has been sent to you certain inducements which we offer that we may add to our strength numerically. Do not get the impression, however, under any circumstances, that League memberships are a cheap commodity, or that they are to be sold at bargain sales. It is an honor to belong to the League of American Wheelmen because it signifies the allegiance of the member to one of the most respectable, thoroughly intelligent, and influential associations in our country, and a membership is synonymous with the advancement of civilization by the construction and maintenance of good roads.

There is one suggestion which may aid you in building up the League of American Wheelmen in your especial locality, and that is, that you organize a League club. It takes twenty members to make a League club, entitled to representation on the Board of Officers of the Division. It seems possible, in almost any community now that wheeling has become an important feature, to find twenty people who are willing to band themselves together for the maintenance of the principles of the League in their locality. The simplest way is to form an organization with an initiation fee of two dollars, and annual dues, and let the joining of the club also constitute a membership in the League of American Wheelmen, the two dollars initiation fee being used for the purchase of such a membership. In this way, no one feels the burden, joins two organizations at once, and if you can get twenty together, you have a representative on the Board of Officers.

This is to be one of the most important years in League work. We want you to feel that not only is your co-operation needed, but every wheelman must lend his influence to the maintenance of the League in every possible way, for though great has been the work of the past, there are constantly new fields to conquer, and it is only by the combined influence of this great and powerful body that the

privileges which are now accorded to the wheel under all circumstances, on the railroad, on the path, in parks, in towns and villages, are enjoyed and maintained.

Yours fraternally,

A. CRESSY MORRISON.

List of Wisconsin League Hotels.

Below we give a list of the League hotels in this state. Members desiring others appointed will write to Secretary Rotier, 505 East Water street, Milwaukee:

Hotel Rieger..... Appleton.	Hotel Campbell..... Merrill.
Goodwin House..... Beloit.	Republican House, Milwaukee.
Bells House..... Berlin.	Ladlow House..... Monroe.
Fremont House..... Black River Falls.	Russell House..... Neenah.
Hall's Hotel..... Brandon.	Merchants' Hotel..... Oshkosh.
Taylor House..... Chippewa Falls.	Northw. House..... Northw.
Transit House..... De Pere.	Jones House..... Oconomowoc.
San Claire House..... Eau Claire.	Central House..... Oshkosh.
Sharp's Resort..... Elkhorst Lake.	Tramont House..... Oshkosh.
Polderman House..... Florence.	Central House..... Plymouth.
Palmer House..... Fond du Lac.	Merchants' Hotel..... Janesville.
Beaumont House..... Green Bay.	Central House..... Woodbury.
Greenwood House..... Greenwood.	Wood's..... Union.
Grant House..... Kenosha.	Brewster House..... Shullsburg.
Trichson House..... Kaukaune.	Warner House..... Sparta.
Hotel Van Etta..... Madison.	Sherman House..... Tomah.
Williams' House..... Manitowoc.	Fox River House..... Watertown.
Tramont House..... Marshfield.	Dauhs' Hotel..... Watertown.
Ward House..... Medford.	National Hotel..... Wausau.
National Hotel..... Menasha.	Lake View House..... Winneconne.
Lincoln House..... Merrill.	Park Hotel..... Wrightstown.

For Race Promoters.

Irvin P. Strauss, Ripon, chairman of the State L. A. W. Racing Board, is at work compiling a list of state racing men for the use of State League clubs and League members only. He says it will be a large one and will be of great advantage both to the promoter and racing man. None but League names will be taken.

The Wisconsin Road Book.

The proposed Wisconsin road book which the L. A. W. State Division officers have been working on, is still very far from being completed. Of the seventy local consuls but thirty have furnished maps of their respective counties and not until all have been sent in can the work progress.

The League in Wisconsin on a Boom.

There seems no doubt about the realization of the 1,000 members which the Division officers and members have set out to attain. From all quarters of the state comes the encouraging news that local wheelmen are organizing, and that their names have been sent in for membership in the L. A. W. Marinette has recruited 124 members in a month, La Crosse 50 in about the same time and Local Consul Thompson writes that more are soon coming. Janesville intends coming in with two L. A. W. clubs. Stevens Point and Neillsville are also working to that end.

Mr. Wm. D. Hall, president of the Beloit Cycling Association has been appointed local consul to take the place of B. H. Blodgett, who has been appointed on the State Racing Board.

A Good Appeal.

The secretary-treasurer of the Kansas Division has issued a circular to the members which is extremely original in its style and at the same time must appeal to every one who reads it. In part he says:

"The proper time to renew is NOW—now, while the subject is before you; now, while you are in the humor, and now, while your fingers are surrounding the dollar concealed in your bloomers' pocket. If you have no dollar just at this minute, get it from someone who has; the cause is worth the sacrifice on somebody's part.

You can recoup this dollar on any tour you may make, by stopping at League hotels and getting the rake off allowed when you show your League ticket. If the hotels in your district are not League houses, the Chief Consul will gladly furnish you with blanks so you can have them become so, and you will be doing missionary work.

The League is a recognized power in the land today; it is stronger than ever by reason of its success; our mission is a highly philanthropic and patriotic one, and every wheelman and wheelwoman in the country should be a member.

The men at the head of it have never been dismayed by adverse criticism or defeat—nor should you—but, Anteus-like, it has regained strength after every knock-down; and these same men, with your help, will give this nation yet a system of highways that will stamp it as refined, civilized and enlightened, ages from now, when we are ashes.

You would have no rights whatever today on any public road, street or bridge, if it were not for the League of American Wheelmen. It has promoted the interest of cycling, has protected the rights of wheelmen, has facilitated touring, and has been, is now and ever will be, the champion of good roads, and when you contribute the dollar mentioned in the former part of this epistle, you are doing your duty towards unborn generations, and at the same time getting interest on your investment in this.

It is a labor of love in which you should engage with your whole heart, and the payment of one dollar. You see the results of past years of patient toil before you every day. Can you afford to be a clam? A clam never moves, it stays where it is put—in the mud, opens its mouth continually, but says nothing—and I assure you there is no likeness between a League wheelman and a clam."

No Misunderstandings.

Chairman Gideon, of the National Racing Board, proposes to live up to the letter of the law governing amateur racing and gives the following clear and concise form of the most important ones that no one may err under penalty:

First—If a racing man sells a wheel won as a prize, no matter when won, he is a professional.

Second—If a racing man changes a prize for other merchandise and sells the merchandise, he is a professional.

Third—Proof that a racing man offered to sell a prize for cash cannot be considered sufficient evidence for the charges, as he may not have succeeded in selling it. If, at the same time, it can be shown that the prize is not in his possession, it is certainly a good circumstantial case.

Fourth—A record by a class A rider paced by a class B would not be allowed, unless it can be proven that the class A man did not know that his pacemaker was in class B. The rule is, knowingly competing.

Fifth—Any rider could not join a team, go for records, as in question four, and declare himself in B, expecting to get the record accepted, as he would have full knowledge of the class of his pacemaker.

Sixth—In transferring men employed in the trade, it will only be done in the event of such men using their connection with the trade to further their interests on the track. For instance, if they give unusual amount of time away to training or if they are presumed to be getting a larger salary than the work would warrant, they would be transferred without further explanation.

Fifteen More Days.

There are fifteen more days for League members who have not renewed to avail themselves of the offer made by the Wisconsin State Division to pay for every renewal sent in which is accompanied by two or more applicants for membership.

The regular renewal season closes May 31 but this offer lasts only till May 1.

The Bulletin and Good Roads.

The first number of the new *League Bulletin* was mailed to every member, April 5. The general appearance of the publication is good but the contents savor a bit too much of "Sterling Elliott." That it will be a big boon to the L. A. W. in recruiting members is evinced by the great army of applicants published weekly in its columns. The paper is mailed free to every member but until he has renewed his membership for this year he will not receive it.

The Sentinel Again.

Supposing that the efforts of the League are defeated and that nothing is accomplished in the way of constructing roads, who is going to be the sufferer? Surely the bicyclists will contrive to worry along. Their use of the roads is for pleasure and it is not after all a matter of tremendous concern to them, if the roads are not improved. But with the farmer it is different. He is a direct beneficiary. If good roads are built his property enhances in value, his comfort is increased and his surroundings are made more pleasant. He has every motive to help the movement for good roads.

Instead of spurning the helping hand offered by the bicyclists, it would be far more sensible if the farmers took every possible advantage of it. Perhaps the banquet at Madison may tend to bring about an alliance between the farmers and the bicyclists. It would be in every way a desirable outcome of the affair.—*Sentinel*.

Zimmy Gets Married.

Arthur Augustus Zimmerman was married to Miss Grace Reilly, of Troy, N. Y., April 13. This news went chasing over the wires last Sunday and the information has somewhat startled the cycling world, for the date of the proposed marriage had never been disclosed. This may change the expectations of foreign race promoters to see Zim over there this season.



A bill has been introduced into the Minnesota legislature providing for the taxation of bicycles "as other vehicles are taxed."

* * *

American Cycling, of Philadelphia, has absorbed the *American Athlete*. With their combined forces they hope to produce a more interesting weekly.

* * *

Miss Pan Desiak—"How do you know that bicycle riding develops women, doctor?"

Dr. Horsefright—"Figures prove it."—*Town Topics*.

* * *

The time seems to be drawing very near when the League of American Wheelmen will control all cycle racing, both amateur and professional, or none at all. The recent agitation of adding a professional class under the wings of the L. A. W. has shown that wheelmen begin to favor the three-class rule adoption, although it cannot come about this year any more.

* * *

A bill has been introduced in the Ontario, Canada, legislature to regulate bicycles. Among other things it will declare all bicycles to be carriages under the regulation of municipal councils and authorizes municipalities to license all such machines, providing the moneys obtained from the taxation are applied to improving roads and making pathways for persons using wheels.

* * *

Plenty of exercise, good, sound food, early rising and retiring are, perhaps, the maxims of training for racing. On rising, a cold bath should be indulged in, followed by a little gymnastic exercise or dumb-bell practice. A spin of a few miles should be taken on the track nearly every day, and a good proportion of the work done should consist of sharp bursts at top speed. Many men training for short distances make the fatal mistake of doing too much work.

* * *

A chain wheel out of true can generally be detected almost immediately by the uneven running of the chain over the cogs. Chain wheels may cease to be true in three ways—on side, on face, on edge, and out of pitch; the two former may be seen by removing chain and spinning wheel around, the latter by using several (say three) links at end of chain in the following manner: Hold the third block from end in contact with one of the cogs, and notice if blocks two and one are in contact, turn round, advancing one cog at a time, and, if the blocks touch all around, the wheel is true.

Education on Roads.

Mr. Geo. McKerrow, superintendent of the Farmers' Institutes of Wisconsin, proposes to give the road improvement movement his earnest support. He has expressed himself as follows: "I am heartily in accord with every practical movement for better highways, and am sure that the sentiment in the rural districts of the state is being rapidly educated up to the standard of better roads. This subject is often brought up and discussed at the institutes, and the coming winter it will be my aim to have it discussed by the aid of charts illustrating sections of good roads at every institute in the state."

Tit For Tat.

The farmer, as we find him in Wisconsin, is hopping mad. The cyclist, as he is discovered unto us in Wisconsin, is the cause of the farmer being angry. The man who tills the soil complains that the man who plows his way over it is getting too fresh. And your Uncle Reuben, game to the heel, threatens to enrry his adversary with a hoe.

There is a strong spirit of retaliation among the farmers in the district of which mention is made. They say that highway improvement bills are coming too thick, and to repress the ardor of the cyclists from whom these measures mostly emanate they have prepared a bill, which they will press for passage, providing for a license tax on all bicycle owners. There is justness in this form of reprisal, and it is surprising that the farmers have not tumbled to it before.

We shall soon see if the enthusiasm of the wheelmen for good roads vanishes or remains when he himself is taxed for the construction and maintenance of them. The farmer is sly, devilish sly.—*Cycling Life*.

Milwaukee's Asphalt Pavement.

Local wheelmen are watching with great interest what the outcome in this city will be of the fight against asphalt pavements. Last year the first pavements of this kind were laid here. The completion of the same caused rejoicing among the riders, who foresaw a future when all streets would be of asphalt. Enthusiastic real estate men planned to have the streets on which their lots front, paved with the material, but when tax-paying time came around the situation changed. The property holders whose property faces on the newly paved streets objected to the large increase in the taxes and some of them have brought suit to be released from paying the enormous assessments. The result is that all those owning property on streets that were to be paved this summer with asphalt, have arisen in arms and are protesting against the move that the board of public works has inaugurated. Meetings to protest against the pavements are held nearly nightly and in all instances the old cedar block pavement is indorsed. All this is viewed with regret by Milwaukee riders.

A relay ride between Oshkosh and Green Bay is being planned to be run on Memorial Day.

WISCONSIN BREVITIES.

Great Activity Throughout the State—Many Strong Local Organizations Formed—Unusual Interest Shown in the Sport this Season.

Stevens Point has between 300 and 400 riders.

Lake Geneva ladies are trying to organize a cycling club.

A bicycle club has been formed at Burlington, with W. G. Rasch as president.

A sneak thief got away with a \$70 wheel out of the repair shop of G. L. Sande at Stevens Point.

New Richmond is waking up in cycling matters and promises to be a lively town ere the season closes.

Bicycling has taken a firm hold in Plymouth and a club of about twenty-five members has been organized.

The Y. M. C. A., of Janesville, proposes to have a cycling club and its members are to become members of the L. A. W.

Clintonville has organized a club and its members have caught the fever of Trilbyism and call it the Trilby Bicycle Club.

At Delavan F. A. Parish is using his efforts to organize a cycle club. There are a number of ladies in the town who ride.

The Green Bay-Milwaukee relay ride which was to have been run on Decoration Day has been indefinitely postponed.

Marinette and Menominee have more women who ride bicycles in bloomer suits than any other cities of their size in the northwest.

Miss Scheibe has the honor of being the first lady rider in Plymouth, but there are prospects of several more to follow her example.

La Crosse numbers 115 L. A. W. members, all in one club, and the members are hopeful of raising the list to 150 before the season opens up.

The La Crosse County Wheelmen will hold a race meet on Decoration Day. They expect to have some of the state riders, but it will be principally a local affair.

Port Washington ladies have taken to cycling. The thirteen members of the Batchelor Girls' Club of the town propose to become devotees of the sport this season.

Since Green Bay and Port Howard have extended hands across the river and become one city, a cycling boom can be looked for as a large club can now be organized from among the riders in both localities.

P. H. Blodgett, of Beloit, has been appointed on the State Racing Board to take the place of D. D. Warner, of Madison, who resigned to accept the position of official handicapper for this district.

M. C. Ewing, of Climax Plug fame, and who has been seen on the road and race track a good deal last season has gone and joined the benedicts. He is an old Wausau boy but has now made his home in Mankato, Minn., the home of his better half.

At Plymouth, the Hub City Wheelmen organized with fifteen members. Following officers elected: W. E. Wolf, president; F. L. Carroll, vice-president; O. A. Scheibe, secretary-treasurer; W. D. Porter, captain.

An interstate high school athletic league has been organized including the cities of Marinette, Menominee, Iron Mountain, Ishpeming and Negaunee and a joint field day will be held May 28 in Menominee.

The Town of Antigo has been sued by a wheelman who demands \$2,000 for injuries received by riding into an unlighted pile of bricks at night. In law the rights of wheelmen on the road in this respect have not yet been defined in Wisconsin, so that the suit is one of general interest.

Marshfield wheelmen who are L. A. W. members have a great scheme for increasing League membership under the offer made by the Wisconsin Division. Instead of saving the dollar for their renewal fee they give the applicants the benefit of same, giving them the first year's membership for \$1.50.

In all likelihood Wisconsin will be the first of the states, having the greatest need for good highways, to acquire them and yet not give offense to the people upon whom at first such enactment would press most severely, to wit, the farmers. This notwithstanding the defiant attitude of the Wisconsin farmer towards the cyclist.—*Cycling Life*.

La Crosse County Wheelmen.

The club racing board, F. L. Goddard, W. R. Chapman and A. J. Walder, are making arrangements for a ten-mile road race in the forenoon of Decoration Day, to be followed by about five track races in the afternoon.

Secretary Ellers reports sixty-six renewals and fifty-two applications sent to Abbot Bassett and a few more applications in his hands for which the application fees and dues have not yet been received.

The right of a wheelman to his share of the road is pretty well understood in La Crosse but not so well in the surrounding country. Therefore when Bernard Limoseth, of Chaseburg, driving a team attached to a top buggy, met three wheelmen on one of the paved roads leading out of La Crosse he refused to yield an inch of the road although the wheelmen took the extreme right of the road in single file. One rider was tumbled into a ditch, the other two escaping only by jumping from their wheels and getting off the road.

Unfortunately for the driver, however, the wheelmen were L. A. W. members and were looking for a good test case on the rights of wheelmen and they immediately set out in pursuit and overtook the man, learned his name and had him brought before Justice H. S. Daniels, who assessed him \$7.14. One of the daily papers in its report of the case used this very appropriate heading: "Don't crowd the wheelers. If they take their side and teamsters try to run 'em down it costs money in police court."

Superior Cycle Club.

The Superior Cycle club is being organized. A meeting has been called by J. G. Pease, for the purpose of electing officers and drawing up the necessary papers. A few of the principal promoters of the club are O. H. Burr, George Yale, Richmond Smith, W. H. Ward, J. G. Pease, John Johnson and others. Everybody who has a wheel is asked to join. It is proposed to get up a grand road race for July 4.

On May 30, the Duluth Cycle Club will give its grand annual race and the members of the Superior organization propose to contest for the prizes.

It is also proposed to make the prizes for the races held in Superior, of such value and worth that the riders will show their best mettle, and also to get as many entries as possible for each race.

Appleton on the Boom.

A correspondent writes that it is a safe prediction in saying that more wheels will be sold in Appleton this year than in the previous three, if not all previous years. The selection and sale of machines has begun more than a month earlier this year than is customary. Among the new lady riders will be Mrs. Conkey, the Misses Elizabeth Wilson, Hamrahan, McNaughton, Harwood, Fuller, Hammel and Erb, Mrs. Lou Kutler and others.

W. D. Whorton and O. W. Dodge will ride 17-pound Clevelands and are expected to be a credit to the town on the cycle path this season.

Marinette's Dates Fixed.

After considerable worrying and more trouble, Marinette has secured just the dates wanted on the national circuit. They are Friday and Saturday, Aug. 16-17, and the State L. A. W. Meet will be held at the same time. The Marinette boys feel jubilant because they had been led to believe that they could not get the circuit boys up there until along towards winter. The weather in August in this section of the country is extremely delightful and is invariably to be relied upon.

The Marinette Cycling Club will now begin active work in arranging for the grand affair. Menominee, across the river, has extended her hand to help in a practical and financial way and even the neighboring towns have the fever. Committees will be appointed in a few days.

A feature of the list of prizes will be the 40-acre farm, given by D. G. Madagan, a real estate man of Marinette. The land is located one mile from Ellis Junction.

Others Will Cope for the Honors.

Louie Reed, who holds the four state championships, the one-quarter, one-half, one and two mile, will not be on the cycle path this year. Both Roy and Louie will accompany their parents on a European trip this summer. Leaving here June 15, they sail from New York on the 19th on the American steamship "City of Paris." From London they

will go to Paris and Italy, returning via Switzerland and the Rhine to England. They expect to be back before the opening of school in September.

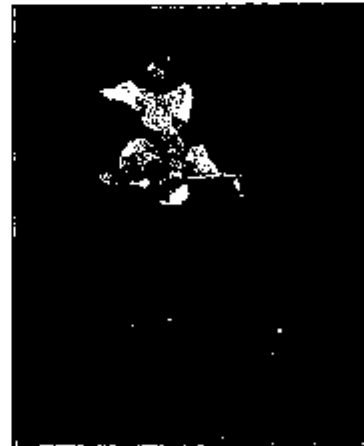
Wheelmen looking for state championship honors may breathe considerably easier now. The Reed boys have done some wonderful riding last season and they possibly could show the old speed again.

At the State University.

Capt. Downer, of the Athletic association at the Wisconsin university, has outlined, to some extent, the work for the present term. All practice work will be done on the lower campus except that with the shot and bicycle. For these sports Camp Randall will be used. A cinder track is to be made on the lower campus for the use of the track men. Eighteen men were selected to go to the training table. They are as follows: Downer, H. Frame, W. Frame, Holt, Maybury, Aston, Elsner, Brewer, Chittenden, Zimmerman, Hopkins, Montgomery, Metcalf, Jackson, Day, Coehems, Leigler and Smelker. More than eighteen will go to Chicago in June to take part in the inter-collegiate meet, but this number was all that could be accommodated at the present training quarters where over fifty men, including the crew and base ball men, are eating. Capt. Downer urged all the men to keep on training faithfully even if they could not be accommodated at the training table.

A Four-Year-Old.

Wausau, Wis., has perhaps the youngest and cutest



little bicycle rider in the state. His name is Freddie Levenhagen and is the son of a bicycle dealer in the town. The picture accompanying this shows him mounted on his ten-pound machine. He can manage a wheel as well as the average man.

Those bicycle policemen wont join any of the regular wheel organizations. They have a club of their own, says the Philadelphia Times in a comment upon the cycling policemen of that city.

Our Directory of Repair Men.

On the last page will be found our directory of repair men and cycle agencies. We are printing this regularly for the benefit of touring wheelmen and those who may desire to do business. We desire the names of all reliable repair men and will thank wheelmen who will take the trouble to make such recommendations.

THE PNEUMATIC.

Local Items of Interest.

Ed Roth and Harry Crocker will ride in the Pullman on Memorial Day.

Here's the N. S. C. C.'s club cry: "Good Luck—Here's the North Side Cycling Club."

Will Howie is reported as being ill and in a poor condition for the season's first racing.

Until your L. A. W. renewal has been sent in the official *Bulletin* will not reach you.

Among the local riders who will make the state circuit this season are Ed Roth, Will Howie and Harry Crocker.

It is rumored that the new base ball park to be built at Seventeenth and Lloyd streets will include a cinder track.

Wake up there, Milwaukee! The Aschenbroedel Verein, of New York, has a brass band mounted on bicycles.—*Cycling Life*.

Elmer A. Savage won first prize in the Milwaukee Wheelmen pool tourney, a gold medal. George Bartels won second from J. L. Bass in a close game.

Many will own and ride tandems this year since the weight and price of them have come down to what an ordinary safety bicycle weighed and cost a few years ago.

The Badger Wheelmen are bestirring themselves in great shape and promise to outdo the larger clubs if the activity continues. The club is composed of a bright young element.

Charles W. Price, who looks after Sidney Bowman's interest in the Michaux Cycle Club, New York, will have charge of the branch of the club which will be opened at Bowman's Academy in the Casino at Newport this summer.

The following runs have been scheduled by the Mercury club: April 21, Elm Grove, 1:30 p. m. May 5, South Milwaukee, 1:30 p. m. May 19, Thienaville, 10 a. m. They have also concluded to have two century runs, one to Watertown and the other to Sheboygan Falls.

Lieut. William H. Beach, of this city, who served during the war in the First New York Cavalry, under Sheridan and others in the Shenandoah Valley, proposes to make a bicycle tour of the valley this summer for the purpose of gathering material for a history of the regiment.

It is being planned by the Milwaukee Wheelmen to rig up the John Schroeder, the lumber vessel to take them to Marinette to attend the state L. A. W. meet in August. Over 100 members are expected to go, and in view of the unusual mode of transportation adopted, it is expected a jolly time will be had on the way.

At the next meeting of the Milwaukee Wheelmen it is intended to arrange for introducing the burlesque ritual to be used for initiating new members. It is proposed that all but the charter members of the club will have to go through the same initiatory ceremony. The charter mem-

bers will constitute themselves the high officials and will arrange for the paraphernalia to be used.

It comes within the province of all cycling papers to report the sad ending of Walter G. Nicholson, of this city. Despondency caused him to commit suicide by drowning in Lake Michigan. Mr. Nicholson was once the Milwaukee cycling scribe for the *Bearings* and several other papers and was an earnest and enthusiastic wheelman. He leaves a wife and several children well cared for.

Milwaukee Wheelmen.

The membership of the Milwaukee Wheelmen will be limited to 125 if the following amendment goes through at the next meeting.

ARTICLE IV—MEMBERSHIP. Membership shall consist of four kinds, Active, Honorary, Associate and Non-Resident, and shall be limited to One Hundred and Twenty-Five (125). Memberships are defined as follows: etc., etc.

The membership of the club is again climbing up and this limit will be reached in a short while it is expected.

Milwaukee Secures Two Dates.

Gerhard Aussem, in the name of the Associated Cycling Clubs, of Milwaukee, has been assigned two days on the national circuit. The dates are Monday and Tuesday, August 19 and 20 just following the Marinette meet.

Sanger Loses Much Flesh.

The prospects of Walter Sanger joining his team mates on the 1st of May are not very encouraging. It is hardly probable that the Milwaukee champion will be able to leave the city before the 15th of May. He has not had a relapse, but he is not gaining his strength as rapidly as was at first expected. As showing that Sanger's illness was not much exaggerated, it may be remarked that his thigh measurement has decreased six inches, his calf measurement three inches and his arm measurement two inches.

The Triangular Road Race.

Arrangements for the North Side Cycling club's triangular road race have taken definite form, and matters of such importance as the course of the event, the prizes and the date have been determined upon.

The start and finish will be at Frank Rader's place, 1504 Green Bay avenue, the distance covered during the race to be about eleven miles. The Washington road will be taken as far as the green tree, a point well known to wheelmen of this city, thence turning to the left across the Silver Springs bridge to the Green Bay road, over which the return run is made. Surveyors have been engaged to lay out the entire course and ascertain the exact distance and this work will be completed early next week.

Interest in cycling all over Wisconsin has reached a point where it is "hot and sizzin." More wheels have already been sold than all four seasons last year, put together, and the end is not yet.

Milwaukee's "400" Are Riding.

Never has there been such an army of converts to the wheel at the opening of any cycling season. Society women have taken to the wheel as they did in former years to the carriage. On pleasant mornings the lake front drive is a scene of great cycling commotion. Not only young girls, but wives of bankers, brokers, merchants and physicians are to be seen spinning along this beautiful avenue. Among them are Mrs. J. H. Tweedy, Jr., Mrs. Dr. William Mackie, Miss Halsey, Mrs. J. C. Spencer, Miss Schley, Miss Gibbs, Mrs. C. J. Allen, and others equally prominent in society circles in this city.

The Bicycle and the Girl.

The beautiful spring-like weather of last week brought the bicycles out in numbers, says the *Memphis Times*. They were wheeling through every near-by country lane, and the suburbs were alive with them. Riders looked brisk, athletic and happy, and the suburban girl, with exquisite grace, leaned against the balcony post with confident knowledge that now her season of sway had come again. The bright wheels rolled silently over the roads, they were tilted significantly against suburban carriage blocks, and appeared to tip a knowing salutation to all travelers, as much as to say, "My owner is in there, see? You can bet there's a pretty girl in there who is glad to see him, and who makes him welcome, but this early in the year he won't keep me waiting long. There's too many lovely bits of maidenhood about here, and he is such a flirt he is bound to have a peep at everyone of them. But just you wait a little until these jaunts become familiar. I won't then wait on the outside, nor will be flying from place to place; from girl to girl. No, indeed; one sweet maid will demand and receive his entire time, and at her house I shall not stand at the gate. No, sir; I'll roll right into the hallway, and if I choose, lean right against the hatrack or the mirror, for that matter, and no chambermaid need think she can put me out, either. She dare not touch me, or else her mistress will make it warm for her, for I am the means of bringing her beau, and I am the most important visitor to the household."

"Oh, you can bet we bikes are no chumps. We know a thing or two, and we can tell some good stories, too, and if you'll cultivate me and be good, I'll let you into some secrets some time or other."

Thus it is the jaunty

bicycle, as it stands tipped in front of an old homestead, talks to those who listen. No doubt the saucy, shining fellow is full of pleasant anecdotes and almost mellow with love stories. He is worth knowing, and one of these days I shall get him in a talkative mood, and then I'll worm a secret or two from the fast rascal.

Spring.

Bulmy ephyra, warm sunshine,
Swelling buds on trees and vine;
Passengers on open cars,
Getting scent from bud cigars;
Bicyclists in endless troop;
Most of them with monkey stoop;
Overcoats on left arm hung—
It must be that spring has sprung.

Our Country Cousins.

Con. De Smidt sold his bicycle to Garrett Hoehnink one day last week. The bicycle promises to have another boom this summer.—*Sheboygan County News*.

E. P. Humphrey, Hal Lummis, Ralph Pomeroy and S. J. Ryan, of the Appleton press, will all ride this year. Editors Reid, Ryan, Meyer and Roemer have not yet screwed their courage up to a sufficient pitch to tackle the fiery and unfed steed.—*Appleton Crescent*.

The ladies of this city are not as enthusiastic as in some places but they are coming on and a large number of hairless machines will be tamed.—*Exchange*.

D. D. Warner, of Madison, is organizing a company to manufacture bicycles. If there is any one thing needful in this country above anything else, it is another bicycle factory.—*Monroe Exchange*.

The Jos. A. Sandburg Cycle Co., of Menominee, Mich., has recently started in the bicycle business.



Rambler Quad Team.

Does Not Favor Three Classes.

EDITOR PNEUMATIC: I am sorry to hear that you are in sympathy with the three class scheme. I, for my part, cannot see what lasting good can come for the League by controlling them. The B men now are the only ones that want it and for what reasons I need not tell you. They certainly do not want it so, in the interest of the League, but for their own pockets. You would see this if all B men were at once transferred to the pros, that where they now get twenty entries for a \$50 cash race they would get 200 entries for a purse of \$5, the competition being so great that the pros would in a good many instances run races for practically nothing. On account of the great number of cash riders it would be impossible to give exhibitions to satisfy them all unless there would be so many that the public would get tired of them which would certainly do no good to the League. I don't see why a B man like Sanger, for instance, with a good salary, better considerable than most men have, and the winnings besides, wants the League to make more money for him when he is really doing less League work than any of our prominent League officers. Here is a comparison that should not be lost sight of. I am not in favor of three classes, neither of professionalism, but do not think it just to compel a man to keep his prizes. I think that he should be allowed, after a given time, to dispose of them any way he chooses.

Respectfully,

J. C. SHULER.

The Telegram Team.

The Telegram Manufacturing Company announces that its team this year will consist of Will E. Howie, Edward Roth, Harry Crocker, L. White and F. Schmitz, all Milwaukeeans. The riders are already doing light work and will enter all the principal state events. It is reported that Roth will go for the hundred mile record some time in June.

The Andrae Team.

The following riders have been selected to constitute the Andrae racing team on the Andrae mount: W. P. Sanger, A. Bingenheimer, who won many track races at the tourneys last fall; A. Krugmeier, of Horicon; Don Pollock, of Beloit, a well-known rider who is going for the intercollegiate championship in Chicago in June; R. Millard, of Lake Mills, an all around racing man; J. C. Schmidtbauer, of Milwaukee.

The Huennekens Cycle Co.,

Make a specialty of selling bicycles, bicycle parts and sundries at wholesale to dealers. Special prices and discounts given upon application. Address, 124 Ferry street, Milwaukee, and get catalogue.

Wm. F. Bremer has severed his connections with the Union Cycle Manufacturing Company and gone back into the cycle repair business. He is ready to serve his old patrons.

State Trade Notes.

M. Babcock, of Milton, is handling the Road King and Queen.

Vice Consul Ben Park has become associated with D. D. Warner & Co., Madison.

J. W. Millis, Lake Geneva, handles the Fowler, Monarch, Thistle and Andrae cycles and reports trade flourishing.

H. D. McCulloch & Company, at Stevens Point, handle the Telegram, Cleveland, Spalding and Crescent wheels and report trade fair.

Dodge & Pearson, of Duluth, Minn., have opened a new store in Superior and will handle a line of sporting goods and bicycles.

At Cumberland, it is expected, the bicycle will be greatly in evidence this year. Lonquest & Shipherd are handling several makes.

An Appleton correspondent estimates that at least 300 wheels will be sold in that town this season and states that it is a conservative figure.

Ramblers, Telegrams, Cleverlands, Waverlys, Andreas, Columbias and Crescent wheels are being sold in Appleton. Old and young, rich and poor are buying.

Russell Bros. & Curtis is the new name of the hardware firm in Elkhorn. They report trade exceedingly good and the sale of ladies' wheels especially so.

John Wigginton, of Waukesha, is reported as being a promising competitor for state championship honors this season. He will ride a 15-pound Syracuse racer.

Every hardware merchant in Sheboygan, it is reported, is handling some high grade bicycle, and the trade looks promising. Lawyers, merchants and mechanics are all taking to the wheel.

At Plymouth, J. B. Holsta will handle the Union and Reiter special, W. E. Wolf has taken the agency for the Andrae, and W. J. Sweet has added the Sterling to his line of Western Wheel Works.

A Berlin bicycle dealer has a great scheme, according to its local paper. He has on one of his counters an attractive bicycle marked at \$55 and over this mark a tag marked \$100, so as to hide the \$45 mark. It works to a charm. A man comes in and looks the wheel over, he sees the \$100 mark, thinks it is fine, admires it to his heart's content. Then when he is through admiring it, the dealer turns up the tag and shows the \$45 mark. He works on the principle that admiration of a wheel is very often gauged by the price.

Beware of Ointments for Catarrh that Contain Mercury,

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 prescriptions 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.

Sold by Druggists, price 75c. per bottle

THE PNEUMATIC.

General and Local Trade.

Wm. Pollitt has shipped one of his "Only" wheels to Germany recently, and he has prospects of getting more orders from there.

If you want your sinews strengthened for bicycle riding use Anti-Stiff. It prepares the muscles for hard work and is a perfect remedy for stiff limbs after an overtiring ride.

The tubing famine still continues and manufacturers everywhere are getting way behind in their orders. Tires, wood rims and many other parts are nearly as scarce.

J. E. Reiter says that they have an unknown who will ride a Union that with training will be an equal to Tyler or Sanger. He is credited with a mile in 2:02 with poor pace-making.

Miss Londonderry, who is circling the globe on a wheel, writes from Colombo, Spain, under date of February 6, saying: "I wish to speak, also, of the great satisfaction the Morgan & Wright tires have given me. I have gone so far without a puncture, and the roads are dreadful."

Cycle shows under the auspices of clubs are growing in popularity as a means of showing new goods. The one at the Lincoln club house, Chicago, last week was a big success in all particulars although the dates selected were not the best for drawing a crowd, being the last half of Holy week.

An edition de luxe of the Morgan & Wright catalogue is the latest advertising wrinkle of that firm. It has been sent to prominent makers and other people directly or indirectly in the trade. It is handsomely bound in stiff leather, with the name of the recipient on the face in gilt.

The Julius Andrae & Sons Company is experiencing a hard time in making wheels as fast as they can sell them and its entire plant is being worked to the full capacity and has been running over time for the past two months. Especial prosperity is reported through the state, where the Andraes are being met with great favor.

The Chicago & Northwestern Railroad has ordered a number of railroad bicycles, manufactured by C. N. Geeter, of Hagerstown, for use of section men. It is one of the first companies to recognize the merit of the bicycle for railroad use. The machine is much the same as an ordinary wheel, except for a two-wheel attachment that runs on the far rail. The wheels are fifteen inches in diameter, and the tires are faced with rubber, which serves the double purpose of affording a hold on frosty rails and making the riding easy and noiseless, thus enabling the rider to hear approaching trains.

We clipped from the *Irish Cyclist* the following paragraph, which was called forth by the controversy between the English, Irish and American bicycle publishers, in regard to the stability of American light wheels: "In reference to our article on American featherweights, we lately received a letter from Messrs. Vatcha, of Bombay, India, who state that they have just received a G. & J. Rambler, weighing twenty-two pounds, which has been used for a year by all sorts of riders, and is perfectly strong and good. The weight includes saddle, pedals, a tool-bag, but not brake or guards. They also state that, on the whole, they prefer American machines to English, and find them specially good for use in India."

Rich, Rare and Racy.

A cycle company received the following letter from a Wisconsin boy last week. The letter may not read straight, but we are able to assure our readers that the writer means well:

DEAR SIR: I herewith must state you a question upon which I should like to have your answer of experience as it is a question which I with my experience can hardly answer for I have not had the chance to experiment on the object.

Now the principal of the question I have before me is whether the Main Sprocket (of a safety Bicycle) can be loose upon the Crank Axle in certain ways.

Now if there should be an addition of about one-half of an inch be added to the length of the hub of the Main Sprocket and an excellent cone or ball bearing be fixed to the hub of the sprocket so as to

avoid great friction or hard running upon the crank shaft when pedals would be held, as on occasion of going down grade the feet would not have to be removed from pedals and also I have other reasons which I think would be more useful. The Sprocket would have to be put on in a wratched form so that when the pedals are set in motion the sprocket will catch and revolve again.

Now most Respective Gentlemen upon this question I most ask your answer of experience. Now to whether the main sprocket in the ways mentioned here to fore, (If the sprocket be loose on the crank-axle and a ball bearing be put in the hub of sprocket and also a wratched attachment to be put in the hub for the purpose of holding the sprocket fast to the axel when axel being put in motion again).

Now if a ball bearing be added to the hub of sprocket, will it be possible that the sprocket will or can be kept in perpendicular or correct position to the chain in this way.

Now most Hon. Gentlemen this is the most principal part of the question and it is something which I cannot state anything about so I call upon you and hope you will

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

HERE'S T. T. MACK
 SAYS CERTAINLY ARE A MUDDIN' ON THEM

MORGAN & WRIGHT
 CHICAGO

make the best of my question that possibly your thoughts of experience will let you. Perhaps my statement is poorly arranged so as to be understood but as I stated before you must make the best that you can. Herewith I enclose stamps fore reply. If you have cat, fixed for '95 please send me one.

Hoping to have your reply I remain,

Yours Resp., JOHN BLANK.

Wisconsin Division Local Consuls.

Dated April 18, 1896.—The following local consuls re-appointed have again accepted:

Brandon.....G. B. Weinstein.	Manitowoc.....Norman Randson.
Commonwealth...E. W. Hopkins.	Marshall.....E. P. Eilman.
Columbus.....Geo. C. Stevens.	Monroe.....L. A. Hodges.
Green Bay.....W. H. Field.	Marshfield.....A. H. Kelley.
Grand Rapids...Geo. N. Wood.	Ripon.....J. Storrs Hall.
Hillsboro.....R. F. Myers.	Rice Lake.....J. W. Munnell.
Kenosha.....R. H. Welles.	Whitewater.....Chas. B. Weeks.
Kiel.....Paul Schubert.	Waterville.....Max Janisch.
La Crosse.....Jas. E. Thompson.	

The newly appointed local consuls who have accepted are:

Doomingville...Gus. Mortenst.	Meisford.....Louis A. Maier.
Elgin.....Wm. D. Hall.	Plymouth.....W. D. Porter.
Elliotson.....W. H. Allen.	Stevens Point...W. F. Dawey.
Madison.....L. P. Holmes.	Shawano.....T. S. McNichol.

Re-appointments made for the following towns have received no acknowledgement up to the present date:

Appleton.....Eau Claire.	Menasha.....Sparta.
Ashland.....Pond du Lac.	Nellsville.....Shellsburg.
Barronette.....Florence.	Neenah.....Tonah.
Bellin.....Grafton.	Okego.....Utley.
Black River Falls. Elka, P. O.	Oshkosh.....Watertown.
Burlington.....Howard.	Port Washington. Waupesa.
Cedar Grove.....Horicon.	Platteville.....Wausau.
Chippewa Falls. Kewaunee.	Richland Center. Winneconne.
Clintonville.....Lake Mills.	Rhinelanders. Wautresha.

Local consuls for the following towns have not yet been determined upon:

Beaver Dam.....Kaukauna.	Oshkosh.....Sheboygan.
Cedarburg.....Little Suamico.	Racine.....Watertown.
Greenwood.....Oregon.	Reedsburg.....West Superior.
Janesville.....Ouro.	South Milwaukee. Waupun.

The Chief Consul will be pleased to have interested members recommend for appointment such members whom they believe to be qualified to represent their town.

All local consuls, this season, will be sent a handsome photogravure certificate as a souvenir of their office.

The Pond du Lac Wheelmen have decided to take part in the relay road race from Green Bay to that city on Decoration Day.

We Want Lady Members.

No organization can be so good that it is not made better by the presence of women.

The tobacco-chewing sex should not monopolize the League tickets.

The girls may have them on the same terms.

The L. A. W. is open to the sisters, and they are ever welcome.—Sterling Elliott.

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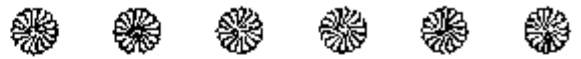
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Can be put on in place of makers' plate. Send paper size of plate with holes marked, and you can easily put on plate yourself; or I will send material so that you can have it placed in different place.

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Every member gets a weekly
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is alone worth the price of a
membership.

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THE PNEUMATIC.

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— CYCLE AGENCY AND REPAIR SHOP, —
ALL KINDS OF CYCLE REPAIRING.

BELOIT

D. H. POLLOCK & CO.,

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All kinds of Bicycle Repairing. First-class
Workmen employed.

COLUMBUS

M. S. NUTE,

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REPAIRING A SPECIALTY.

FOND DU LAC

WEEKS & HURLBUT,

BIKES REPAIRING of all kinds and selling BICYCLES
AND SPORTING GOODS.

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— PRACTICAL CYCLE REPAIRER, —
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BIKES AND BUNDRIES PERMANENT REPAIRING
L. A. W. No. 65885. 227 N. 3d St.

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WM. POLLITT,

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MAKER OF "THE ONLY" BICYCLE.

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Agent for Morgan & Wright Bros.

OSHKOSH

J. W. WAGNER

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DODGE & PEARSON,

Bicycles and Sporting Goods
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Immediately relieves soreness
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A Marvelous Preparation
Quick in its action to relieve
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Cyclists and Athletes Try It.
A number of marvellous testi-
monials have been received.
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dy that wheelmen
can use for tired mus-
cles and stiff joints. Dur-
ing my ride of 200 miles
in 25 consecu-
tive days I used it with
great benefit; doing all
it tends to do; cy-
clists should
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Price 25 & 35c. Box
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GUM.....

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The U. S. War Department adopted it in 1893, and has
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Free: Descriptive pamphlets, with opinions from such lead-
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Also dealers for the New Vost Writing Machine.

Bicycle Suits

We take any suit in stock and
make Bloomers (the right length)
of the pants. Lots of them at
\$10.00, including vest—a dollar
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Maroon or Black, \$4.00

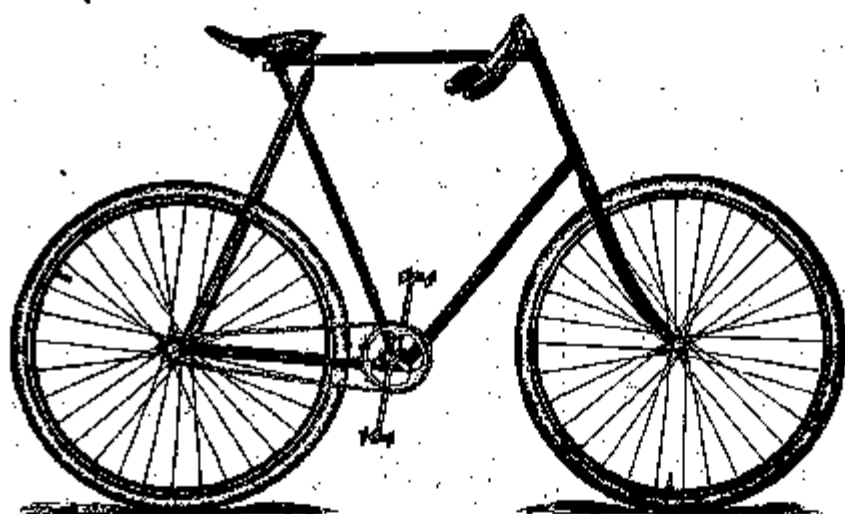
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THE BEST EVIDENCE



THAT A FACTORY
IS BUILDING A GOOD
WHEEL IS WHEN IT
IS RIDDEN BY LOCAL
RIDERS.



WATCH the wheels
that fit around
in Milwaukee
and you will be convinced
that Telegram Wheels are
good wheels.

Racing Men are Fond of the Sanger Racer, Because it has all the
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MENTION THE "PNEUS."

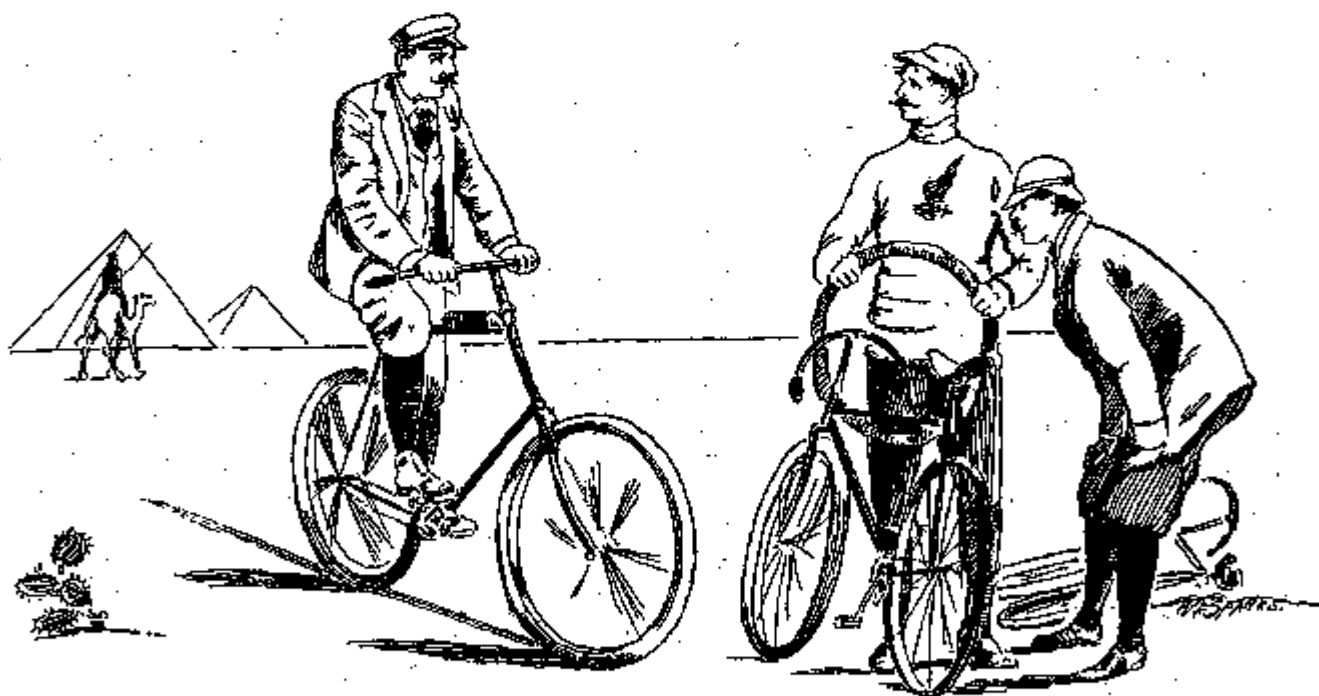
THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

VOL. VI.

MILWAUKEE, WIS., MAY, 1895.

No. 2.



Don't the Cement hold? Why don't you use a G&J Tire?

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THE PNEUMATIC

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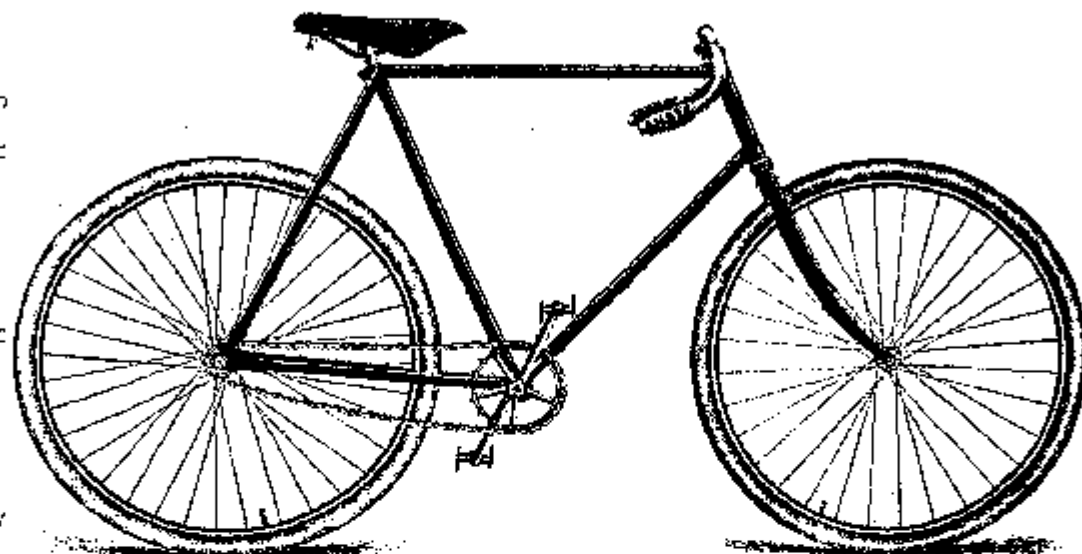
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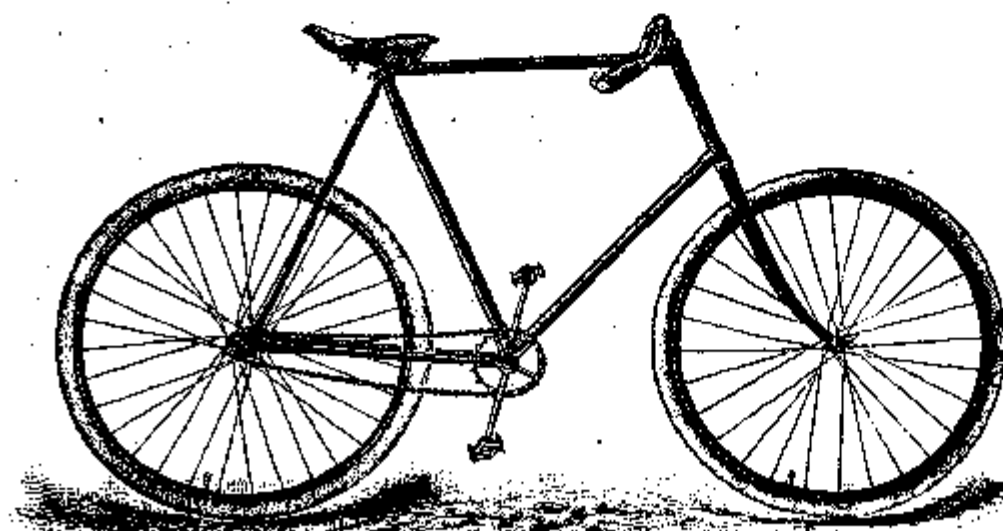
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MILWAUKEE, WIS.

MENTION THE "PNEU."

A Difference of Opinion.

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A number of purchasers are satisfied with a good Wheel when they buy, but are dissatisfied when it comes to actual use. Buy a High Grade Bicycle and be satisfied.

We are agents for the Phoenix, Rambler and J. M. Special, which we guarantee absolutely high-grade.

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Ladies' and Gents' Bicycles in high and medium grades. Best value for the money. Bicycles fully guaranteed. Bicycle repairing promptly executed.

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Andrae Bicycles are as good as bicycles can be made. We don't build them to compete with cheap goods (alleged \$100 wheels), but for customers who want the best bicycle that brains, experience and capital can produce. Andrae Bicycles embody every practical improvement, and are the best all the way through—best designs, best bearings, best material, best workmanship—best everything.

Built to satisfy.

Competitors will tell you that we charge for our **Reputation**—what is reputation? Years of hard work, **correct business methods**. We cannot afford to throw our reputation away in order to save a few dollars on the cheapening of Andrae Cycles. The best wheels are those that have proved successful.

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FIFTY CENTS A YEAR IN ADVANCE.

All copy for advertisements, changes for same, news and correspondence for publication must be sent in before the 7th, to insure insertion the same month. Contributions returned if not published.

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

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 correctly covers all the doings in cyclodrom. Advertising rates on application.

Eastern Representative: S. Koppel, 31 Times Building, New York.

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

THE great trouble with the average League member is that he pays his dues and then forgets that he is a member of the L. A. W. He fails to appreciate the fact that if all members followed in his footsteps it would soon be unnecessary for him to even pay his dues, as there would be nobody to pay them to. This is wrong. As a citizen of the United States should take an interest in its affairs and assist in shaping its ends, so should the members of every organization take an interest in its workings.

THE life of a handicapper is not altogether a happy one. He may study the abilities of his men most carefully and form a most beautiful handicap, only to have his calculations rendered useless by wind, a heavy track, loading by some of the contestants, or by a sleeper amongst the riders, and, of course, he is credited with all the blame for faulty work. Then the racing men and their friends consider him the worst enemy they could possibly have, and never lose an opportunity to abuse him, while race committees add to his woes quite frequently by their carelessness.

IS IT right that wheelmen should pay toll on turnpike roads? This is a question which the L. A. W. Roads Improvement and Rights and Privileges committees seem to be agitated over at the present time, since it has been threatened to tax wheelmen at every toll gate leading out of the city. It seems an injustice, that a user of a bicycle which, instead of doing harm to a road surface, does the very opposite and rolls it smooth, should be compelled to contribute towards its support. An attempt was recently made to nullify the taxation of bicycles on the Whitefish Bay drive, but it was found that the charter was so constructed that the company has a perfect right to make a nominal charge.

THE L. A. W. in Wisconsin proposes to assist in the conviction of bicycle thieves and to see to it that a heavier penalty is dealt out to them than the courts at present inflict. If these guilty people received the same punishment that horse thieves usually get, the number of bicycles stolen weekly would materially grow less. Why should not a bicycle be compared with a horse in value and if it is why should not a thief of the former receive the same sentence as one of the latter? What an excitement it would create if three horses were stolen in one day! And yet three bicycles mysteriously disappeared the other day and the authorities seem to give the matter but very little consideration. In self-protection, communities where horse-stealing is common, visit exemplary punishment upon horse thieves when caught. Bicycle stealers must be admonished in the same way. A few deterring examples are needed. When captured and tried and found guilty, cycle thieves should be sentenced by the court to the severest punishment prescribed by law.

Demand for Road Signs.

The Wisconsin Division, L. A. W., has determined to use its influence and its power to enforce the state law in Wisconsin which provides that guide posts shall be erected at the intersection of all main traveled roads. These sign boards are extremely scarce in this state, yet Wisconsin has one of the best of sign board laws.

The League of American Wheelmen appreciate the importance of enforcing the law. Wheelmen who are touring the state all complain of the lack of signboards even on the most prominent highways. The eastern and middle states are far ahead of Wisconsin in this respect. It is a logical conclusion when the roads improve, the necessity for their use will become greater and their value increase.

It is but a short time since the city council of Milwaukee was compelled to erect street signs on the corners. Because of the same old, poky, go-as-you-please methods, the matter had been neglected for half a century.

The state law reads as follows: "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 such 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."

The same effort required to walk one mile if put on a bicycle will carry a person six miles.

State Fixtures.

- May 30—La Crosse County Wheelmen, road race and meet, La Crosse.
- May 30—L. A. W. parade and reception, Milwaukee.
- May 30—Mound City Wheelmen, road race, Plattville.
- May 30—Madison Cycling Club's local road race, over the cemetery six-mile course.
- May 30—Green Bay—Pond du Lac relay road race.
- May 30—Menominee, Mich., road race.
- June 4—Waterloo road race, E. E. Leschinger, promoter. Eight and one-half mile course.
- June 6—Madison cycle meet, Madison Cycling Club. Five events.
- June 8—North Side Cycling Club's Milwaukee road race, over Silver Spring course.
- July 4—Waukesha—Milwaukee road race, Milwaukee Wheelmen. Over old course.
- July 4—Marinette cycle meet.
- July 16, 17, 18, 19—Cycle meet and tournament, Superior Bicycle Club.
- August 15, 16—L. A. W. national circuit and state meet, Marinette Cycle Club.
- August 18, 19—National circuit meet, Milwaukee. Associated Cycling Clubs.

Thanks to Wisconsin Riders.

The Highway Improvement Committee of the Wisconsin Division, L. A. W. desires to extend thanks to the Division members for their very generous support in response to its circular letter of April 30. The contributions sent to Mr. Otto Dorner, of our committee have been much more numerous than was expected, and it is fair to believe that the few members who have not been heard from will respond to our call.

Your committee finds it impracticable to acknowledge each of these contributions separately, but begs to take this opportunity, through the columns of THE PNEUMATIC, to thank each of those who have so generously responded to its call for support in its efforts.

The thanks of the committee are also due to local consuls and other members who so kindly assisted in collecting the names of town officers and influential farmers in the state.

The money received will be used for the purchase of additional copies of the special Good Roads number of the Wisconsin Agriculturalist, which is being issued under Mr. Dorner's editorship, and we will be able to send copies of same to 35,000 farmers and town officers throughout Wisconsin. The number will contain articles upon the value and need of better highways, by men like Governor Upham and ex-Governors Hoard and Fairchild, several members of the Legislature, Secretary Curtis of the Wisconsin Dairymen's Association, President Chas. E. Adams and Professor Richard T. Ely, of the University of Wisconsin, and a number of

practical talks upon road building, by Superintendent McKerrow of the Farmers' Institutes, and representative farmers and engineers from different parts of the state. We feel assured that the large circulation we are able to give this special Good Roads number will do a great deal to further develop the interest which has so strongly manifested itself in Wisconsin during the last few months.

Faternally yours,

ALBERT MOYER, Milwaukee, Chairman.

WM. M. FOSTER, Port Washington.

JOHN W. KNIGHT, Racine.

C. A. Alderman, Eau Claire.

OTTO DORNER, Milwaukee.

Highway Improvement Committee, Wisconsin Division, L. A. W.

Milwaukee, May 11, 1895.

More Division Local Consuls.

Additional list of L. A. W. consuls who have acknowledged their reappointment:

Appleton.....	P. M. Conkey.	Menasha.....	H. B. Hewett.
Black River Falls.....	S. H. Castle.	Neenah.....	A. W. Anderson.
Olinville.....	L. E. Schroeder.	Oregon.....	John A. Johnson.
Cedar Grove.....	L. C. Smith.	Port Washington.....	H. L. Coe.
Eau Claire.....	W. W. Jackson.	Platteville.....	E. P. Grindell.
Florence.....	E. E. Wilcox.	Shullsburg.....	H. B. Chamberlin.
Pond du Lac.....	John E. Reeves.	Uley.....	C. W. Birum.
Hike.....	Henry Knoll.	Winneconne.....	W. A. Melcher.
Horton.....	Dr. F. S. Forbes.	Lake Mills.....	F. M. Seaver.

Additional list of newly appointed consuls who have accepted:

Ashland.....	Merton H. Potter.	Elmhurst.....	H. M. Woodard.
Jacksonville.....	Dr. O. T. Peirce.	Waupun.....	S. A. Dayson.
Neillsville.....	G. A. Hartsdcker.	Hortonville.....	O. W. J. Spangler.
Racine.....	W. J. Hopkins.		

Reappointments for the following towns have received no acknowledgement up to the present date:

Barronette.	Chippewa Falls.	Tomah.	Waterford.
Berlin.	Kewaunee.	Onalaska.	Waukesha.
Burlington.			

Local consuls for the following towns have not yet been determined upon:

Barron.	Grafton.	Little Sunnyside.	Sparta.
Beaver Dam.	Greenwood.	New London.	Sheboygan.
Browstown.	Hayward.	Oma.	Wausau.
Cedarburg.	Jefferson.	Oshkosh.	Watertown.
Delavan.	Kaukauna.	South Milwaukee.	West Superior.
Deerfield.			

How a Dog Retaliated.

One of the city fathers in a certain city in Northern Wisconsin rides a wheel. He prefers the sidewalk to the street for the purpose, as likewise does a dog in his neighborhood for his daily nap.

One day recently, he discovered the dog napping with his tail outstretched and decided it was a good opportunity to teach him a lesson by riding over it. The first wheel went over all right, but before the second one had time to follow, the dog was very much awake, as the rider concluded when he found himself in the middle of the street and his bicycle the worse for the spill.

It is estimated that there are 500 wheels in use at Appleton. Over 200 wheels have been sold this spring.

Interesting to State Riders.

Oconomowoc has about fifty wheelmen.

Waupun wheelmen hope to form a club this season.

La Crosse will make a bid for the '96 L. A. W. state meet.

A bicycle club will soon be organized in Markesan, with fifteen members.

Green Bay proposes to be included in the racing circuit around the state.

Ed. Woodford, of Menominee, Mich., is doing some excellent road and track work.

Marinette cyclists are bothered by the small boys sticking pins in their tires.

There are about twenty-five riders in Lake Beulah, who are about to organize a bicycle club.

Chilton has formed a cycling club and will adopt the Milwaukee Wheelmen's constitution.

There are 1,300 bicycle riders in Oshkosh, yet there is no regularly organized club in the city.

Kenosha wheelwomen are organizing a club and its members expect to appear in bloomers.

The Madison Cycling Club will hold a road race over the six-mile cemetery road on Memorial Day.

The Arrow Cycling Club, of Janesville, had a very enjoyable dancing party May 10, at the Armory hall.

Menominee, Mich. has a cycling club which is vying in number of members with the Marinette Bicycle Club.

Warren Herrick, a Neenah young man, collided with a buggy while riding a wheel and was seriously injured.

Between Menominee and Marinette alone there will be nearly a thousand wheels represented at the state meet.

Six Eau Claire wheelmen will leave that city on June 1 for a 400 mile tour through the eastern part of the state.

There is some prospect of a bicycle club being organized at Deerfield. The demand for wheels at that place is large.

The Columbus Wheelmen held a club road race May 18, over the Columbus-Fall River course, a distance of nine and one-third miles. Arthur Stevens was the winner, in 37.55.

The usual enthusiasm prevails at Mount Horeb. The boys are improving their track and are getting in trim for some fast riding.

Menasha will most likely be included in the state circuit this season. The town is lively and the interest taken in cycling warrants its success.

Medford has almost the required amount of League members to form a League club. A few more recruits and the members will effect such an organization.

A bicycle club has been formed at West Bend, with the following members: Joseph M. Sevenich, captain; H. Kaempfer, secretary; August Fuge, treasurer; Charles Karsten, Frank Kress, John Hetzel and Jacob Becker.

Home field day exercises were held by the Normal school at Stevens Point, May 11, and besides the usual races there was a half-mile bicycle race by young women.

The bloomer is marching on. The Appleton contingent has received a reinforcement and now numbers five gallant wheelwomen, who are determined to lead the reform to victory.

It is reported that the city fathers of Appleton are seriously considering the adoption of an ordinance making it a misdemeanor for any woman to appear on the streets of that city in bloomers.

The Neenah Wheelmen have organized, with officers as follows: President, E. W. Griswold; vice-president, J. C. Yule; secretary and treasurer, S. D. Baird. It is intended to make it a League club.

Charles Griebler, Henry Griebler, Sam Thiel and Claude Ingles rode on their bicycles from Neenah to Oshkosh in forty-one minutes. The fastest time made between the cities heretofore was fifty-nine minutes.

Thomas O'Dwyer made the remarkable time of seven hours and thirty minutes in a run of 110 miles from Dane, Wis., to Cudahy. He went by way of Sun Prairie, Waterloo, Watertown, Oconomowoc, Pewaukee and Milwaukee.

Waukesha wheelmen are arranging for a two day's tournament, to be held some time in the latter part of July. The members expect to make it the star class A meet of the season, in the state. \$1,000 worth of prizes will be hung up.

Stevens Point lady cyclists to the number of twenty, ride in rational costume. The local consul writes that in all probability they will have two race meets in the Point this season, one on the 3d and 4th of July, and another in the fall.

The third annual road race and tournament of the Waterloo Bicycle Club will be held on June 4. About thirty valuable prizes will be put up for the contestants, including two suits of clothes, sweaters, shoes, bicycle sundries and the like.

Appleton cyclists will have a grand parade on Decoration Day and expect to get 500 wheels in line. It is intended to decorate the wheels with flowers and bunting and form into squads of twenty-five under the guidance of lieutenants.

The Beaumont Cycle Club of Green Bay has elected the following new officers: President, J. V. DeCremer; vice-president, Oscar Mann; lieutenant, George H. Schaefer; secretary and treasurer, W. H. Field; captain, Oscar Mann; directors, E. J. Carroll, J. Cauwenburg, J. C. Dorschel.

A plucky girl cyclist at Menomonie, who was crowded to the curb by a heavy wagon, which the driver steered straight at her from the other side of the street, jumped from her wheel, grabbed the horses by the bits, and held them while she told the driver a few things he will be apt to remember.

Entries for the La Crosse race meet, which will be held May 30, close May 25 at 10 o'clock p. m. Entrance fee for Class B is \$1 and for Class A 50 cents. The races will be conducted under sanction of the L. A. W. Racing Board. A fine list of prizes is already assured.

In the 'varsity at Madison there are more good riders than ever. Chittenden, who did considerable riding before entering the university, is said to be a fast rider, and Zimmerman, who was on the team last year, is riding well. Sweiker and Home are also promising well.

The Mound City Wheelmen of Platteville have organized with E. P. Grindell as secretary. The club will hold a road race on Decoration Day, open to Southwestern Wisconsin riders. The distance is ten miles, over a fair country road. Several valuable prizes have already been donated. Entry blanks may be secured at this office.

The Columbus Wheelmen have re-organized, with the following officers: President, F. A. Chadbourn; vice-president, A. M. Bellack; treasurer, G. N. Loomis; secretary, E. G. Linck; captain, M. E. Nute; lieutenant, E. Blumenthal. The club has about thirty members. They propose to have several tournaments and road races.

F. W. Spencer is working hard with the Waupaca boys, who are inclined to do racing this season, to bring them out with proper care and training, that they may make a creditable showing in the meets to come. Many wheels are being sold in Waupaca this year and much interest is being taken in Chandler, Anderson and others, who rode so well last year.

The Kaukauna Cycle Club was re-organized at a meeting held for that purpose at the council rooms recently. A large number of local wheelmen were present. The following officers were elected: President, L. D. Sargent; vice-president, H. B. Tanner; secretary and treasurer, Will A. Nugent; Directors, Frank Fargo and J. V. Miller; captain, J. N. E. Trout.

Lou Allman, Will Trumbull, Joseph Hafer and Frank Sinclair have planned a long trip this summer from Marshfield to Lake Maxenkuchee, Ind., a famous summer resort. They propose to leave Marshfield without a cent in their pockets and work their way along by giving a short minstrel performance to the farmers for their meals. The boys have money, but they are looking for adventure.

The Princeton Cycling Club has been organized with a membership of sixteen, and the work for the betterment of the roads in the vicinity will be earnestly pushed. The following officers were elected: President, Albert Rimpler; vice-president, Frank Giese; secretary and treasurer, J. E. Leimer. A road committee was appointed, consisting of E. D. Morse, W. P. Harmon, G. H. Holliday and W. R. Yahr. The club will meet weekly and are talking of giving a dance to raise funds for their operations.

Handicapper D. D. Warner.

Many, no doubt, who never had the good fortune to meet the original of this picture, D. D. Warner, will be pleased to see what he looks like, especially since he has become the official handicapper for this district.



Mr. Warner is in the wholesale saddlery business in Madison and a very successful man. He has keen business judgment, is a close observer and is looked upon as an exceptionally good man to fill the office of handicapper. Seven years ago he left Bloomington, Ill., and came to Madison. In 1891, when the Madison Cycling Club was organized, he became its first president and has since held nearly every office the club affords. He has been a wheelman for fifteen years and was once looked upon as a promising racing man, but business responsibilities interfered and he has since done, comparatively, little riding.

Southwestern Wisconsin Triangle.

It has been talked over among the riders of Beloit, Monroe and Madison that a meeting once or twice during the season in each city for racing and a general good time, would do much to further the sport and make the riders of Southern Wisconsin better acquainted than in almost any other way.

The first meeting will be held in Madison on the afternoon of June 6, which will be during the Modern Woodmen's annual picnic, and the railroads will sell tickets one fare for the round trip. Races will take place at Randall Field at 2:30 and a meeting to perfect an organization will be called immediately after the races in the Madison Cycling Club rooms. A general invitation is extended to all riders

in the state, and a special one to the riders of Southwestern Wisconsin, to be present and take part. Gold medals will be given as prizes for both first and second place. The triangle championship medal will be a diamond and will be given to the rider making the best average in the three or six races, as follows: First counts 3, second counts 2, and third counts 1.

The team race will be for a trophy and will be run by three men from each city, which will be arranged the same as the one-mile championship.

Entry blanks will be furnished by addressing any of the committee—L. A. Hodges, Monroe; Frank Van Wart, Beloit; D. D. Warner, Madison.

The list for the Madison meet is as follows:

- One mile novice—one prize.
- One-fourth mile open—two prizes.
- One mile tandem—two prizes.
- Two mile handicap—two prizes.
- One-half mile open—two prizes.
- One mile triangle championship (includes Rock, Greene and Dane counties).
- One mile handicap—two prizes.
- One mile triangle team race.
- One mile open—two prizes.

Superior Cycle Club.

Great enthusiasm in cycling prevails in West Superior. An organization was recently perfected, with over 100 members, and the following officers were elected: F. A. Mannen, president; J. B. Arnold, first vice-president; Dr. J. A. Rene, second vice-president; N. B. Arnold, recording secretary; W. J. Smithson, treasurer; C. A. Pelletier, captain; P. J. Spring, first lieutenant; Richmond Smith, second lieutenant; J. Max Darrenougue, standard bearer; George W. Potter, whipperin; Dr. H. T. Greenlaw, Homer T. Fowler and G. L. Sterling, directors.

The club was no sooner organized, than a committee was appointed to look into the project of building a club house. It is proposed to incorporate the club and issue stock, at from \$1 to \$5 a share, which will be taken to a great extent by the members themselves. Sketches for the proposed club house are already being submitted by the architects, and the land site has been secured.

At a recent meeting a good deal of discussion was indulged in regarding the railway crossings on the principal streets, and a committee was appointed, consisting of Messrs J. B. Arnold, J. H. Agen and I. P. Lord, to present a petition to the council, that it request the railways to make such improvements as would allow a wheel to pass over easily. The trouble seems to be that it wrecks a bicycle very much to pass over the tracks as they are now, and causes more wear and tear than a day's riding on level roads.

Arrangements are now under way, by the club, to hold a big tournament on July 16, 17, 18 and 19. Members of the Chamber of Commerce have extended their support to the big meet, and the whole business community seems aroused to help the boys along.

Sub-committees were appointed by president Mannen, to lay the matter before the city council, in reference to cleaning up the city and streets, the proprietors of the different hotels for cheap rates, the railroad men and ticket agents for excursions and cheap transportation, and, last, but not least, the board of supervisors, for the purpose of making all possible repairs on the various highways leading into Superior, and especially the military road leading toward St. Paul. Another committee was appointed to see about putting a red label on every letter going out of Superior from now on, announcing the fact of Superior's jollification on the date named.

The club uniform will be gray trousers and white sweater, with a cardinal letter S on the breast. The club button will be a maroon S on a white background. The club cap will also be gray.

Green Bay-Fond du Lac Relay.

The arrangements for the relay race from Green Bay to Fond du Lac, on Decoration Day morning, have all been completed. At the last meeting of the Beaumont Cycle Club, of Green Bay, the following local riders were chosen: First relay, Oscar Mann, Jacob Echnier; second relay, Will Field, J. Dorschel; third relay, H. P. Terris, Fred. Holmann; fourth relay, George Schaefer, Jules de Cremer.

The relays will be fifteen miles each and an allowance of four minutes will be made for each mile, thus making the scheduled time 4:48. The entire distance is seventy-two miles. The start from the mayor's office in Green Bay will be made at 8 a. m. Riders from De Pere and Kaukauna will pace the riders along and the tandem at Appleton with Pearson and Holbrook up, will be in waiting to carry them to Neenah. Oshkosh riders may assist in carrying the message if more are needed.

Medford Correspondence.

Cycling enthusiasm is receiving a serious check here on account of the non-fulfillment of orders for bicycles placed early in the spring. C. O. Dunning, representing the Andrae Cycle Works, of Milwaukee, visited this city recently and displayed a full line of sample wheels of the Andrae and Crawford make. He placed an agency with Dr. P. R. Zeit. (C. O. D. complained of being homesick when he left here. Has he got a girl down there?) All the chairmen of the towns in this county will in the near future be notified by the local consul that they must put up guide-boards at road crossings or they will be fined according to law.

L. A. MAIER.

Ashland Gets in Line.

The scores of wheels that have been purchased this spring in Ashland by business and professional men and persons engaged in all classes of work, has resulted in the formation of a bicycle club. Merton H. Potter was elected president at a recent meeting and C. W. Hunter temporary secretary. The club will have a racing board and take an active part in the movement for good roads.

THE PNEUMATIC.

La Crosse County Wheelmen.

The prize list for the La Crosse County Wheelmen races to be held May 30, 1895, are as follows:

SHORT TO TEN MILE ROAD RACE.

First time, gold medal	\$15 00
Second time, silver medal	9 00
First place, gold medal	15 00
Second place, silver medal	9 00
Third place, electric bicycle lamp	7 00
Fourth place, search light	5 00

ONE MILE RACE.

First, gold medal	5 75
Second, silver medal	3 25

ONE MILE CLASS B.—(Two in Three.)

First, diamond pin	50 00
Second, diamond stool	25 00

CLASS A.—Open.

First, gold medal	12 00
Second, silver medal	8 00
Third, search light	5 00

ONE MILE L. A. W. CHAMPIONSHIP.—(Two in Three.)

Gold club medal (to be won three times)	30 00
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HALF-MILE HANDICAP.

First, gold medal	12 00
Second, bicycle suit and shoes	0 00
Third, diamond collar button	6 00
Fourth, sweater	4 00

and a three mile handicap, for which the prizes are not listed yet. Entries are coming in lively.

Four members of the club made an attempt at a century run over the Elgin-Aurora course last Sunday. They report courteous treatment from Chicago riders, but gave up at the forty-eighth mile, owing to three out of four machines being crippled.

Marinette's Preparations Begun.

The state League meet which is to be held in Marinette, August 15-18, gives promise of being the greatest the state has ever had. Everybody seems to be a wheel in the city, and the proposed meet is largely responsible for this. The club membership now numbers about 140, composed of the representative business men of the city. The Marinette club has begun to formulate plans for the entertainment of the wheelmen who will gather for the annual meet. W. C. Brown, the president of the club is a young man of wealth and business enterprise, and his active interest in the progress of the work is a guarantee of its unqualified success. H. C. Higgins, superintendent of the street railway company is the vice-president of the club and his time is liberally devoted in its behalf. Secretary N. B. Lindquist is almost too well known to be specially mentioned. He was one of the first to join the Wisconsin Division, when it was organized, and his acquaintance with the wheelmen all over the state is large. At every state meet the Division has had, he has been an enthusiastic participant. The local racing board has been appointed by President Brown, and is as follows: N. B. Lindquist, E. C. Keeler, R. P. Chase, J. S. Wheeler, W. R. Fairchild, A. D. Curtis and J. H. McGillan.

A relay ride will be held from Chicago to New York city in June. The first relay will leave Chicago on June 5.

No League Representatives in These.

It may be interesting to many to know that the League of American Wheelmen is not represented by a consul in any of the following towns. Any one desiring to serve in that capacity and is not a League member may receive the appointment by joining the organization and securing the recommendation of three representative citizens. Communicate with Secretary-Treasurer M. C. Rotter, 505 East

Water street, Milwaukee.

Akron.	Dodgeville.	Elkhorn City.	Portage.
Alma.	Durand.	Lake Geneva.	Porter's Mills.
Antigo.	Eagle River.	Lacon.	Prescott.
Augusta.	Edgerton.	Mauston.	Princeton.
Baraboo.	Elroy.	Mayville.	River Falls.
Boscobel.	Evansville.	Menomonie.	Shelbyville Falls.
Brodhead.	Pt. Adams.	Menomonie.	Shell Lake.
Cadott.	Glenwood.	Necedah.	Stoughton.
Cedarburg.	Hartford.	New Richmond.	Sturgeon Bay.
Chilton.	Hudson.	Oconto.	Tomah.
Chippewa Falls.	Hurley.	Omro.	Tomahawk.
Cuthersland.	Kaukauna.	Onalaska.	West Bend.
DePere.			

Stevens Point.

Wheelmen in Stevens Point are being taxed for the ownership of wheels to the extent of \$1.19 each. The riders are naturally incensed at the action of the assessor and have been trying to be released from this taxation, but without avail. On top of this the city fathers have issued instructions to keep the wheelmen off the sidewalks. While this would be considered but a fair restriction in the average town, it can hardly be considered so in Stevens Point, owing to the almost impassable condition of the roads. There is but one hope for the repeal of this order. The chief of police has recently taken to the wheel and may soon realize the utter impossibility of using the wheel without using the sidewalks. The L. A. W. is growing strong in the town, however, and through concerted action and with its assistance they may secure proper recognition.

U. W. Cyclers Re-organized.

The University wheelmen recently met and re-organized the U. W. Cycling Club. A good and active set of officers were elected. The colors chosen were cardinal and black. The present club promises to be the best the University ever had, and the membership is increasing daily. The boys will begin at once to win additional laurels for the cardinal. The officers are: President, O. B. Zimmerman; vice-president, W. O. Thomas; secretary-treasurer, C. W. Reed; captain, C. H. Anderson; lieutenant, H. S. Bird.

Advanced Lady Cyclists.

The women cyclists, of Grand Rapids, Mich., to the number of 125 attended a meeting recently to discuss the bloomer question. A committee of three, consisting of the city librarian and two school teachers, drafted the following resolutions, which were unanimously adopted:

"Whereas, Our Heavenly Father with divine love and infinite wisdom in our creation has made us bipeds and endowed us with reason; and

"Whereas, By reason we find the use of the regulation skirt as established for us by custom and long usage an actual hindrance in many cases, as well as a great inconvenience in others to the proper freedom and best use of these pedal extremities, which use in economy of nature, we believe to have been the intention of an all wise creator; and

"Whereas, We believe that the most convenient and most truly modest dress is the one which clothes each leg in separate coverings; and

"Whereas, We further believe that it is prejudice and false education rather than reasonableness and true modesty which restrains reform to clothing our legs; therefore, be it

"Resolved, That we most reverently recognize the superiority of the infinite wisdom and divine love of our Heavenly Father and be it

"Resolved, That in all cases where, in our best judgment, the regulation skirt as worn by us is unhealthful, impracticable, uncleanly and inconvenient, we will have the moral courage to renounce our prejudice and adopt such other costume as will eliminate these objections as nearly as may be."

In the State Meet City.

Chief McLaughlin has become a convert to the wheel.

The club will probably occupy its present quarters in the Stephenson block until July, when commodious quarters on the ground floor will be secured.

Carl Klagstad, of Marinette, was run down by a reckless driver and sustained some bodily injuries and had a new 16-pound machine completely ruined. Suit has been brought against the driver who is a prominent Menominee business man, and the L. A. W. attorney is of the opinion that the injured man has a clear case.

The Marinette Club has established a permanent rights and privileges committee consisting of, J. H. McGillan, B. C. Eastman, I. D. Back, W. F. Overbeck and C. M. Fairchild. The first work of this committee has been cut out in conferring with the common councils to prepare a common sense and uniform bicycle ordinance for both Marinette and Menominee.

Neenah and Menasha.

A few weeks ago the council of Neenah passed an ordinance prohibiting wheelmen from riding on the sidewalks. This law was considered just by the majority of the wheelmen, and no objection was made to its enforcement. The latest move of the council was made last Thursday evening, when an ordinance was submitted by the committee, making it unlawful for a wheelman to ride on the streets during the daytime without an alarm bell and in the evening without a lamp. It is thought that a club with 300 members will be organized to fight the matter.

On May 30, a ten-mile open road race will be held in Duluth, Minn. For particulars apply to Ray Floppel, Duluth Cycle Club, Duluth, Minn.

Country Exchanges.

Mr. Darwin Brown is riding a new Columbia, of late model, that is a "bute."—*Milton Telephone*.

Ray Clarke will not take anybody's dust. He now rides a "Road King," which registers another sale for Babcock.—*Milton Telephone*.

A party of thirteen cyclists, representing the Arrow Cycling Club, made a parade here Sunday with a fog horn whistle accompaniment.—*Janesville Exchange*.

Oshinsky and Simansky, seniors, collided on Dunlap square while astride of their wheels Saturday. Mr. Oshinsky struck Mr. Simansky broadsides and rode right over the latter's wheel.—*Marinette Eagle*.

On account of the good roads we have had for some time past, quite a number of wheelmen are seen passing through this vicinity who seem to love to indulge in the pleasures of bicycle life. Quite a number of people are riding the wheel for the purpose of benefiting their health, besides being very good exercise.—*Sheboygan County News*.

We're in District D.

Chairman Gideon, of the National Racing Board, has assigned to the various members of the board the districts over which they have direction. District D includes Illinois, Wisconsin, Iowa, Minnesota, Michigan, Dakota, Nebraska, Idaho, Montana and Wyoming and is represented by Mr. Fred. Gerlach, Montauk Building, Chicago.

Honors to the State.

Otto Dorner, secretary of the Wisconsin League for Good Roads, and a member of the State Road Improvement committee, has been appointed by President A. C. Willison, of the League of American Wheelmen, on the National Road Improvement committee. The effective work which Mr. Dorner is doing in keeping up the agitation for an improved condition of our country highways, is fast bringing him in prominence.

Brought a Handsome Sum.

Among other accomplishments, Chief Consul A. Cressy Morrison possesses a rare ability to write. Some time ago, at leisure moments, he wrote a story entitled "Man who Resembled Christ." When it was completed some friends advised him to publish it, and when last in New York he had about completed a deal with a publishing house, when the managing editor of *Frank Leslie's Popular Monthly* got hold of it, and, after giving it a careful examination offered Mr. Morrison the price of \$336 for the production. It was accepted and the article will appear in the Christmas number of that paper. It will occupy about three or four pages, and it has been said that the price paid for this is as much as the best known writers command.

Clean tissue paper makes a good substitute for cotton waste in polishing a wheel.



An ordinance limiting the speed of bicycles within certain city precincts to ten miles an hour is much needed and would be heartily welcomed by the wheelmen, who have some consideration for the safety of people who are crossing the streets.

* * *

The habit of placing the instep, instead of the ball of the foot, on the pedal, is easily acquired, but difficult to break off afterwards. It is surprising to notice the number of men and women who ride in this way. If they knew the amount of useless energy expended in misplacing the feet, and the ugly effect it has, they would soon conform to usual custom.

* * *

That was a lofty subject for a toast which our friend Terry Andrae chose at the banquet of the Milwaukee Wheelmen, "Cycling, Its Moral and Social Effects." He talked eloquently and with perfect truth about the moral and elevating tendency of cycling as compared with other sports, and it is to be hoped that the truths he spoke were fully appreciated by some of the thoughtless ones who were present.

* * *

The speech made by "Papa" W. L. Simonds, at the tenth anniversary banquet of the Milwaukee Wheelmen was as excellent as it was appropriate. It was an interesting resume of the old days and the organization of the club. He recounted many of the memorable old ordinary rides and incidents, which kept his hearers in constant good humor. There is no man better posted on affairs relating to the early history of the club than Mr. Simonds, and his remarks were eagerly listened to.

The Big Waukesha Again.

Time with its unceasing tread is again bringing us around to the big annual event of the Milwaukee Wheelmen—the Waukesha-Milwaukee road race. The Fourth of July cycling derby has been the theme of discussion by half the wheelmen in the city the past few weeks, due to the final decision of the racing board to again make the starting point at Waukesha. It was a long, drawn-out question whether it was advisable to change the course to make it start and finish in Milwaukee, and the racing board wrestled with it for several nights, discussing its advantages and disadvantages, and it was not until some Waukesha wheelmen interceded and suggested that some one be delegated to go to Waukesha and see what support could be obtained out there, that the sentiment began to change considerably in favor of the old course. Accordingly, Chair-

man Andrae and E. A. Savage visited the Spring City, and the liberal spirit with which Waukesha wheelmen and business men offered their assistance, caused them to favorably recommend to the club the adoption of the old course.

And so it will be, and activity has begun in the racing board headquarters. At the last meeting it was decided to leave the handicap time limit at ten minutes, to offer ten time prizes and to charge \$2 entry fee. A committee may do the handicapping.

The Decoration Day Turnout.

The L. A. W. run on the 30th of May gives promise of being a big success. An invitation is extended to every one who rides a wheel to join in this parade. The run will not only be a rally of local wheelmen, but it is expected that a large crowd from other towns in the state will also be in line. The procession will be one of the oddest of its size the city has ever seen. There will be old ordinaries, and store-rooms will be ransacked for ancient relics in the bicycle line. Every wheel of an old-fashioned style that is hidden away in the recesses of some dark closet will be resurrected, and so the parade will be a graphic description of wheel evolution from its early infancy to the most elegant of the modern roadsters. Wheels of solid tires will be brought out, and there will be wheels with no tires at all. "Bikes" with big wheels and little wheels, with a big wheel in front, and machines with the big one in the rear—they will all be in line on Memorial day. The route has not been decided on, but it is intended to wind up at the Soldiers' Home.

Badger Wheelmen.

Captain Walter Schrader, of the Badger Wheelmen, has arranged the following runs: Menomonee Falls, June 2; Pewaukee, June 16; Waukesha road-race course, June 30. The following members will participate in the Chicago road race: Walter Schrader, Con Reinke, Frank Jones, Fred Cramer, Morris Hastings, Lewis Wagner and Eric Reinke. The racing team of the Badger Wheelmen will be made up as follows: Con Reinke, George Chapin, Capt. Walter Schrader, Dick Meyer and Lewis Wagner. H. O. Blecker and William Krasselt will ride a tandem. It is intended to establish headquarters at Menomonee Falls. The annual road race will be held before Labor Day this season. Several members of the club are already in training for the races the coming season. The Badgers have secured new rooms, as the ones they occupied were too small to accommodate the increase in members.

It has been said that Walter Schrader will stay with the best road riders this season. Tandems mounted by our best men cannot get away from him.

The Milwaukee Wheelmen celebrated its tenth anniversary with a banquet at St. Charles Hotel, on the evening of April 27. The event was marked by an evening spent in recalling pleasant incidents of the early days of cycling, songs and instrumental selections.

Local Jottings.

Gus. Pollworth, well-known as a local wheelman, will be married on June 12, to Miss Alice Birler.

Citizens of Highland Boulevard are petitioning the park commissioners to make a law prohibiting heavy teaming on their road.

The wheels of Louis M. Steiner and George Krieke were stolen recently, and five other victims made a similar report at police headquarters during the same week.

The National circuit meet, under the auspices of the Associated Cycling Clubs, of Milwaukee, to be held at National Park, August 18-19, is now receiving active attention.

Several Milwaukee riders are entered in the Chicago road race on Memorial day. They include E. E. Hannan, E. W. Fry, E. A. Clifford, Anton Stolz, Walter Schroeder and H. A. Zerbel.

There is happiness in the home of our worthy friend, Fred Schroeder. A twelve-pound baby girl made her appearance, and the ex-chairman of the racing board now wears a continuous smile.

John French, a well-known south side wheelman, was run over by a business man driving a light wagon. Mr. French's wheel was demolished and he received severe injuries in the back. The case has been looked into by the Rights and Privileges committee of the L. A. W., but found that no case could be made against the driver, owing to the fact that French tried to pass him on the inside, next to the curb.

Milwaukee wheelmen ought to help the L. A. W. to further the project of extending the Sheridan drive from Chicago to Milwaukee. The road has already been macadamized to Waukegan, and it remains for the Wisconsin side to do her share. The L. A. W. has taken this matter up, but needs the united support of every wheelman interested.

The N. S. C. C. Road Race.

On June 8, the North Side Cycling Club will conduct its first road race, over the Silver Spring course. The event will be known as the Milwaukee road race, and the start and finish will be at the intersection of the Washington and Green Bay roads, on the border of the northern city limits. The list of prizes for the big race is a long one, and is headed with a piano and five bicycles. Entries are coming in freely, and it is calculated that 150 will make up the list.

Walter Sanger All Right.

A letter from Sanger states that the rumor that he is unwell is unfounded and he will enter his first race this season in a few days. He believes that this will be his last year on the track as an amateur and says that he would like to see the L. A. W. take hold of the professional end of the sport of cycling.

Milwaukee Wheelmen's Runs.

Captain Neilson of the Milwaukee Wheelmen has arranged club runs for May and June, as follows:

Sunday, May 12, 1:30 p. m., Elm Grove.
Sunday, May 20, 1 p. m., Hales Corners, base ball game.
Thursday, May 30, 8 p. m., L. A. W. parade and reception.
Sunday, June 2, 8 a. m., Pewaukee, boating and fishing.
Sunday, June 4, 7:30 a. m., Fox Point, breakfast at Whitefish Bay.
Sunday, June 10, 8 a. m., Tishigam Lake, fishing party.
Saturday, June 22, 7:30 p. m., Mineral Spring Park, dancing party.

On the last run mentioned the members will take steamers at the North avenue bridge. The regulation pace will be strictly enforced both ways on all runs. It is expected that the club will be largely represented in the L. A. W. parade on Decoration Day. All the "old guards" of the club will be in line, mounted on old ordinaries, Eagles, Stars and Kangaroos.

Lenz Was Killed by Kurds.

At last the fate of poor Frank Lenz has been settled. The plucky Pittsburg rider who attempted to girdle the earth on a wheel, was killed by the Kurds. The latest advices go to prove this. Speaking of him, a missionary says he has reliable information that Lenz was killed last May at Koordali on the Alishgird plain near the famous pass of Deli Ba Baka. The missionary talked with a man who saw Lenz at Karakalesen, on what the native said was a two-wheeled cart. Two days later the man saw the body of the wheelman at Zedikan. The missionary has sent for three men who also saw the body, and expects to be able to tell just how Lenz met his death.

Race Notes.

Official referees are being appointed by Chairman Gideon for the various sections of the country.

Gideon, chairman of the National Racing Board, still continues to suspend riders for competing in unsanctioned races. Last week over thirty were shelved for thirty days.

By vote of the National Racing Board, a deposit of one dollar, to be returned if the referee's decision is reversed, or forfeited if his decision is sustained, will hereafter be required from any rider appealing from the decision of the referee of a meet.

W. C. Klug, is the maker of the lightest bicycle in Milwaukee. The machine has been ridden on the road for some time, and does not show the least sign of weakening. Its weight is thirteen pounds. The frame is made of twenty-six gauge tubing, and the forks of twenty two gauge tubing. The wheels are twenty-six inches, with tubular hubs and wooden rims of the Fairbank make, with New York tires. The wheel is geared to sixty-eight inches, and was built for ordinary road work. It will easily sustain a weight of 180 pounds, and runs light. The machine is neat, and well finished in every particular. Last year Mr. Klug built a wheel for his own use that weighed eighteen pounds.

Carroll Lucas, Menomonie, handles the Waverly.



Benzine will clean cork handles.

* * *

The annual meet of the Illinois Division, L. A. W., will be held this year at Galesburg, on June 19, 20 and 21. The prize list is valued at \$2,500.

* * *

When a man buys a second-hand wheel and if he is a wise man he will ask for the pedigree of the owner of the wheel. In these days it is of more importance than the pedigree of the maker.

* * *

Jimmy—"Timmy Grogan is talkin' of getting him a bysickle."

Mickie—"H'm? He ain't got de price fer de wind wot goes in de tires."—*Ind. Journal.*

* * *

"That's a curious typographical error," says Mrs. Partridge. "The title of this new book is printed 'The Viking Age.'" "Well, why not?" asked Partridge, "What ought it to be?" "Why, Biking, oughtn't it?"—*Harper's Magazine.*

* * *

The Good Roads League should lose no time in enlisting the services of the new woman in their cause. As a bicycle rider she should be an enthusiastic member of the league and her influence might even win over the recalcitrant farmer.—*Milwaukee Sentinel.*

* * *

Note this little straw from a lay paper: "Turn and turn about is fair play. When bicyclists were few in number they were compelled to carry lights at night by carriage owners. Now the two-wheel men are numerous and they demand that for their protection, vehicles carry lamps."

* * *

This is the way a Kentuckian informed a touring wheelman what the distance was from a certain point to another: "three hoots and a right smart distance," or a New Hampshire "mile." This was no less vague than the way a Boston reporter described a woman as weighing between 200 and 300 pounds.

* * *

"My boy Hiram writes me from college," said farmer Craycraft, laying the letter on the table a moment in order to wipe his glasses, "that he has been studyin' up this subject of good roads an' I'm all wrong about it. I'll bet \$1000," continued farmer Craycraft, "he's been buyin' him self a bisickle!"—*Chicago Tribune.*

General News Notes.

The *Athlete*, a Syracuse cycling paper, has been discontinued. It wrote its own obituary in the last number, which appeared April 27.

Medinger, the famous bicycle rider, was shot and killed at Paris, by his wife, who afterwards committed suicide. Jealousy was the cause of the tragedy.

The McIlraths, who are making a 25,000 mile tour of the world in the interest of the *Inter Ocean*, expect to reach California this week. They left Chicago April 11.

The course of the Chicago road race, which is to be run on Decoration Day, is 18 miles 4,056 feet in length. A handicap time limit of twelve minutes is allowed.

The date of the Michigan state meeting, which is to be held at Battle Creek, has been fixed for June 22 and 23. Prizes to the amount of \$3,000 will be given. The Battle Creek track is half a mile in circuit.

The Racing Board has given the National Meet sanction to hold the quarter mile, half mile and two mile national championships. The other championships will be accorded Springfield, Louisville, Waltham and one or two other big tracks.

L. A. W. Secretary Abbot Bassett continues to be very busy. There were 802 applications for last week's *Bulletin*, against 210 for the corresponding week of last year, 9552 subscribers was last year's record for the *Bulletin*; this year there are already 10,377.

The Associated Cycling Clubs of Chicago have decided to locate the new bicycle track in that city on the west side. About \$50,000 will be expended for the site, grounds and track. The majority of the stock will be subscribed by the manufacturers of that city.

The Minneapolis Cycle Club, Limited, will hold a fifteen mile handicap road race on Decoration Day. The club will also hold a twenty-five mile road race on August 12, the day preceding the National Circuit Meet in that city, which is also under the auspices of that club.

Collie Bell, well known in the West, will be seen on the race track this year for the first time in several years. Mr. Bell lives in Minneapolis and is a good friend of Johnnie Johnson's. He began training last year, but met with an accident that prohibited him from entering any of the events.

Furthering Racing Interests.

In the office of THE PNEUMATIC can be found entry blanks for every racing event in the state. Local and state racing men who do not know where else to obtain them, can do so by calling at or writing to THE PNEUMATIC office. Race meet promoters will do well to send a supply of blanks to this office for distribution.

Dentistry at Kalt's, corner East Water and Mason streets, Milwaukee.

Trade in the State.

Haas & Merbach, at Kaukauna, are selling Ajax bicycles.

C. H. Bergstrom, Neenah, sells Spaldings and cheaper wheels.

Kenosha business men are trying to get a bicycle factory for that city.

Bottler & Guessenhaimer, Kaukauna, are handling Waverly bicycles.

Thirteen Crawford machines were sold in one day by Chas. Norton in Marinette.

O. J. Weiss, at Princeton, has opened up a new store and will sell bicycles this season.

Lau & Ferguson, who have been handling bicycles at Waukegan, have sold out to S. J. Seabury.

A. M. Chandler, of Waupaca, is wonderfully successful in his sales of Rambler machines this year.

Clintonville, Wis., is booming in the bicycle business, L. E. Schroeder, the leading bicycle dealer, reports trade O.K. He sells the Telegram, Andrae and Crawford cycles.

B. S. Babcock, of Milton, will locate at Petherston's mill, to carry on the manufacture of his punch and shear machines. Steam power was a necessity, and for that reason moved his shop to that location. He will continue the bicycle business at the mill.

The following is a clipping from the *Chicago Herald* of recent date: "The four Lincoln Park policemen, who were favored, by being mounted on bicycles, have succeeded in mastering their wheels, and use them daily in their patrol duty. They owe their proficiency to the untiring efforts of Professor Long, the instructor of Gormully & Jeffery's model riding school. In addition to fitting out the "sparrow cops," the "Rambler" people recently equipped six of the army officers, at Fort Sheridan, with their wheels."

The Huennekens Cycle Co.

Make a specialty of selling bicycles, bicycle parts and sundries at wholesale to dealers. Special prices and discounts given upon application. Address, 124 Perry street, Milwaukee, and get catalogue.

One of the best things recently produced in the form of illustrated verse, was the humorous soliloquy of a monkey wrench, in Morgan & Wright's *Wheel Talk*. Grace Duffie Roe was the writer, and Cox, the illustrator. Morgan & Wright wish to emphasize their statement, that *Wheel Talk* can be sent regularly to the trade and clubs only, though sample copies will be sent to anyone.

Doings at Andrae's.

Happy Joyful Warner has returned from a six months' trip selling Andraes. He will remain in town for some time on account of the increased business in the office.

Archie Anderson has started out traveling for the firm and is doing well.

Col. Andrae states that he could dispose of 1,000 more wheels if he had them right now.

A handsome printed book, containing many valuable maps for the touring cyclist, and a brief description of Wisconsin's popular fishing and hunting grounds, has been sent to us, with compliments of the Wisconsin Central lines.

D. D. Warner & Co., Incorporated.

D. D. Warner & Co. have incorporated under the name of D. D. Warner Company, with the following officers: D.

D. Warner, president; B. W. Park, vice-president; C. B. Chapman, secretary; L. P. Holmes, treasurer; F. M. Wooton, attorney. The saddlery hardware business will be continued as before, but the capacity for handling bicycles will be more than doubled.

How to Wash a Sweater.

I recently resurrected to usefulness a sweater of the best quality which had been so relaxed or stretched out of shape by its first washing that it looked quite disreputable and had been relegated to use in such prosaic exercise as shoveling snow, chopping wood, etc.

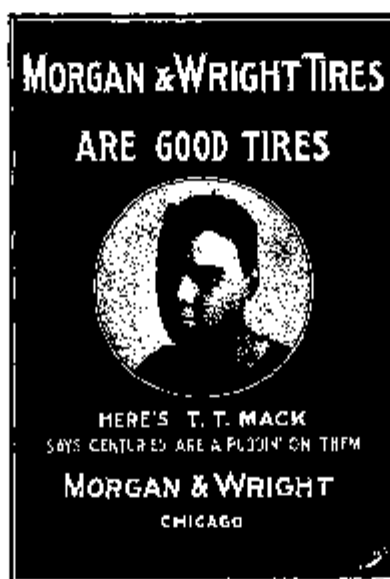
A few weeks ago, needing a sweater for use with a class of young ladies, which was formed rather unexpectedly, I tried a plan recommended for washing woolen and flannel fabrics, which was

most successful. I put my stretched and dirty sweater into warm water containing a handful of pearline (any washing powder or soap would do, no doubt) and left it over night. Next day I kneaded it—no rubbing; punch and squeeze it, or walk on it with the bare feet—changed the water several times and then simply pressed out the excess of water—without wringing—and hung it up to dry. I wanted it smaller in the waist, so hung it across a stick, thus allowing it to hang lengthwise.

When dry, it was clean, as nice a fit as when new and was soft; whereas it had been hard, both to touch and in appearance. It is again doing its duty nobly. Give your sweater another chance.—Harvey C. Went, Physical Director, Public Schools, Bridgeport, Conn.

Phillip Gross & Son are now handling the Eagle Altair bicycle.

Teeth need attention occasionally. Dr. Kalt, East Water and Mason streets, is the dentist who can serve you.



To a Bloomer Maiden.

From Evening Telegram (West Superior).



EAR object that my eyes beheld as on Broadway you glided,
And thrilled my senses till your form in evening's dusk sub-
sided.

Are you of earth, of flesh and blood, or mere ethereal vision
That came to charm me for a while and leave me in derision?
Are you all human, lovely one, so gracefully propelling
Your safety like? I cannot think you are, but there's no
telling!

It even may be that you are one of those "reform" boomers
That skirts have failed to satisfy, and now appear in bloomers

Perhaps you're a progressive mind, who transmission preaches
For womanhood, and sets the goal at cut-a-ways and breeches.

But vision, phantom, spook or maid, my rigid heart exults
As you glide by—what! its caught in your revolving spindles—
The wheel about each hub—is clamped upon the flying pedals
And crushes every time your feet are pressed upon the treadles!



How like some swiftly-flying bird along the pavement soaring!
How tunefully the playful breezes go by your bloomers roaring!
How spinn-like—strut-like you are—a poem bifurcated!
A plodding mortal disconcerted—molested—liberated
From dragging yards of skirts, and gowns of ponderous dimension!
You are the creature long talked of at women's rights convents!
You are the coming man! You've come! To stay! Ah! fickle woman,
You are a riddle to us all, yet very, very human.



No! much I fear this change of yours is but a passing fashion,
That causes us poor maidens to spend our hard-earned cash on
These funny bulging trousers that fit become the slender
And at a distance puzzle one to tell the wearer's gender.
Ah, well! bestride your safety, dear—enjoy your quaint diversion—
And up and down our thoroughfares make many a swift excursion;
And when you tire of the wheel and end this peccadillo,
Each member of your bloomers then will make a soft pillow.

B. E. W.

More Local Jottings.

Interesting L. A. W. revival meetings are being held in the city at the various cycling clubs. The state officers deliver speeches on the good of the League and many recruits are enlisted each time. The last meeting was held at the Badger Wheelmen and nine of its members made application. Others have promised to soon follow. The club is the youngest in the city, but is showing remarkable activity and will lead all others if they continue to prosper as they have been doing in the past.

A jolly stag party will be held at the cosy new home of the Badger Wheelmen on Saturday evening, June 1.

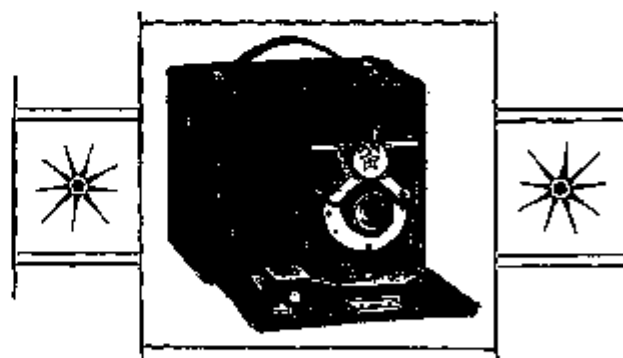
A Wheelman Gone.

The numberless friends of Fred. Kasten, a well-known Milwaukee wheelman, were stricken with grief by the sad news of his sudden death last week. His death was the result of blood poisoning caused by the extraction of an ulcerated tooth.

Morgan & Wright, Chicago, are publishing a beautiful illustrated weekly magazine, called *Wheel Talk*. Dealers and repair men, whose addresses are not already upon Morgan & Wright's mail list, are invited to communicate with the firm.

Filling teeth requires the attention of an expert dentist. You can get good service at Dr. Kalt's, East Water and Mason streets, Milwaukee.

© The Wheelmen's Camera ©



THE PREMO!

The PREMO is the most compact Hand Camera in the market. The 4x5 measures but 4 1/2 x 5 1/2 x 6 1/2 inches. It is fitted with the best Lens and our new Silent Shutter, and uses both Glass Plates or Roll Film.

ROCHESTER OPTICAL CO.
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THE PNEUMATIC.

BICYCLES AND BICYCLE PARTS

MANUFACTURED.

Light Weight Wheels
a Specialty—

Repair Work of All Kinds
handled with Skill and Promptness.

A FULL LINE OF CYCLE SUNDRIES.

538 EAST WATER STREET,
MILWAUKEE.



W. A. BREMER.



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Society
Badges



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By ...



BUNDE & UPMAYER

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Sent on Application

MENTION THE "PNEUMATIC"



THIRD ANNUAL
Waterloo Road Race
JUNE 4th, 1895,

UNDER THE MANAGEMENT OF

H. H. LESCHINGER,
AT WATERLOO, WIS.

SOME SECOND-HAND

Almost New

For Sale at your own price, at

MEYER-ROTIER
PRINTING COMPANY
505 East Water St.
Milwaukee

Type

Write for Proof Sheet

"WE ARE NEVER BUILT."

\$2.00 a Year. You Will Like It.
At Newsstands
20 Cts.



Sample copy sent on receipt of eight 2 ct. stamps
"Sports Afield," 358 Dearborn St., Chicago

Indispensable to Cyclists and Tourists.
THIS IS THE ORIGINAL



Peppermint
Flavored

Chewing
GUM....

To Relieve the Dis-
tressing Pains of

Dyspepsia
and Heart

Burn.....

Chew for Twenty Minutes After Each Meal.
The only Chewing Gum factory open to visitors at
all times. W. J. WHITE, Sole Manufacturer,
Cleveland, O., U. S. A.



PABST LARGEST IN THE WORLD **BREWING COMPANY.**

Have
Your Name
On Your **50c**
Bicycle

Can be put on in place of makers' plate. Send paper size of plate with holes marked, and you can easily put on plate yourself; or I will send material so that you can have it placed in different place.

CHAS. M. WILDE,
88 Wisconsin St., Milwaukee, Wis.



**ARE YOU A MEMBER
OF THE LEAGUE OF
AMERICAN WHEEL-
MEN - - - - ?**

It needs your support to advance the cause of Good Roads, and to protect your rights as a wheelman.

Initiation Fee \$1.00
Annual Dues 1.00

Road Rights of Wheelmen,

By George B. Clementson.

The Right to Use Highways, Streets, Alleys, Sidewalks,
Etc. Liabilities of Others for Injuries to
Wheels and Wheelmen.

One Volume, pocket size. Price, paper, 50 cents; cloth, 75 cents. For sale by all Booksellers, or sent prepaid on receipt of price.

Callaghan & Company, 114 Monroe St.
CHICAGO, ILLINOIS.

N. B.—Wanted, an Agent in every cycling club and town, to whom special inducements will be given for selling.

DR. W. SCHLAGER, 95 WISCONSIN ST.
MILWAUKEE.

DENTIST

CROWN and BRIDGE WORK a Specialty. Vitalized Air.

TEETH EXTRACTED WITHOUT PAIN. Teeth Filled Without Pain
by a New Method. All Work Guaranteed.

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Corner Milwaukee and Mason Streets
MILWAUKEE

We Photograph
Everything Under the Sun



**Typewriter
Supplies**

FOR ALL

Machines.

Typewriters

FOR
RENT.

It has the most conveniences and runs the easiest. Other manufacturers acknowledge its superiority by imitating—but not equalling—its essential features.

The U. S. War Department adopted it in 1893, and has just renewed the contract.

Free: Descriptive pamphlet, with opinions from such leading concerns as the Carnegie Steel Company, who use 25 Denmores.

The Northwestern Mutual Life Insurance Co. are using 6 Denmores.

UNITED TYPEWRITER AND SUPPLIES CO.

GEO. E. KENDAL, Manager.

377 BROADWAY, - - - MILWAUKEE.

Telephone 1722.

Also dealers for the New Vost Writing Machine.

Bicycle Suits

We take any suit in stock and make Bloomers (the right length) of the pants. Lots of them at \$10.00, including vest—a dollar less if you don't want it.

Sweaters

Simonds

From \$1.50 to \$5.00.

In stock to-day the new

Clothing Co. "TURTLE NECK,"

386-8 East Water Street Maroon or Black, \$4.00

R·I·P·A·N·S

ONE GIVES RELIEF.

LOCAL AND STATE RIDERS

... Are Enthusiastic over their ...

Telegram Mounts

Many have Selected the
Telegram Sanger Racer

For Track Work, and—**watch their
smoke** at the numerous meets around
the state this season



Do you know that we build a Lady's Telegram that cannot be beat, for lightness, strength and beauty? We haven't said much about it before, because the demand has been greater than our supply.

CATALOGUE WILL
TELL YOU ALL
ABOUT THEM.



**Telegram Cycle
Manufacturing
Company.**

Erie and East Water Streets,
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MENTION THE "PNEUS."

THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

VOL. VI.

MILWAUKEE, WIS., JUNE, 1895.

No. 3.



"Oh, what! I've punctured my tire! Guess I'll have to patch it. Good thing it is a G. & J."

3



"There, that's patched! Now, let's see. Narrow edge in the rim first—and don't pinch the air tube."

4



"Pooh! That was easy! Now pump it up."



"Much better'n walking home! Ten minutes wasn't long."

WHEN YOU HAVE A GOOD TIRE--A G. & J.

Any dealer or maker will supply them on any wheel. Insist.

THE PNEUMATIC.

THE REITER SPECIAL 96%

A Handsome, Strong Wheel at a Reasonable Price

...A WISCONSIN FAVORITE...

Because It Runs Smooth and Stands up Well

Our Repair Department

Is Ready to do your Work in a Hurry and Well

Twenty Pound JUVENILE BICYCLES, with Twenty-four or

Twenty-six Inch Wheels at Astonishing Low Prices.

UNION CYCLE MANUFACTURING CO.

J. E. REITER, MANAGER.

291 Third Street ... MILWAUKEE, WIS.

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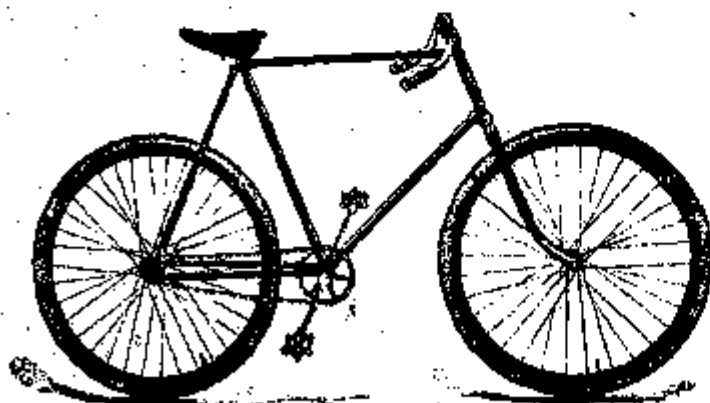
Don't Waste Your Money

\$62.50

...YOU MAY NEED IT SOMETIME...

PRICE .. \$62.50 THE "WISCONSIN" BICYCLE Is a Money Saver.

...EQUAL TO ANY \$100 WHEEL IN THE MARKET...



THE WISCONSIN ROADSTER.

Example: "The Wisconsin" before buying elsewhere.
"The Wisconsin" has all of the latest improvements, and is fully warranted.
Bradenburg Pedals; Sager Saddle; full inch Tubular; Marvel Chain Hanger; 34 inch Frame; weight, 25 pounds; 5 1/2 inch Wheel.

THE INVINCIBLE TRIO:

The Fowler .. The Ide .. The Monarch

HIGHEST OF ALL HIGH GRADE WHEELS

See the Fowler Truss Frame—strongest Bicycle Frame on Earth.

Everybody is falling in love with the Fowler. It is the most popular wheel in the market.

Bicycle Repairing Promptly Executed.

\$62.50

CRIBB CARRIAGE COMPANY,

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"THE ONLY"

IS

Carefully Built by an
Experienced Mechanic

And From the
Best Material



Each Wheel is Especially Built to Order

The **Repair Department**
of our factory is ready to fix up your
wheel in shape

Pollitt Cycle Works

703-705 Winnebago Street
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Athletic Clothing.

You are Cordially invited to
Examine the Fine New . . .

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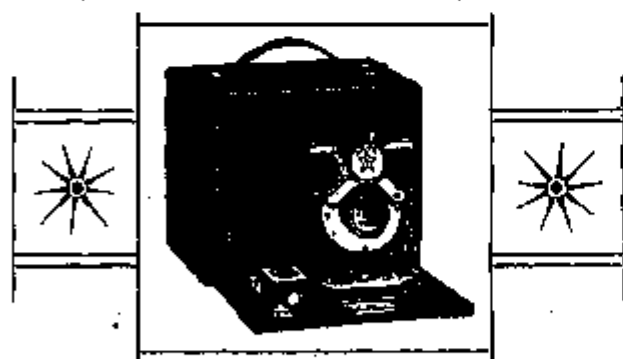
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The Petley Shirt

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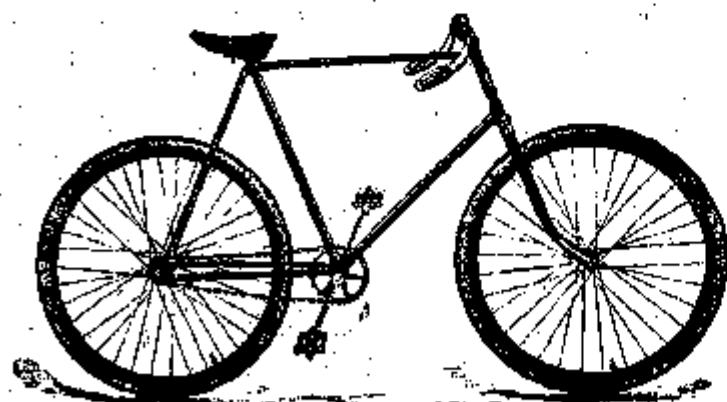
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Brimmedburg Pedals; Sager Saddle; tall inch Talling; Barrel Crank Hanger; 24-inch Frame; weight, 25 pounds; 24 inch tread.

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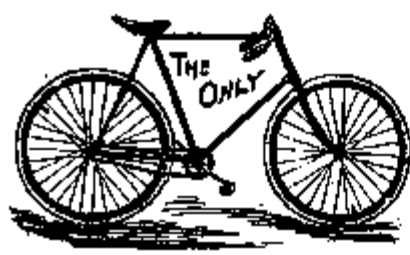
Broadway and Huron Street.

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IS

Carefully Built by an
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And From the
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Each Wheel is Especially Built to Order

The **Repair Department**
of our factory is ready to fix up your
wheel in shape

Pollitt Cycle Works

703-705 Winnebago Street
704-706 Chestnut Street

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Athletic Clothing.

You are Cordially Invited to
Examine the Fine New . . .

Bicycle Suits,

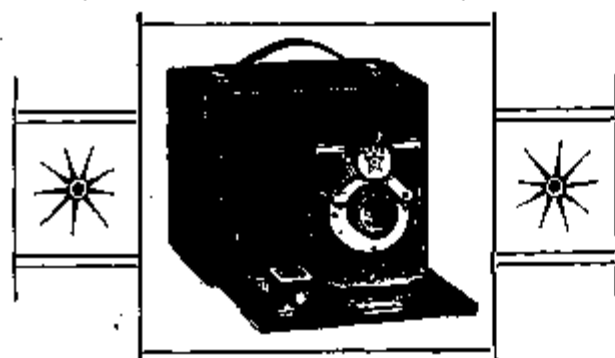
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MENTION THE "PNEUMATIC"

ANDRAE CYCLES

To the Front as Usual.

.....

Elgin (Ill.) road race, three Andraes in the race; first, third and fifth place. Second time prize
High School (Milwaukee) field day, first in mile open.
Oconomowoc cycle races, First in Every Race
Waterloo road race, June 4, Walter Schrader from scratch, wins first time, sixth place, beating course record one minute. Quilly wins second place.
Only two Andraes in the race
Madison, June 6, Schrader wins first in one-quarter mile open, time, 35:1-5; second (from scratch) in two mile handicap, time, 5:06, both track records.
Menominee, Mich., High School field day, Hamilton, on Andrae, first in one-half mile open, time, 1:19.

ALL MOUNTED ON ANDRAES

.....

"Andraes" Never Disappoint

Is the talk of the country. It is wonderful how they sift through the crowd and show up in front. Better ride one and have a wheel that does not disappoint.

.....

JULIUS ANDRAE & SONS GO.

225 West Water Street ... MILWAUKEE

OUR CATALOGUE IS FREE

MENTION THE "PNEU."



A MONTHLY
JOURNAL OF CYCLING LITERATURE AND TRADE NEWS.

FIFTY CENTS A YEAR IN ADVANCE.

Altogether for advertisements, changes for space, 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 concisely covers all the doings in cycling. Advertising rates on application.

PNEUMATIC PUBLISHING COMPANY,

505 East Water Street, Milwaukee, Wis.

J. POPPENDIECK, JR., Editor.

M. C. ROTIER, Business Manager.

Eastern Representative: S. Koppel, 31 Times Building, New York.

NOTE THE CHANGE.

Commencing with this issue, as the editorial head will indicate, an important change takes place in the office of THE PNEUMATIC. We, who are responsible for the existence of this monthly visitor and for its gradual growth, lay aside the editorial pen to take charge of the business management and in our chair will be seated a man whose newspaper experience and familiarity with cycling is a guarantee that the pages will be brighter and more complete with news.

It is with a feeling of sincere regret that we resign this position, but the growth of the paper demands the change and we believe our cycling friends will be benefited by it.

M. C. ROTIER.

BICYCLE RACES FOR WOMEN.

A one-mile bicycle race in which only wheelwomen can enter, is being advertised as one of the features of the Ozaukee County fair. As a drawing card, the idea may be a good one, but it is to be hoped that such races will be discouraged and that wheelwomen will refuse to enter into the contest. The track is no place for the fair rider. If she persists in becoming a racer, she will soon find that prejudice will be raised in quarters where cycling as a pastime for women is now looked upon with favor. There have been female baseball teams but all of them have been looked upon as degrading in the eyes of the public and the result will be the same with feminine track racers.

BETTING ON RACES.

"Bookmakers" are now turning their attention to bicycle races. At the Chicago road race and at the Wausau race, on Memorial Day, betting was freely indulged in. If

this practice is encouraged it will be at the expense of the sport. A gambler or a "bookmaker" has no license to interfere with an amateur event, and if he is allowed to operate at races it will only be a matter of time when his influence will be felt. At Wausau, Carl Krueger, winner of the race, was offered as a 8 to 1 man by the "hookies." When he won the race the gamblers immediately protested his place and asserted that he had been paced by outside riders. This was only a small race but it served as an example to show what may be expected if betting is allowed to receive attention in cycling. The sport is now looked upon as clean, but when "bookmakers" bets are allowed to figure on the result of the races, it will only be a matter of a few years when there will be just as many dishonest cycle races as there are running and trotting races today.

MENOMINEE'S BICYCLE ORDINANCE.

The common council of Menominee, Mich., has passed what seems to be a sensible bicycle ordinance—one that works both ways. It imposes proper restrictions on the use of the wheel, among other things fixing the maximum speed on streets of the city at ten miles per hour. On the other hand, the public is forbidden to leave or place on the streets "any iron, tin, bottle, glass, nail, tack, wire or any other thing whatsoever, contact with which may tend to impede or injure any bicycle moving over such street or sidewalk."

An ordinance of this kind in Milwaukee would be favorably received by all sensible wheelmen. Recently scorchers have run down and severely injured a number of people and it is now reported that an ordinance is to be introduced in the common council regulating the rate of speed of riders. It is to be hoped that the aldermen will not forget to incorporate in the measure a section forbidding the throwing of rubbish on the streets.

ASSOCIATED CYCLING CLUBS.

Why is there so little life in the Associated Cycling Clubs? That organization has accomplished nothing this season except to get permission to conduct the circuit races here in August, and the prospects now are that some club will have to take the races off the association's hands. Several meetings, at which no interest or enthusiasm has been displayed, have recently been held, but as nearly as can be learned no other business than the decision to appoint a committee has been transacted. From present appearances, it is very probable that the North Side Club will have to take charge of the races. In that event there is again a danger of two or three members of that organization securing control of the tourney and conducting it in a manner that will pay the largest profits. Under no circumstances should the local League members allow the races to be run by private parties again. If the races can not be run as they ought to be, the present sanction should be surrendered.

JOHNSON A PROFESSIONAL.

The action of the Racing Board in declaring John S. Johnson a professional, is a step in the right direction. But now that the board has begun the strict enforcement of the rules governing racing and Class B, it should extend its investigation among other riders. Johnson is not the only one who has been a professional under cover of Class B. There are many others equally as guilty as he is. He alone ought not to be singled out. Let the inquiry go on until the L. A. W. controls none but pure A and B men. Next season the League will find itself compelled to take the professional rider under its wing and not until this step is accomplished will the racing board be able to place leading racing men in the class they belong.

Morrison to Wheelmen.

Chief Consul A. Cressy Morrison has issued the following address to wheelmen:

TO THE WHEELMEN AND CITIZENS OF MILWAUKEE: The League of American Wheelmen, through its officials in each Division, desires to uphold the law, and where no laws exist, it desires to control the actions of its members and all wheelmen, so that no abuse of the privileges accorded wheelmen by the community and citizens may grow up. There are 12,000 wheelmen in Milwaukee. The large majority know that the bicycle is accorded the same rights and privileges and is subject to the same laws governing other vehicles. A very small minority do not realize that the bicycle is governed by any laws whatsoever, and abuse the privileges which a liberal city government and a tolerant public have accorded it. The League of American Wheelmen, through its chief executive, calls upon all of its members and all good citizen wheelmen to aid in the correction and suppression of the growing tendency among wheelmen, and especially the young riders, to use the streets in a way that not only is inconvenient for pedestrians, but positively dangerous.

The wheelmen of Milwaukee cannot expect the public to submit to scorching on the city streets, to the rapid turning of corners, to the peculiar persistency with which some wheelmen ride on the left-hand side of the street, and to the terrific pace which some riders assume, even in the most crowded thoroughfares. Therefore the L. A. W. feels confident in appealing to organized wheelmen and to the great body of wheelmen, who, as we know, have always been in harmony with good citizenship, that they are not calling in vain. Every time you see a violation of the law by a wheelman, stop him and talk to him with earnest emphasis; and the League of American Wheelmen hereby notifies the wheelmen, regardless of their affiliations, that while it is the object of the League to protect the rights of wheelmen, it will, from the publication of this notice forward, add to its duties the arrest and conviction of any wheelman who persistently violates the laws which govern vehicles generally, and will aid the police in securing good order in every possible way.

These remarks do not reflect upon wheelmen as a whole, but upon the very small minority whom we as wheelmen must recognize as violators of the fundamental law of all nations, common sense.

On the other hand, the League requests the citizens of Milwaukee to use a little care, also. They are requested not to walk backwards or blindfolded upon the main thoroughfares. They are requested not to stop and gaze at an approaching wheelman and then jump in fourteen directions at once. They are requested to keep steadily and quietly on their way, no matter where they see a wheelman, and the wheelman will see to it that they are not hurt; but if they shy at the approaching monster, they are pretty sure to shy in the wrong direction. The number of bicycles is rapidly approaching the number of other vehicles which use the streets and they are entitled to the use of them, and drivers of vehicles must remember that in the growth of cycling is the probability that the wheelmen will be largely in the majority. It therefore behooves the drivers of vehicles to accord the wheelmen the same courtesies which they have the right to expect from the new vehicle. No law will be more effective in controlling wheelmen than the present common law governing vehicles, and nothing will tend to the establishment of harmonious relations for the new vehicle better than the suppression of abuses by the wheelmen themselves.

A. CRESSY MORRISON,
Chief Consul.

Three times as many ladies are now riding wheels as was the case a year ago.

"Dutch" Howie's Record.

D. W. Howie, Jr., often called "Dutch" by his High School friends, is twenty years of age and is one of the speediest riders found on Wisconsin tracks. He began racing two years ago and has established a riding record held by few of his age in the state. In 1893 he secured ninth place in the Waukesha road race with a ten minute handicap, and came within two minutes of best time. It was at the Telegram meet in 1893 that Howie won his novice race in 2:37. That same year he won second place in a race with Roy Reed, the fast Ripon racer. Last year he began his racing at the High School field day exercises at which he won several prizes. In the Marinette races Chicago men tried Howie but the best that they could do was to barely beat him. At Monroe he won the two mile handi-

cap in fast time and finished second to Will Sanger in the two mile open. In the Fraternal Alliance races he captured the one mile handicap and from the Edgerton meet he brought back three second prizes. At Waukesha he took the mile handicap and on September 28, at Elkhorn, he won both handicap events and secured second places in several open races in which



D. W. HOWIE, JR.

a large field of Chicago riders were entered. The following day Howie made a sprint at the Milwaukee Wheelmen's field day races which won him glory. It was in the finish of the mile open in which he defeated Willie Sanger and other fast local riders. He also won the half-mile open. At the Janesville meet Howie made his greatest feat, establishing the world's record for a quarter-mile, standing start, in :27½. The record was protested but the same day he rode another quarter in :30½ which is still a state record. In these races he defeated Crocker, Church, Sanger, Cnare and Kenyon, of Chicago. During last winter and spring he was ill but he is now rapidly getting into condition and as soon as the state circuit opens he will be back on the track, and good work is expected from him.

Superior Heard From.

F. B. Spring, local consul for Superior, has sent Secretary-Treasurer M. C. Rotier a batch of ten new League members. Mr. Spring writes that interest in the L. A. W. is booming and that there will be 100 League members in his city before the close of the season.



The ladies of Green Bay are talking of organizing a club for the purpose of booming the bloomer. Up to date only one woman there has the courage to don bloomers.

* * *

Marinette and Menominee have more lady riders who wear bloomers than any two cities in the Northwest.

* * *

At Appleton the report that the council is to pass an ordinance prohibiting the wearing of bloomers in public is looked upon as a hoax.

* * *

Mrs. John Jacob Astor owns a nickel-plated wheel.

* * *

The average woman learns to ride a bicycle in five or six lessons, many women learn in two or three, and the unusual woman learns in one.

* * *

The Misses Rockefeller are the owners of silver wheels, except where the works require the hard material.

Oshkosh Has a Modern Woman.

Pedestrians on Jackson street, Oshkosh, were much amused at an unusual sight. It was nothing more than a fashionably attired young matron riding leisurely along on her bicycle and pushing a rubber-tired baby perambulator containing a smiling specimen of Young America, who seemed perfectly delighted with his novel ride. Scores of people paused to take a second look at this newest phase of the new woman until the object of their interests, with considerable dexterity, turned cab and wheel down a side street and was soon lost to view.

The Bloomer Costume In 1855.

The *Jefferson Banner* is reprinting extracts from its old files, and finds the following comment on the bloomer costume printed in the year 1855: "Can any one answer why the bloomer costume should not be brought into general use? Is it a sufficient reason because those who are rampant and abusive in their opposition, that a healthy, agreeable and convenient dress should be discarded for a less elegant and more clumsy one, and of a style manifestly unbecoming our age of progress and reform? Had the ladies of 1854 a little more independence, we opine that the vulgar pens of brainless snobs and reeling loafers would have but little influence to deter them from adopting such habits as their good sense and cultivative taste would suggest as conducive to their best interests of health and pleasure."

OPINIONS ON THE BLOOMER.

Interviews With a Number of Prominent Women in Wisconsin Show That Their Views Differ Greatly.

The *Milwaukee Sentinel* has interviewed a number of well-known women in the state on bloomers. Mrs. B. P. Eaton, of Beloit, thinks that a blouse waist and skirt ought to be worn; Mrs. Senator R. J. Burdges, of the same place, can see no objection to bloomers; Mrs. W. D. Hall says that the time is coming when all women will wear them; Mrs. C. Ingersoll thinks the bloomer is unbecoming; Mrs. John Foster prefers a skirt; Miss Carrie Ross, one of Beloit's most popular lady riders, thinks bloomers are unnecessary, while Mrs. G. W. Sparks, of the same place, approves of them. Madison women are conservative in their ideas. Mrs. R. M. La Pollette hopes it will be unnecessary to adopt a costume quite so different from the regular street dress; Mrs. Gov. W. H. Upham thinks that a skirt is more sensible; Mrs. C. K. Adams says the modest woman will never wear an immodest costume; Mrs. J. C. Spooner is not charmed to see a woman in bloomers and Mrs. H. Casson thinks that woman should wear what she is most comfortable in without sacrificing grace or dignity. Mrs. H. P. Fahnestock, of Superior, does not oppose them nor does Mrs. C. P. White. Miss Bita Hannahs does not oppose them while Mrs. C. S. Beck does because "they are an unwomanly costume." Mrs. Ella Crocker, Mrs. Gustav Schrage and Miss Charlotte Schroeder, of Sheboygan, have no prejudice against them, while Mrs. C. M. Fairchild, of Marinette, favors and wears them. Ashland women are opposed to them, while Appleton women are not. Among the women at that place who advocate them are Mrs. Dr. Plautz, Mrs. Minnie R. Winslow and Miss Emma Schroeder. At Green Bay and Eau Claire the bloomer also is in favor.

Wheelwomen As Racers.

The wheelwomen of Ozaukee County are going to make the Ozaukee County Fair a success if their efforts will do it. They have decided to enter in a race provided that the managers of the fair will set up a prize that will be worth their time to ride for. This is the first race of wheelwomen in this state.

Eight Wisconsin Women L. A. W. Members.

Though the number of wheelwomen in the state has largely increased this season, comparatively few take advantage of the privilege extended by the L. A. W. in allowing them to become members. There are only eight lady League members in Wisconsin: Miss Nina F. Hnie, of Neenah; Miss Amy Clish, of Marinette; Mrs. H. B. Chamberlin, of Shellsburg; Mrs. Ella Denning and Mrs. Jennie Lott, of Marshfield; Miss Agnes Fahsel, Miss Cora E. Mosher, of Milwaukee, and Miss Edna E. Moore, of Chetek. Local consuls and wheelmen, as well, ought to induce more women to join.

WE ARE NOW IN THE LEAD.

Wisconsin Division the Largest in Membership in the West—Nearly All the Old League Members Have Renewed.

The Wisconsin Division is no longer in the rear ranks of the League of American Wheelmen, but is now the leading division of the West. Michigan, Ohio, Colorado, Illinois and other Western divisions which, in former years, have looked down on this state with contempt, because it was weak in numbers, now find the tables turned. Hard and persistent work on the part of the division officers has placed Wisconsin in the front ranks. The work has been quietly going on for a year and the growth has been slow but steady. Now the membership list numbers over 800 and there are two weeks more before the renewal season closes. Last year the division numbered only 426 members. Booming the L. A. W. has been found uphill work but constant efforts on the part of Chief Consul A. C. Morrison and Secretary-Treasurer M. C. Rotier, assisted by an able staff of local consuls, has been rewarded by 356 renewals out of a possible 426. This is probably the largest percentage of renewals in the country.

Frank P. Nicholson, a Janesville drummer, broke two wheels the other night while trying to learn to ride. He says he intends to keep on if he breaks a dozen more.



Louise A. Roth—First Bloomer Girl in Milwaukee.

Clementson On Road Rights of Wheelmen.

An attractive little volume with the above title comes to us through Callaghan & Company, law book publishers of Chicago. The author is Mr. Geo. B. Clementson, of Lancaster, Wis., a member of the L. A. W., and an attorney.

The book is a complete treatise, in a small compass, upon the laws relating to the construction and maintenance of highways, to the rights of the public upon the road, with particular reference to bicycle riders, the duties and liabilities of passengers to each other, and those of the authorities in charge of highways towards the public. The volume contains a legal treatise, with numerous citations to statutes and legal decisions, with an appendix giving a full report of recent decisions involving the rights of wheelmen, and is certainly a valuable addition to the literature upon highway law. We commend the book to the members of the Rights and Privileges Committees and of the Roads Improvement Committees of the L. A. W., and congratulate the author upon the thoroughness and the success with which he has handled the subject.

"Con." Knudson's New Paper.

The *Madison Cyclist* is the name of a new monthly paper, devoted to cycling, which is published at Madison by Cornelia Knudson, a popular young wheelman. The *Cyclist* has been made the official organ of the Madison Club and is a credit to that organization. It is full of spicy reading matter, well illustrated, and the printing is neat and clean. The paper deserves the support of every wheelman in Madison.

The "Good Roads" edition of the *Wisconsin Agriculturist*, on May 15, was issued under the auspices of the Wisconsin League for Good Roads and contained matter that will convince the farmer that good roads are desirable and for his welfare. Otto Dörner, the secretary of the league, was editor of the special number.

The *Milwaukee Sentinel*, on Memorial Day, issued an eight-page supplement devoted entirely to cycling. Besides a number of interesting sketches, the paper was well illustrated.

From the Exchange Table.

A Portage boy (no need of mentioning the name) is about to make a bicycle. He proposes to take the wheels out of his head, the rubber out of his neck and the seat of his pants and attach them to the frame of his mind when—but we draw the veil.—*Portage Daily*.

Bicycles can be bought cheap on the installment plan now, and the price of a few "balls" per day will pay for it nicely. Then one feels better without the said "balls," and feels better, also, with the wheel. Thus the bicycle becomes an alley to the Prohibitionists.—*Printers' Union*.

STATE RACING DISTRICTS.

Chairman E. F. Strauss, of the Racing Board, has divided the state into five districts—Other Racing Gossip of the Board.

The Racing Board of the Wisconsin Division, L. A. W., has mapped out its work for the season. The business of the Board this year is to be conducted on a strictly systematic basis and on this account it has been decided to divide the state into five districts, one of each to be under the supervision of each member. The following territory has been assigned to the members of the Board:

F. H. Blodgett—The counties of Jefferson, Rock, Green, Lafayette, Dane, Iowa, Grant and Columbia.

H. P. Andrus—Sheboygan, Washington, Ozaukee, Waukesha, Milwaukee, Walworth, Racine and Kenosha.

N. M. Lindquist—Marinette, Manitowish, Calumet, Brown, Kewaunee, Shawano, Langlade, Oneida and all counties east and south of the ones mentioned.

I. F. Starnes—Dodge, Fond du Lac, Green Lake, Lake, Marquette, Wausau, Winnebago, Portage, Winnepeg and Outagamie.

F. Hutzlcker—Ashland, Price, Lincoln, Marathon, Clark, Eau Claire, Dunn, Pepin and all counties north and west.

Under this system each member of the board will be charged with the responsibility of the racing interests in his territory and he will be expected to look after the affairs of the various counties under his jurisdiction. He will keep in touch with the racing men and race promoters and be on the alert to prevent the violation of racing rules. Each member will also be expected to assist the state handicapper, D. D. Warner, in all state events. The board is now engaged in collecting the names of all the state racers and after the list is completed, race promoters will be furnished references that will be valuable to them in promoting meets. It is also proposed to guard against the granting of state sanctions that will interfere with other meets.

The board is still undecided as to the state circuit races. The members of the board are now consulting the race promoters and if the sentiment is in favor of holding two short circuits the board will act accordingly; if not, only one extended circuit will be held.

State Racing Notes.

The Derby Cycling Club, of Burlington, Wis., is making preparations for its first annual road race, which takes place on June 30. The course is to Lyons and return, a distance of eleven miles, over some of the best road in the state. Over \$300 in prizes will be offered.

At the University of Wisconsin field day exercises, May 22, the one mile bicycle race was won by T. G. Chittenden, '98, in 2:34.4-5, lowering last year's record seven seconds. C. H. Anderson, '96 and O. B. Zimmermann, '96, were a close second and third respectively.

In the Fall River road race, run under the auspices of the Columbus Wheelmen, owing to some misunderstanding there were only five starters. Arthur Stevens finished first, with a four minute handicap, in 37:55. Edward Blumenthal won the time in 35:55, he having had one minute handicap. The course is about ten miles.

Everts won the one mile bicycle race in 2:50, at the Normal School field day exercises, at Stevens Point.

At the field day exercises of Beloit College, Donovan, of Evansville, won the quarter-mile bicycle race, in 41 seconds, C. Foster, St. Paul, the half-mile, in 1:14½, and D. Van Wart the two mile, in 6:18½.

The Duluth Cycling Club's road race was won by Hasselblad, in 36:20; Mertens won the time in 27:32. The course was ten miles. After the race the cyclists held a banquet. Many Superior riders attended.

Baer, of Appleton, won the mile bicycle race in 3:19, at the field day exercises of the Inter-High School Athletic Association, at Fond du Lac, on May 30. Corliss, Ripon, finishing second, and Reed, Ripon, third.

Kruegmeyer, of Horicon, won the mile bicycle race, at the Dodge County Athletic League's field day, June 1; Schultz, second. Time 3:30.

The races which were planned at Beloit, Platteville and La Crosse, on Memorial Day, were postponed on account of rain.

The Wausau Cycling Club is arranging another road race for June 29. One hundred dollars worth of prizes will be awarded.

It is proposed to hold a road race at Appleton on July 4. The distance has not yet been decided upon.

Under the management of George K. Mead, Sheboygan will have a five mile road race on the Fourth of July. The start and finish will be at the same point. It will be a local affair.

Jefferson wheelmen are planning to hold a tournament on June 28 or 29.

A five and one-half mile road race will be run at Winneconne on July 4. W. A. Melcher receives entries.

On July 4, at Beaver Dam, there will be a road race and three track events, as follows: Five mile handicap, one mile handicap and half-mile open.

The Waukesha Wheelmen are arranging a large meet to be held some time in August. One thousand dollars in prizes are to be awarded. A guarantee fund is being raised by business men.

The second meeting of the Southern Wisconsin Triangular circuit will be held at Monroe on July 4. Riders from Madison and Beloit will be entered.

STATE MEET AT MARINETTE.

Every Indication That the Meet Will Be a Success—Nine Events Will Be Run Each Day.

Marinette wheelmen are hard at work making arrangements for the state and national circuit meets, to be held there on August 16 and 17, on which days all the fast men in the L. A. W. will be there. A good program for the amusement of the riders is now being arranged and there is every reason to believe that the tourney will be one of the most successful ever conducted in Wisconsin. The prize list will be equal to that of any city in the West. The committee having the races in charge has decided that nine events will be run daily, as follows:

FIRST DAY—AUGUST 16.

1. One Mile Novice.....	Class A
2. Half Mile, State Championship.....	" A
3. Two Mile Open.....	" B
4. Half Mile Handicap.....	" A
5. One Mile Handicap.....	" B
6. One Mile, Boys 18 years or under.....	" A
7. Two Mile, State Championship.....	" A
8. Half Mile Open.....	" B
9. Two Mile Handicap.....	" A

SECOND DAY—AUGUST 17.

1. One Mile Handicap.....	Class A
2. Quarter Mile Open.....	" B
3. One Mile, State Championship.....	" A
4. Two Mile Handicap.....	" B
5. One Mile, 18th Class.....	" A
6. One Mile Open.....	" B
7. Quarter Mile, State Championship.....	" A
8. Three Mile Handicap.....	" B
9. Five Mile Handicap.....	" A

Superior's Cycle Meet.

Superior is cycle-mad in anticipation of the large meet to be held there on July 16, 17, 18 and 19. Club meetings are being held regularly and the business men are lending their support. The race meet promises to be one of the largest and most successful ever held in the northern part of the state. The Superior Club expects soon to be admitted to the L. A. W., and the race meet will be conducted under the auspices of that association. The club has secured from the Land and River Improvement Company the use of the driving park for the race meet. The club has a membership of 150 and there is some talk of building a club house to cost \$1,500.

Oshkosh Waking Up.

The club recently organized at Oshkosh is now making arrangements for a cycle meet on July 4. The plans are yet incomplete, but at least three events have been decided upon—a mile novice, a mile open and a mile for the Oshkosh championship. Diamonds are to be awarded as prizes. Though Oshkosh is one of the largest cities in the state wheelmen there seem to be unusually slow. It is to be hoped that other events will be planned before the season is over.

Wheelmen at Waupaca are taking an interest in the improvement of the Veterans' Home road and are contributing funds for the undertaking.

Future State Races.

June 28—Jefferson cycle meet.
June 29—Waupun road race.
June 30—Derby Club, Burlington, road race.
July 4—Burlington road race.
July 4—Oshkosh cycle meet.
July 4—Sheboygan, five mile local road race.
July 4—Appleton cycle meet.
July 4—Marinette cycle meet.
July 4—Beaver Dam road race and tourney.
July 4—Winneconne road race.
July 4—Waukesha-Milwaukee road race, Milwaukee Wheelmen.
July 4—Superior road race.
July 11—Monroe cycle meet.
July 12-13—Wausau cycle meet.
July 16, 17, 18, 19—Cycle meet, Superior Bicycle Club.
August 16, 17—L. A. W. national circuit and state meet at Marinette.
August 18, 19—National circuit meet at Milwaukee, Associated Cycling Clubs.

Marinette's Coming Meet.

Marinette wheelmen have planned a big meet for the Fourth of July. Nine races have been arranged and it has been decided to buy the prizes instead of asking business men to donate them. The program is as follows:

One Mile Novice.
One Mile Marinette Cycling Club, Championship.
One Mile Boys' Handicap, 18 years or under.
One Mile Handicap.
One Mile Business Men's—local.
One-half Mile Open.
One-half Mile Boys', under 17 years.
One Mile Open.
Five Mile Handicap.

The club has decided to hold a general celebration of wheelmen on that day and one of the features will be a parade in which fully 750 wheelmen from Marinette and Menominee will participate.

Madison's Race Meet.

The first of the series of races to be held by the Southwestern Triangular Circuit at Madison, Beloit and Monroe, were held on June 6 at Madison. The races were well attended and resulted in S. C. Cox, of Chicago, breaking the track record. Following are the results:

One mile novice—S. C. Cox, Chicago, first; Ray Smelker, Madison, second. Time 2:38½.

Quarter-mile open, final heat—W. C. Schrader, Milwaukee, first; T. G. Ohtlonden, Madison, second; A. Bingenheimer, Milwaukee, third. Time 35½.

One mile tandem—Ed. Roth and Harry Crocker, Milwaukee, first; F. H. Blodgett and F. L. Moore, Beloit, second; B. W. Park and D. D. Warner, Madison, third. Time 3:19½.

Two mile handicap—James Hodges, Monroe, first; W. C. Schrader, Milwaukee, second; Ward Lamberson, Madison, and R. P. Searles, Madison, tied for third. Time 4:50½.

One-half mile open, final—S. C. Cox, Chicago, first; R. C. Smelker, Madison, second; Leon Chilcott, Beloit, third. Time 1:13½.

One mile triangular championship—F. L. Moore, Beloit, and Ward Lamberson, tied for first; H. L. Hull, Madison, third. Time 2:01.

One mile handicap—James Hodges, Monroe, first; Louis Herge, Monroe, second; E. S. Bird, Madison, third. Time 2:52½.

One mile open—S. C. Cox, Chicago, first; T. G. Ohtlonden, Madison, second; R. P. Searles, Madison, third. Time 2:35.

Menominee Road Race.

The Menominee road race on Memorial Day was won by Chase in 28:05, which was also the best time. Chase had a handicap of 2 minutes. Seidl, 4 minutes handicap, finished second, and Gilmore, 4 minutes handicap, third. Chandler, of Waupaca, fell 100 feet from the tape and broke his wheel.

Waterloo Road Race.

The Waterloo road race, which was run over an eight and one-half mile course, on June 4, was won by H. H. Gottschalk, of Sun Prairie, while W. Schrader, of Milwaukee, captured the time prize, beating Harry Crocker. The following is the time made by the starters:

W. C. Schrader.....	27:35	E. D. Crump.....	33:50
H. Crocker.....	28:20	L. Diebinger.....	34:38
E. A. Clifford.....	29:00	August Menegotti.....	34:50
A. E. Sperbeck.....	30:45	James Stokes.....	35:08
E. H. Uglew.....	31:10	F. D. Peschel.....	35:20
John Luitly.....	31:14	A. Yattersack.....	35:25
B. W. Furks.....	31:17	A. Buckhart.....	35:35
H. H. Gottschalk.....	32:00	Joseph Dinsack.....	35:38
G. W. Paul.....	33:25		

Beloit's Successful Meet.

The Beloit Cycling Club's meet on June 13 was a success. L. D. Chilcott, of Beloit, and F. S. Huntley, of Huntley, Ill., won all the races, the results of which are:

One-half mile open—Won by Chilcott; F. Chare, Evansville, second; Webb Stevens, Rockford, third. Time 1:30 1/4.
 One mile handicap—Won by Harry Hall, Madison, 25 yards; Chilcott, scratch, second; J. H. Durno, Rockford, third. Time 3:07 1/4.
 One-fourth mile open—Won by Chilcott; Chare, second; A. Burr, Rockford, third. Time 34 3/4.
 Two-mile handicap—F. S. Huntley, 150 yards, first; Durno, second; Burr, third. Time 5:42 3/4.
 One mile open—Chilcott, first; Chare, second; Stevens, third. Time 3:02 1/4.
 Five mile handicap—Huntley, 300 yards, first; Chilcott, scratch, second; Durno, scratch, third. Time 15:08.

Marinette Field Day Races.

The Y. M. C. A. field day races at Marinette, on June 1, resulted as follows:

Hundred yard dash—Dalke, first; McGillum, second; Allen, third. Time 19 1/4.
 Half-mile handicap—Merryman, first; Chase, second; Klagstad, third. Time 1:19 1/4.
 Two hundred and twenty yard dash—Dalke, first; Allen, second; McGillum, third. Time 23 1/4.
 Quarter mile open—O'Shinisky, first; Chase, second; Klagstad, third. Time 34.
 Business men's race—Klagstad, first; Wheeler, second; Marx, third. Time 2:31.
 One mile handicap—Chase, scratch first; Place, second; Bell, third. Time 3:50 1/4.
 Boys' half-mile handicap—Gurtis Merryman, 15 yards, first; Gilmore, scratch, second. Time 1:38.
 One mile open—Klagstad, first; Chase, second; O'Shinisky, third. Time 3:11.

Wausau Road Race.

Though it rained, the twelve mile road race at Wausau was run as scheduled on Memorial Day. Wm. Schrader won the time prize in 49:37, while Carl Krueger, of Wausau, crossed the tape first. Schrader ran into a barb wire fence and cut his arm. Several riders' wheels were disabled on account of the almost impassable condition of the roads. There was heavy betting on the race, "bookmakers" having picked Krueger as a 6 to 1 man.

Green Bay-Fond du Lac Relay.

The relay race from Green Bay to Fond du Lac, a distance of 72 miles, was run on Memorial Day in 4 minutes less than the scheduled time. The message was handed to

the Green Bay riders by Mayor Elmore at the court house at 8 o'clock in the morning and was carried on to Appleton, Kaukauna, Neenah, Oshkosh and Fond du Lac in four hours and forty-four minutes.

Crescent City Road Race.

The Crescent City Cycling Club's road race at Monroe, on June 4, resulted in Joseph Sickinger, who had forty seconds handicap, winning the race, and Albert Kundert, who had fifteen seconds handicap, in getting the time prize in 6:27 1/4. Louis Hirsig, the scratch man, finished fifth and rode so hard that he fainted on his wheel after crossing the tape.

A Cyclist at Seventy.

Marinette claims the oldest bicycle rider in the state, and perhaps in the country. George Townsend, a retired machinist, who is nearly seventy years of age, has just purchased a wheel, and as he has nothing to do but to enjoy himself he proposes to ride a wheel and keep himself healthy and hearty. It may look strange to people in this country to see an elderly man riding a wheel, but it is quite the rule for such people in England to ride, play tennis, etc.

New State Clubs.

Chief Consul A. Cressy Morrison, Secretary-Treasurer M. C. Rotier and Otto Dorner, secretary of the Wisconsin League for Good Roads, organized a club at Oshkosh, on May 31. The officers of the club are: President, R. H. Halsey; vice-president, L. P. Allen; secretary, George Sanders. H. C. Ingles, Benjamin Soper and John Rosenkranz were appointed a committee to secure headquarters. The club has a membership of 100, and may apply for an L. A. W. charter.

A bicycle club has been organized at Appleton. It starts out with the most promising appearances. The following are the officers: Captain, Gus. Kloc; president, Will Shields; vice-president, Harry Trahl; financial secretary, Rolla Wolcott; recording secretary, Herb. Verwey; treasurer, Fred. Wolter; trustees, H. Wolter and William Groth.

Neenah has organized a League club and elected the following officers: President, E. W. Griswold; vice-president, J. C. Yule; secretary-treasurer, S. D. Baird; captain, G. H. Kuhfuss; lieutenant, A. L. Mucks; captain of ladies' division, Miss Nina Huie. It has 100 charter members, and is still growing.

The Kaukauna Bicycle Club has been organized, with the following officers: President, L. E. Sargent; vice-president, Dr. H. B. Tanner; secretary and treasurer, Wm. Nugent; captain, J. N. Trout.

George B. Clementson, of Lancaster, has published a neat book on "Road Rights and Liabilities of Wheelmen." It is full of valuable information for wheelmen.

Brief State Notes.

Grand Rapids has eighty wheelmen.

Fifteen Kaukauna ladies wear bloomers.

Oshkosh policemen may soon be mounted on bicycles.

Baraboo riders have adopted black and blue for club colors.

The Rev. J. E. Olstead, of Appleton, is an ardent wheelman.

Eighty riders of Menominee participated in a parade on May 23.

Marinette riders are considering the advisability of hiring a trainer.

The Winnebago Wheelmen, of Fond du Lac, now number 146 members.

Peshigo and Sugar Bush residents have become infected with the cycle fever.

The Marinette Club is making extensive improvements on the Riverside Park track.

Frank Schubring was sentenced to six months in jail, at Racine for stealing a bicycle.

An 1892 Century Columbia, No. 9193 was stolen from Jelleff & Jackson's office, at Ripon.

Jefferson has passed an ordinance making it a misdemeanor to ride a wheel on sidewalks.

Carl Klagstadt, of Marinette, promises to be one of the fastest riders in the state this season.

Marinette wheelmen must carry lanterns on their wheels since the passage of a recent ordinance.

In the Appleton Memorial Day parade the cyclists formed a column four abreast three blocks long.

Julius Benke, of Waupaca, recently stole a horse, traded it for a bicycle and now languishes in jail.

Chandler, of Waupaca, showed in the Menominee road race that he is still as speedy as he was last year.

Neenah wheelmen are opposed to the ordinance compelling them to carry bells and lanterns on bicycles.

S. F. Luchenbach and J. H. McGillan, of Marinette, cannot agree as to who is the fastest rider of the two.

Fourteen members of the Arrow Club, of Janesville, visited Rockford recently and were royally entertained.

W. A. Brown and C. M. Fairchild, of Marinette, have been elected to represent Marinette on the division board.

N. E. Lindquist, ex-local consul of Marinette, is doing good work in booming the League in that part of the state.

The members of the Y. M. C. A. club, of Janesville, have adopted the national colors—red, white and blue—as club colors.

The Neenah Cycling Club held a parade on May 23. One hundred and sixteen wheelmen and wheelwomen were in line.

Frederick Lindelkugel, of Manawa, has donated the use of some land and a one-third mile track for riders is being built.

Bertie Kenyon, a 7-year-old Appleton boy, was run down by a careless rider. The child sustained a bad gash on its head.

A wheel stolen from C. Freuchtel, of Saginaw, Mich., last summer, at Menominee, was recently found in a back yard in the latter city.

Members of the Arrow Club, of Janesville, by a unanimous vote have decided not to ride faster than six miles an hour on business streets.

President L. A. Erhart, of the Winnebago Wheelmen, was married on May 15. The club members presented him with a silver water pitcher.

Several members of the Winnebago Wheelmen, Fond du Lac, are planning to take a trip through the southern part of the state this summer.

Edward Payne, of Marshfield, wants to ride around the world without money, provided Marshfield citizens will give him \$1,000 when he returns.

At Marinette, while every one was hurrying to a fire, Frank Powell, of that city, collided with a Menominee rider and was knocked insensible.

The D. D. Warner Company, of Madison, has opened a riding school in the turner hall where lessons are given Tuesday and Saturday mornings.

At Berlin an ordinance has been passed limiting the speed of riders from four to six miles an hour. Riders are complaining about the absurd measure.

T. M. Bredell, one of a gang of bicycle thieves who have been arrested at Toledo, was formerly a clerk at the Park hotel in Madison, where he is well known.

A cycle meet at which a number of valuable prizes will be awarded, will be held at Wausau on July 12 and 13.

Janesville has one of the finest club houses in the state. The Arrow Cycling Club has been incorporated and has ninety members. The Y. M. C. A. club is also prosperous.

Albert Schaller, while scorching, collided with a glass portable pop-corn house, at Janesville. He will have a nice bill to foot for the repairs of his wheel and the pop-corn stand.

The Appleton Crescent says that Harvey Pearson, James Heath and Frank Holbrooke hold the record from Appleton to Green Bay, a distance of thirty-one miles, their time being 1:52.

While J. W. Oliver, ex-member of the State Board of Control, was riding at Waupun on June 4, his wheel struck a stone and threw him. His right leg was fractured in two places and dislocated at the hip. His injured leg, when he recovers, will be two inches shorter than the left member.

WON BY JOSEPH DOLISTER.

The Burlington Rider Captures the North Side Club's Road Race, While C. V. Dasey, of Chicago, Wins First Time.

Had the course of the Milwaukee road race, held on June 8, under the auspices of the North Side Cycling Club, been in good condition, the race would have been a grand success. The entire Morgan & Wright team was entered,



JOSEPH DOLISTER.

also such Chicago flyers as C. C. Dulte, C. V. Dasey, H. L. Dodson, and E. W. Osmun, besides all the local talent, including Schrader, Clifford, Crocker, Sanger, Stoltz and others. Jos. Dolister won the race. C. V. Dasey won the time in 30:48 and W. F. De Cardy second time in 30:55. The latter protested, claiming first time in 31:00 and asserting that Dasey's time was 31:10, but

the protest has not been allowed. The following is the list of riders in the order they finished, their handicap and their time:

Pos.	Name and Club.	Handicap.	Time.
1.	J. Dolister, Derby C. C.	3 1/4	31:30
2.	H. Zerkel, N. S. C. C.	4	31:50
3.	John Moss, M. C. C.	0 1/4	34:30
4.	Anton Stoltz, M. C. C.	3	31:07
5.	F. Conley, city	0 1/4	34:40
6.	E. Huger, N. S. C. C.	7	35:40
7.	H. E. Reinhold, N. S. C. C.	5	35:50
8.	J. McDonald, Jr., city	8	37:00
9.	Frederick Kirsten, city	7	38:00
10.	E. A. Shunk, N. S. C. C.	7	38:08
11.	A. Watley, C. C. C. C.	4 1/4	38:48
12.	John Schuyburg, N. S. C. C.	7 1/4	39:48
13.	J. J. Scholt, N. S. C. C.	7 1/4	39:49
14.	P. Weige, M. and W.	3 1/4	31:47
15.	J. Bowler, M. and W.	3 1/4	32:48
16.	E. B. Harnish, N. S. C. C.	4 1/4	33:50
17.	A. F. Blighelmier, M. W.	4	34:52
18.	H. Guderson, N. S. C. C.	5 1/4	35:00
19.	John Lechner, M. C. C.	6	35:34
20.	A. O. Van Ness, C. C. C.	1 1/4	35:05
21.	Theodore Kitchner, N. S. C. C.	2 1/4	35:40
22.	F. De Cardy, M. and W.	3 1/4	35:45
23.	W. C. Williams, city	5	36:40
24.	C. V. Dasey, C. S. C. C.	1	30:48
25.	P. Rauschwalbe, city	0	38:50
26.	B. W. Neumann, M. and W.	8	39:00
27.	Edward Evans, N. S. C. C.	4	34:10
28.	W. C. Nielson, M. W.	8	35:16
29.	Otto J. Tank, N. S. C. C.	6 1/4	35:54
30.	W. Kline, city	6 1/4	35:59
31.	John Watley, city	0	36:28
32.	Alexander Stewart, M. and W.	4 1/4	34:53
33.	J. Skelton, M. and W.	2	35:30
34.	Oscar Dunker, city	7	37:28

35.	H. W. Crocker, M. W.	1	31:59
36.	W. F. De Cardy, M. and W.	act'd	30:55
37.	J. W. Warkke, N. S. C. C.	4	35:00
38.	R. C. Lambke, Menominee Falls	4 1/4	35:32
39.	George H. Bender, N. S. C. C.	0 1/4	37:34
40.	Henry Pierron, N. S. C. C.	8	37:05

The winners of the seven time prizes are as follows:

Name and Club.	Handicap.	Time.
1. C. V. Dasey, C. S. C. C.	1	30:48
2. W. F. De Cardy, M. and W.	act'd	30:55
3. Anton Stoltz, M. C. C.	3	31:07
4. J. Dolister, Derby C. C.	3 1/4	31:30
5. W. Eintrich, M. and W.	act'd	31:30
6. F. Weige, M. and W.	3 1/4	31:47
7. J. H. Zerkel, N. S. C. C.	4	31:50
8. H. W. Crocker, M. W.	1	31:59

Following is the key to the abbreviations of the clubs:

B. W. C.	Hedger Wheelmen
C. C. C.	Cream City Cycle Club
C. S. C. C.	Chicago S. C. Cycle Club
Derby C. C.	Derby Cycle Club, of Burlington
M. C. C.	Mercury Cycle Club
M. W.	Milwaukee Wheelmen
M. and W.	Morgan & Wright Team
N. S. C. C.	North Side Cycle Club

NOTES OF THE RACE.

Schrader led Dasey by two blocks and would probably have beaten him for first time but his chain broke.

Sanger and Nielson collided and the former cut his cheek and ear. He did not finish.

The course was 392 feet short of ten miles.

The M. & W. team was badly bruised after the race, nearly every member having fallen during the ride.

Among the Chicago cracks who came up were C. P. Root, T. J. Witzel, S. T. White, John Kelly, and E. McNeil.

E. W. Fry, who claimed to have ridden the full course in the Chicago road race and finished second only to be ruled out because he wore no number, made a poor showing. He finished in fifty-seventh place and there are now few local riders who credit his alleged Chicago performance.

There were 102 entries, eighty starters and sixty-five finished the race.

Joseph Dolister, though only 19 years of age, has proven himself to be one of the speediest road racers in the state. Last year, in the Cedarburg road race, he finished second, and later in the year he captured a number of prizes in events at Burlington. He is a member of the Derby Cycling Club and will, henceforth, be looked upon as one of the leading racers in Wisconsin. He will probably be entered in the Waukesha road race.



W. F. DE CARDY.

Local Racing Events.

At National Park, on June 1, the employees of Beals, Torrey & Company ran a three-mile bicycle race for the silver medal presented by Capt. J. G. Salsman. It was won by John F. Hafemeister in 8:42. Otto Koehler, 8:47; J. Pratt, 9:15, and W. Meier, 9:27, came in in the order mentioned.

Stillman won the one-mile bicycle race on May 25, at the High School field day exercises, in 2:48. Gaartz finished second and Estes third.

Three bicycle races will be held at the Scotch picnic this year. The events will be a one-mile novice and a one and two-mile handicap. Diamond medals will be awarded in each event. The date set is August 8.

The annual road race for the members of the North Side Club will be held some time in August. The race will be over the same course used by the club's recent open event.

The Western Union Telegraph Company's road race on May 12, was won by B. Perenthaner, who had one minute handicap, in 11:00, while Otto Yarga won the time prize in 10:55. The race was over the Whitefish Bay course.

Brief Local Items.

Upper Grand avenue will be paved with asphalt this year.

Welcome Kirby has opened a bicycle "tentery" on the Bay road.

Henry Kanaska, the local professional, says he is about to go to England.

It is proposed to boulevard Fourth street from North avenue to Center street.

Local wheelmen are complaining because some streets are continually drenched by sprinklers so that it becomes hard to ride.

Albert Bingenheimer, of this city, who represents a local jewelry firm, travels considerably during his business trips on his wheel.

Bicycle thieves continue to operate in the city with a vengeance. Over a dozen wheels were stolen during the past month and not a single thief has been sent to prison.

The following club runs are scheduled by the North Side Club: June 28, Hales Corners; June 30, Waukesha; July 4, State Fair park; July 7, Good Hope; July 14, annual Watertown century.

Elmer Grey, Peter Brust and Frank Bador, of this city, and George P. Fernald, of Boston, will sail from Boston on July 6 and will tour England, France and Italy on their wheels. Herman Lammers and W. J. Pistor, of Chicago, sailed last Saturday from New York and will join the local party in France.

Walter Sanger's Condition.

Local friends of Walter C. Sanger are speculating considerably on what showing he will make this summer. Some time ago he was reported to be in poor condition but later reports received in the city are to the effect that he is in fairly good form. While it is believed here that his recent illness will effect his work somewhat, there are few in the city who do not believe that he will be king of Class B before the season is half over.

Cyclist Dies of Heart Disease.

Arthur Rintelman, aged 19 years, whose home is in Cedarburg, while riding on a bicycle at Vliet and Twelfth streets on June 4, was stricken with heart disease and fell dead from his wheel. He boarded with his uncle, C. Toll, at 1632 Prairie street. Rintelman was a shoemaker.

New South Side Club.

The Morgan & Wright Club is the name of a new organization which has been started on the South Side. The officers are: President, Joseph J. Steinharter; vice-president, George Bryden; secretary-treasurer, Alexander Evert; financial secretary, E. Steinharter; captain, George Ferrigo. A number of club runs are being arranged. The club has a membership of thirty and has its meeting place at 344 Greenbush street.

Henry Kanaska "Crawfished."

Under a Philadelphia date of June 3, the *Referee* says: The management of the mixed professional and Class A races held at Aleyon Park, Pitman Grove, N. J., Decoration Day, is bitter over the way that Kanaska, who had been lauded to the skies and extensively advertised as a sure starter, gave it a "throw down." At the last minute he refused to ride, and when Bunnell accused him of cowardice he practically admitted the truth of the charge by saying nothing. The other "pros" who had ridden against him at Toronto say he was defeated so badly in each event he entered that he "crawfished" when he found he would have to meet the same men at Aleyon Park.

A Large Parade Planned.

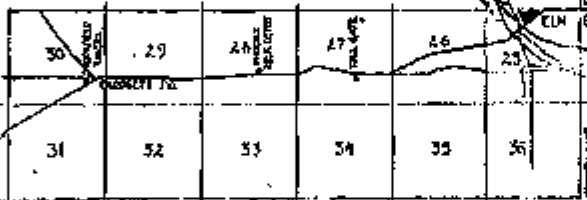
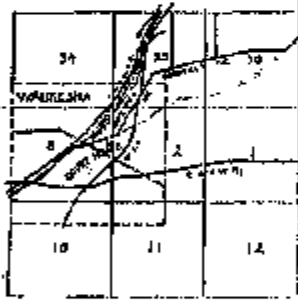
The parade of local riders which was to have been held here on Memorial Day, was postponed on account of rain. A full representation of the clubs turned out and the riders were about to form in line at the Court House Square when the weather interfered. Chief Consul A. C. Morrison awarded the North Side Cycling Club a blue silk banner for making the best showing of all the clubs in the city, they having sixty men in line. It has been decided to hold the parade after the finish of the Waukesha road race on July 4. It is estimated that over 1,000 wheelmen will be in line.

A. Cressy Morrison has been appointed a judge at the National L. A. W. races at Asbury Park.

THE WAUKESHA ROAD RACE.

Arrangements Are Nearly Completed—The Entry List Will Be Large and Will Include Some of the Fastest Men in the Country—The Course in Good Condition.

Arrangements for the Waukesha-Milwaukee road race—the cycling derby of the West—have about been completed. Indications are that the race will be the largest in the history of the Milwaukee Wheelmen. It is believed that there will be between 200 and 300 entries when they close on Saturday night. Among the fast men who are expected to start are De Cardy, Dasey, Bainbridge, Dodson, Duke, of Chicago, Bird, Briggs and Hanson, of St. Paul, and Chandler and the Anderson boys of Waukegan. Sanger, Howie, Crocker, Roth, Schrader and Stoltz will be among the local flyers. With such an assortment of road racers, the success of the race is an assured fact. The Morgan & Wright team, of Chicago, will probably also ride and make an effort to capture the majority of the ten time prizes. The condition of the road this year is better than it has been for several years past and little doubt remains that new records will be established. The racing board is now corresponding with the roadmasters having charge of the course and is requesting



Waukesha-Milwaukee Road Race Course

them to keep the course clear from obstructions. Workmen will also be employed several days before the Fourth of July, on which day

the event will be held, to go over the entire distance of the course and remove all stones that may interfere with the speed of the riders. The prize list will include 100 trophies. Especial care will be taken in the handicapping and no pains will be spared to put all riders in the right classes. The following officers will officiate at the race:

Starter—P. J. Morawetz.

Referee—E. A. Savage.

Judges—F. R. Pingree, V. H. Tichenor, Waukesha; O. F. Thieme, Louis Pierron, H. Oscar Blecher, L. Barnickel.

Assistant Judges—R. S. Baird, W. L. White, W. N. Durbin, W. Blakely, T. E. Hutchings, A. Bunke.

Timers—R. P. Wheeler, D. W. Howie, Louis Bunde, Wm. Schmidt, W. H. Upmeyer.

Assistant Timers—M. C. Rotier, L. Huenekens, J. H. Clement, A. Cressy Morrison, N. E. Oliphant.

Chief Marshal—August Rutz.

Marshals—J. Schiffmann, H. J. Warner, E. H. Neustadt, H. P. Andrae.

The Marquis of Queensberry is going for long distance records.

General News Notes.

John S. Johnson has been declared a professional and Tom Eck, his trainer, has been suspended from track privileges for one year.

Chairman Gideon, of the National Racing Board, has granted permission to the Asbury Park race promoters to employ Zimmerman as pace-maker in the two-third mile race on July 12.

Tom Eck is trying to organize a professional league.

Sanger, on May 30, at Plainfield, N. J., road for the first time this season in the mile event but failed to secure a place.

Charles Murphy now holds the mile competition record at 2:01 4-5.

At Louisville, on May 20, Birnberger rode a mile, flying start, paced by a quad, in 1:45 flat, breaking Tyler's record of 1:48 3-5.

Walter Sanger and Charles W. Murphy will ride a series of match races, best two out of three, one mile heats, at Manhattan Beach, on Saturday, June 20.

James Levy, a member of the Chicago Cycling Club, has green tires on his wheel. They are made of South Sea Island cotton and are puncture-proof.

There are 25,000 bicycles in Greater New York, according to the estimate of the editor of a leading weekly newspaper devoted to wheeling interests.

Frank Ives the champion billiardist, is a cycle crank and is burned almost brown from a recent cycling trip through Southern California.

A Buffalo firm is building a six wheel machine, a sextuplet, which will be chased after records this fall.

A. Conan Doyle, the famous author, is a wheel crank.

Birnberger now holds the record for two-third mile, flying start, paced, in 1:00 4-5.

The Chicago-New York relay ride, which began on June 5, was run in sixty-five hours and fifty-three minutes, which is now the best record. C. W. Price, formerly of Milwaukee, delivered the message to Gen. N. A. Miles.

An attempt is being made to match Zimmerman and Johnson, but it is doubtful if a race will be arranged.

It is reported that Zimmerman is not up to his last year's form and would make a poor showing in a race with Johnson.

Grand Rapids women have organized a club and elected the following officers: President, Mrs. A. Muir; captain Mrs. O. T. Hougren; secretary, Miss Alice King. They will not wear bloomers. Blue and white are the club colors.

W. L. Sachtleben, of the *Outing*, thinks that he will find Leuz's grave and bring the body to this country for burial.

A bulletin issued by the National Racing Board says no other Class B men are being investigated.

The Chicago road race on Memorial Day was won by Homer Fairman, of Chicago. W. W. Rosback of the same city, finishing second. So much fraud existed, that the winners of time prizes could not be determined, and on June 15, thirty-nine riders again went over the course, Frederick Nessel won first time, and W. F. DeCardy second.

Grand Rapids wheelmen have signed a petition and presented it to the mayor, agreeing "to ride on the streets when practicable; while riding on sidewalks to ride no faster than six miles an hour; to dismount when wishing to pass women or children, unless they manifest their consent to let the rider pass; never to try to pass a person without giving a signal; on approaching a 'blind corner' to slacken speed to six miles an hour and not to coast down hills."

Momentary Meditations.

A relay race from Green Bay to Milwaukee would help to boom cycling in cities on the route.

* * *

W. F. Sanger, A. M. Chandler, W. C. Schrader, Will Howie—who of these will be the state champion?

* * *

Interest among the members of the Mercury Club is waning. No plans for the season have been made.

* * *

When will a bicycle thief receive his just dues in criminal courts?

* * *

One of the probable time winners of the Waukesha-Milwaukee road race will be W. C. Schrader.

* * *

How annoyed other western states must be at the Wisconsin Division's growth!

* * *

Sanger, Zimmerman and Johnson will be track-mates next year. Here's a good team for some maker.

Will Remain in Class A.

William F. Sanger, brother of Walter C., will not become a class B man this year. He has been negotiating with several manufacturers to follow the circuit but has concluded not to take to the track this year. He will ride a Telegram during the season.

W. C. Schrader recently broke the two-mile state record at Madison in 5:06½. The record was 5:09.

Talks Niagara Now.

John W. Warnken, a young man who is well and favorably known among Milwaukee bicycle riders is now the manager of the cycle department of Benzemaker Bros., who are general Western agents for the Niagara and cheaper grade wheels. Mr. Warnken has just reached the age of twenty-two, but he has displayed exceptional business ability during his career. He has been on the advertising staff of the *Daily Argus*, of Fargo, Dak., worked on several Milwaukee papers and has served his apprenticeship as a printer. Several years ago he was looked upon as a rider of considerable speed but he has given up racing owing to the firm's demand on his time. This spring he made several trips through the state for the firm and has placed many reliable agencies in large towns.



JOHN W. WARNKEN.

J. M. Farmer's Inventions.

Julius M. Farmer, of this city, has invented several new appliances for the bicycle. One consists of a pump fastened to the rim and the hub of the wheel and by means of an eccentric this pump is operated and replaces any air that may escape from a punctured tire. He also has improved the tire by doing away with the inner tub. On the edges of the tire he has fastened a triangular strip of rubber which fits into the groove of the rim and is held in place by the pressure of air. The lips of rubber also serve as a hard tire if the outer tube is disabled. With the means of an eccentric he has also arranged a crank so that the back tread of the pedal is shortened two and a half inches and thus shortens the revolution.

Going to Kenosha.

Kenosha will soon have one of the largest bicycle factories in the West. The Sterling Cycle Works, of Chicago, has closed contracts with the Business Men's association and on August 1, will take possession of a new plant, 600 x 120 feet, which has been built at Kenosha. The capital of the company at present is \$100,000, with \$50,000 reserve, but this is to be increased to \$200,000. The firm's main office will remain in Chicago.

The Huennekens Cycle Co.

Make a specialty of selling bicycles, bicycle parts and sundries at wholesale to dealers. Special prices and discounts given upon application. Address, 124 Perry street, Milwaukee, and get catalogue.

At Rhineland, wheelmen are prohibited from riding on sidewalks faster than eight miles an hour, riding a wheel at all while meeting a baby-carriage with a child in it, riding a wheel when meeting a child under 8 years of age, and riding around a corner faster than four miles an hour.

THE ANDRAES WILL MOVE.

A New Factory Will Be Taken Possession Of Shortly—Julius Andrae Buys a Large Block on West Water Street.

Important improvements have been decided upon by the J. Andrae & Sons Company. The present factory has outlived its usefulness for the extensive business of the firm and will soon be abandoned. The firm is now negotiating for a larger factory and as soon as the present rush in business abates, it will take possession of a new building. The change will be made in August or September but it has not been definitely decided where the new factory will be located.

The firm's factory, however, will eventually be located on West Water street, between Grand avenue and Sycamore streets. On June 4, the Wisconsin Marine & Fire Insurance Company Bank sold to Julius Andrae, at a low figure, the large stores at 162 to 168 West Water street, which are now occupied by the C. Hennecke Statuary Company and the shoe firm of Beals, Torrey & Company. The lease of the latter firm does not expire until 1896, while the other firm's lease extends to 1907. As soon as Mr. Andrae can secure possession of part of the building the factory and store will be removed there, but until then a temporary factory, of larger proportions than the one now used, will be secured. The building purchased by Mr. Andrae is 82½ x 180 feet, four stories high, of brick and has good dock facilities.

Brief Trade Notes.

C. O. Dunning, traveling agent for the Julius Andrae & Sons Company, has resigned, and has entered the employ of his brother at Menominee, Mich. Dunning is well-known in the state.

H. K. Beuzemaker, of Beuzemaker Bros., has just returned from an extensive trip through Europe.

J. Dean, of Racine, Wis., has invented a practical bicycle boat, which was recently given a test on the river at Racine. It works easy, there is no danger of capsizing, and it is safe in every way.

At Racine, Spencer Hall and others are reported to be organizing a company, with a capital stock of \$50,000 to manufacture a newly-patented bicycle, the patent of which is owned by Mr. Hall.

At Janesville, J. C. Shuler, is preparing to commence the manufacture of bicycles from a patent recently received by him. The machine will be known as the Extra Bulletin.

Morgan & Wright, with their usual enterprise, published a seven-column sheet giving a full account of the Chicago road race, less than ten hours after the finish of the race.

Clifford & Lundy is the firm name of a new bicycle house in this city. They are located on the South Side on National avenue, and will sell Telegram wheels and Sanger Racers and do a general bicycle repairing business. Ed. Clifford, of the firm, is well-known as a racing man.

Telegram cycles are popular. The Telegram Cycle Manufacturing Company has sold thirty wheels to Caisson, Pirie, Scott & Company, of Chicago, for their employees. Considering that Chicago is a center for cycle manufacturers, this order certainly speaks well for the Telegram wheel.

Lau & Ferguson, of Waukesha, have sold out to S. J. Seabury.

William Trowbridge and D. A. Gaffron have formed a partnership at Plymouth and will handle bicycles.

R. F. Zeit handles Andraes and Crawfords at Medford.

J. Beuzemaker went to Buffalo and other eastern cities in search of more wheels.

A. D. Meiselbach, of Columbus, O., has leased the plant formerly occupied by the Moore Manufacturing Company, on Sixteenth street, and will open a large bicycle factory, having a capacity of thirty wheels a day.

J. E. Reiter says he will take Kirchner, Zerbel and Duke to the Poorman road race at Cincinnati, on July 4, and will also enter them for the track events in the afternoon at that place.

George Spoeter, William Krinker and C. R. Heppe, members of the Lake View Cycle Club, of Chicago, recently rode from Chicago to Green Bay on their wheels.

Why is it that a man feels so much more indignant when he is run into by a bicycle than when he is run over by a beer wagon?

Columbus wheelmen are planning a two days' race meet. A sanction from the L. A. W. has been secured.

Superior riders will hold their annual road race on July 4. A number of Duluth riders are entered.

The Milwaukee Athletic Society are arranging for an excursion to the Wisconsin Dells, for August 4. Wheelmen are invited to join this party.

How's This?

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure! E. J. CHENEY & CO., Props., Toledo, O.—We, the undersigned, have known E. J. Cheney for the last 15 years, and we believe him perfectly honorable in all business transactions and financially able to carry out any obligation made by their firm. WATSON & TAYLOR, Wholesale Druggists, Toledo, O. WARDEN, KIRKMAN & MARVIN, Wholesale Druggists, Toledo, O. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Price 50¢ per bottle. Sold by all Druggists. Testimonials free.



LIST OF RELIABLE REPAIR MEN IN THE STATE.

Bicycle riders when in need of repairs or cycle sundries, while touring, will find the firms listed below worthy of patronage.

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CYCLE AGENT AND REPAIR SHOP,
ALL KINDS OF CYCLE REPAIRING.

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BICYCLES AND SUNDRIES,
All kinds of Bicycle Repairing. First-class
Workmen employed.

COLUMBUS

M. B. NUTE,
HANDLING ANDREAS AND SUNBEAM CYCLES,
BICYCLE REPAIRING A SPECIALTY.

FOND DU LAC

CHAS. YERS,
PRACTICAL CYCLE REPAIRER,
GOOD WORK. REASONABLE PRICES.

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CHAS. S. KERR,
High Grade Bicycles
Wheels to Rent. Wheels Repaired.

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C. A. KREBAUM,
BICYCLES AND SUNDRIES. PERMANENT REPAIRS
L. A. W. No. 5535. 227 N. 5th St.

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D. D. WARNER CO.,
Cycle Agency and Repair Shop.
Fully Equipped to give Satisfaction.

MILWAUKEE

WM. POLLITT,
Experienced Cycle Repairer. 704-706 Chestnut Street.
MAKES OF "THE ONLY" BICYCLE.

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Equipped in the most complete manner. 325 W. Water St.

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J. W. RIDINGER,
GUN AND CYCLE SHOP... The only reliable
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J. W. WAGNER
Exquisite Cycle Repair Shop. Main Street.

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DODGE & PEARSON,
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BICYCLE REPAIRING A SPECIALTY.

1895 High Grade Bicycles

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C.O.D., saving you
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High Grade Roadster \$42.50
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Largest selection, lowest prices, prompt service, reliable work, 11%
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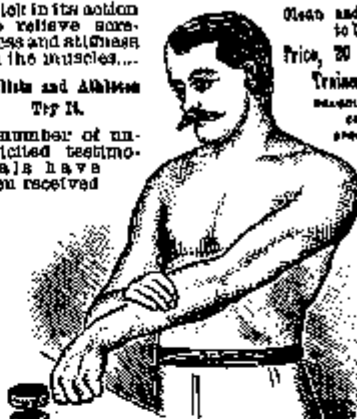
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Immediately Relieves Soreness
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Quick in its action
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in the muscles...
Cyclists and Athletes
Try It.
A number of un-
solicited testimo-
nials have
been received



J. O. KNOWLES, (Kings Co. Wheelman) says:
"I cheerfully recommend Anti-Stiff as the best
remedy that wheelmen can use for tired muscles
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60 consecutive days, I used it with great benefit;
doing all it pretends to do; cyclists should never
be without it."
E. FOUGERA & CO., 30 N. William St. N. Y.

Indispensable to Cyclists and Tourists.
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Dyspepsia
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The only Chewing Gum factory open to visitors at
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It has the most conveniences and runs the easiest. Other
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not equalling—its essential features.

The U. S. War Department adopted it in 1892, and has
just renewed the contract.

Free: Descriptive pamphlet, with opinions from such lead-
ing concerns as the Carnegie Steel Company, who use 25
Denmores.

The Northwestern Mutual Life Insurance Co. are using 3
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make bloomers (the right length)
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\$10.00, including vest—a dollar
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From \$1.50 to \$5.00

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"TURTLE NECK"

386-8 East Water Street.

Maroon or Black, \$4.00

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ONE GIVES RELIEF.

The Men



We Want
To Reach

Henry Ward Beecher, addressing a political meeting once, was hissed at by a man in his audience, and greatly surprised his hearers, who were about to put the man out, by exclaiming—"No! that's the man I want to reach; let him come front"



If we have failed to reach
you in our talks on

Telegram Cycles and Telegram Features

We want you to "come front" and test their merits in a practical way. It has convinced thousands and will convince you that we know of what we speak and that we only say what is true.



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THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

VOL. VI.

MILWAUKEE, WIS., JULY, 1895.

NO. 4.



Waukesha Road Race

THE FOWLER

AT THE FRONT AGAIN

The Waukesha Time Prize was won on a
"FOWLER BANTAM," Weight 20 1/4 Lbs.

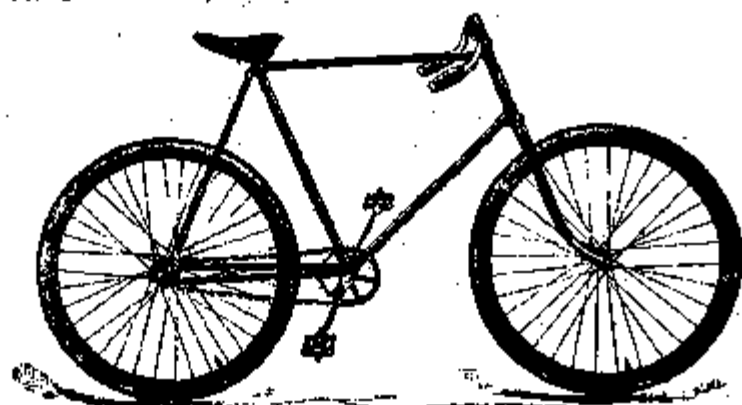
A. C. Mertens, of the C. C. C. of St. Paul, Minn., won Time Prize in the
Waukesha Road
Race, July 4th,
1895, on a
"Fowler Bantam"
in 45:32.

This breaks all
previous records

One of the

Points

of a High-Class Up-to-Date
Wheel is a Rigid Frame.



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THE WISCONSIN

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It Has all
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Weight 23 lbs.

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Ladies' and Gents' Wheels in high and medium grades.

Bicycles Fully Guaranteed.

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Each Wheel is Especially Built to Order

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THE PNEUMATIC.

MARINETTE'S BIG MEETS **AUGUST** **National Circuit Meet** AND **L. A. W. State Meet** **15-16-17**

at which National and all State Championships will be Run.
Under the auspices of the

MARINETTE CYCLING CLUB

THE TRACK

Is the BEST Half-Mile Track in the State

Dressing Quarters

Are Elegantly Equipped and will accommodate 200 riders

The Array of

PRIZES \$2,500
...WORTH
are, without exception, the finest ever offered

Marinette

Extends, with open arms, a cordial
and earnest invitation for all wheel
riders in this state to attend.

THE RATE ON ALL RAILROADS TO MARINETTE WILL BE

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L. A. W. Members will be accorded special privileges at this meet, including Free Admission to the
Racing Grounds. Address all Correspondence to

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SECRETARY OF THE MARINETTE CYCLING CLUB.

Write for Our Souvenir Program

Which will be Ready in a Few Days.

Behold the Lily!
He toils not, Yet he Spins
He cometh like a great
Army to Victory

And He Rides

....**THE ANDRAE**



Waukesha-Milwaukee Road Race

1st, 2nd, 3rd, 4th, 6th and 8th Places

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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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305 East Water Street, Milwaukee, Wis.

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M. C. ROTTER, Business Manager.

Eastern Representative: B. Köppel, 21 Times Building, New York.

THE L. A. W. CONTROLLING PROFESSIONALS.

At the L. A. W. meeting at Asbury Park, the much mooted question of whether or not to control the professional riders was finally settled and hereafter many of the race meets will have professional races scheduled with amateur events. This places the League in full control of all track racing in the country and it can be said that the move has been the most important one in League history as it is the salvation of the sport.

THE NATIONAL LEAGUE MEET.

What was promised has been more than realized at the annual National L. A. W. Meet, held at Asbury Park, July 8 to 14. Visitors from all over the country have come away feeling that their stay could not have been made pleasanter. Denver was represented by a body of eighty men who traveled in a special car. Chicago, St. Louis, Philadelphia and New York wheelmen were much in evidence. The trade was represented and had headquarters established all over the little city, dispensing refreshments, souvenirs and badges. The L. A. W. meeting showed the most prosperous condition of the League in its history and "Papa" Bassett has prophesied a 50,000 membership at the end of the season. The championships were contested for by the largest and fastest number of riders ever on a track. Trial heats and semi-finals were necessarily run on the morning of each day's racing.

WISCONSIN'S POSITION.

That bicycling has had a wonderful boom all over the country this season is a fact undisputed and that the State of Wisconsin has exceeded most states in the multiplication of riders is evinced on every hand. And it is not strange.

Where has there been a more proficient L. A. W. administration than in this state? Where has there been more attention given to the improvement of highways than in this state? What state has ever undertaken to arrange a state racing circuit? What state has a better record for managing ideal state meets?

We have reason to be proud of Wisconsin's wheelmen.

Morrison Will Retire.

Though his term of office has not yet expired, Chief Consul A. Cressy Morrison has announced that this is his last year in office. He says he cannot conduct the affairs of the office without interfering with his private business and therefore will retire from the division when his term is up. In Mr. Morrison's retirement the division will lose a valuable worker, who has placed Wisconsin in the front ranks of the League in the West. Mr. Morrison's good work has been commented on by the leading cycle papers in the country and his progressive ideas have been recognized throughout the West.

League Clubs Organized.

The interest in League matters in the state is at present centered in Sheboygan, Appleton and Neenah. Clubs have been organized there and members of each have made application for League charters. Early in the season there were only three League clubs in the state but before the season is over the number will probably have been increased to twenty-five.

The State Racing Circuit.

Chairman I. F. Strauss, of the State Racing Board, is now engaged in filling out the dates for the state circuit. There is every reason to believe that the circuit this year will be followed by many of the fastest riders in the state, and that before the season is over, an entirely new list of state records will have been established. So far, the chairman of the racing board has arranged the following dates for meets:

July 10-19—West Superior Cycle Club.
July 23—Marshfield Cycle Club.
August 1-8—Stevens Point Wheelmen.
August 6-7—Neenah Cycle Club.
August 9—Berlin Cycle Club.
August 13—Waupun Cycle Club.
August 21—Lake Mills Cycle Club.
August 22-23—Waukesha Wheelmen.
August 24—Milwaukee Wheelmen.

The dates allotted to Waupun, Lake Mills and Milwaukee have not been formally accepted by the clubs and will be changed if they are not agreeable. In a letter, Chairman Strauss says: "There are no restrictions as to entries or prizes. A great many riders seem to think a permit is necessary to ride 200 miles from home. It is not when in our own state. I am also having trouble with promoters who have unofficial handicappers. All such will be blacklisted and no sanctions granted them in the future. No state records go unless claim is made in accordance with the racing rules. L. A. W. state meets are the only exceptions."

JOHNSON'S FIRST RACE.

The Minneapolis Rider Tried Pneumatic Tires for the First Time at Green Bay in 1891 and Caused Trouble for the Officials.

Fenton S. Fox, western advertising manager for *Bicycling World*, with headquarters in Chicago, was in the city the other day. "It is with a great deal of satisfaction," said Fox, "that I can say, I first trotted out John S. Johnson on a wheel fitted with pneumatic tires. It was back in 1891, I think, that Johnson came over to Green Bay to attend the state meet. They were the first races of any consequence that the Minneapolis Wonder had entered. In those days handicaps were arranged according to tires and a man riding a wheel fitted with pneumatic tires was penalized. Sam Miles was referee and I was chairman of the State Racing Board. Johnson came along with a cushion tired machine, which was then considered light but would now be looked upon as an ice wagon. I was in business in Green Bay and Johnson was my guest. I asked him if he wanted to try a pneumatic tire and he said yes. Well, the minute Johnson got on the track, the fun began. You never heard such kicking. He was entered for cushion tires and all other riders protested against him riding my wheel. Miles was kept in hot water for some time and when he got tired of the kicks he referred the matter to me, as chairman of the State Racing Board. I ruled that a man entering a race had the right to provide himself with modern racing implements, and Johnson rode the machine. Did he win? Why, he skinned everybody on the track. That was his first big day. It has been claimed that Johnson first made his hit at Winona, but that is a mistake. Some day I will write this up and send it to the *Bicycling World* and set Johnson right, but I have been so busy lately that I have not had time to contradict that Winona story. But one of these days *Bicycling World* will spring the story and then the truth will be known."

Professionals Recognized.

Chairman Gideon, of the National Racing Board, in his weekly bulletin of July 6, says: "Riders are warned that the L. A. W., through the racing board, has sole jurisdiction over all cycle racing in the United States. The erroneous idea prevails among those who are uninformed that the Board enforces its rules only against members of the League. All riders in the United States are classified as amateurs of Class A or B, or as professionals, in accordance with the League's definitions of such classes, and so soon as a rider enters a competitive event he becomes subject to the supervision of the racing board. Any rider competing in unsanctioned events, amateur or professional, will be promptly suspended from all track racing."

To Catch Bicycle Thieves.

Bicycle stealing in this city has become so general that the police have adopted a systematic rule for keeping track of stolen wheels at certain periods and supply all local and state repairmen with a list of the wheels stolen in this city.

Rev. George Steuber's Long Ride.

One of the pastors who attended the conference of the Wisconsin district of the Missouri Lutherans synod at Sheboygan last month was the Rev. George Steuber, of Butter-nut. Mr. Steuber rode to Sheboygan on his wheel and covered the distance of 289½ miles in two and a half days. On the first day he traveled 107 miles to Spencer, the second day 107½ miles and the remainder of the distance on the morning of the third day. The greater part of the distance was traveled over rough roads.

Compiling a Good Book.

Secretary-Treasurer M. C. Rotier, of the Wisconsin Division, is preparing a road book of the state of Wisconsin. He proposes to secure from every town that has a consul, a list of the roads to travel in riding from the city where the consul resides to those in the neighborhood. By securing reports from every consul in the state, a complete list of the roads in Wisconsin is secured, and a rider traveling from one part of the state to another, where he is not acquainted, will be greatly benefitted by consulting the road book. A description of the scenery along the route will also be given.

A Preacher Fined.

An interesting bicycle case has just been decided in a justice court at Neenah. One evening recently, when the Rev. Mr. Opsild was riding his wheel he met another cyclist coming from the opposite direction. For some reason or other the preacher failed to turn to the right as he should have done. Turning to the left instead and he collided with the other rider, whereupon the bicyclist had the reverend gentleman arrested and the case was tried before Justice Stiles, who fined the defendant \$1 and costs, amounting to \$14.

A Bicycle Ordinance.

Alderman Starkweather is preparing an ordinance which will govern the rate of speed that bicycles may be ridden in the city. It is also proposed to compel riders to carry lamps at night and bells during the day. An ordinance of this kind was introduced in the council last fall, but it was allowed to die. The aldermen will consult a number of the L. A. W. officers before he brings the measure in the council.

Swell Society Club.

"The Rise and Fall, or The Perpetual Motion Club" is the name of a new bicycle club which has been organized by members of Milwaukee's best society. The following officers have been elected: President, Miss Elizabeth Black; vice-president, Mrs. Franklin Smith; secretary, Mrs. R. B. Mallory; treasurer, Miss Seaman. The membership of the new club embraces all society people who ride wheels. Frequent runs are taken to the country club house on the Bay road where dinners are taken.

Medford riders favor Marshfield as the place for holding the next state meet.

THE PNEUMATIC.

THE STATE MEET.

Indications Are That It Will be the Largest and Most Successful Ever Conducted in Wisconsin—Over \$2,500 in Prizes, to be Awarded—There Will be Five Championship Events.

Riders who attend the state meet at Marinette on August 15, 16 and 17 and compete in the races, will find that the prize list, arranged by the Marinette Cycling Club, is the largest and best that has ever been put up in Wisconsin.



W. A. BROWN
President Marinette Cycling Club.

sin. There will be over \$2,500 worth of prizes to compete for and each will be worth the full value that it is advertised at. No prizes have been solicited but each one has been purchased by the club. With favorable weather the races will be the best that have been held in this state for some time.

There will be no lack of fast men. Every Class B rider who is following the national circuit will be there. Besides these all the state cracks will be present. An effort is now being made to get Johnson and Sanger and possibly Zimmerman to come, and if they can be secured a \$500 purse for professionals will be hung up. For the first time there will be five state championship events, the quarter, the half, the one, two and five mile races. For each of these the Wisconsin Division, L. A. W. will offer gold and silver medals. Ten races are to be competed for each day and it is no exaggeration to say that each one will be spirited from start to finish, because there will be no time for loafing with the array of flyers on the track. The course has been made very fast and suitable accommodation for the races has been provided. Ample arrangements have also been made for the comfort of those attending the races.

From the interest taken this year in the meet, it is very probable that the attendance will be larger than at any previous state meet. Arrangements are now pending to secure special excursion rates on the railroads. As for hotel

accommodations there will be no trouble experienced by any of the visitors. There are now enough good hotels to accommodate those who will be at the races, but another large new hotel will be opened before the meet. Besides these quarters a number of wheelmen will be entertained at the homes of the Marinette cyclists.

The program for the three days has not been mapped out but it is likely that an excursion on the bay will be given on the first day so as to acquaint the riders with each other. A ball will also be given during the meet. This, with other entertainments that are being arranged, will not give anyone time to regret that he went to the tourney. The business meeting will probably also be held on the first day. On the second and third day there will be racing from morning to night. It is proposed to run the trial heats in the morning and the finals in the afternoon. An effort is now being made to have Governor Upham attend the meet and fire the shot that will start the first race. In case that no national circuit races are run in Milwaukee, Marinette will probably take another day and hold it in case of rain during the meet.

The officers of the club who are arranging the meet are: President, W. A. Brown; vice-president, H. C. Higgins; secretary, N. E. Lindquist; treasurer, W. P. Overbeck; directors, C. M. Fairchild, H. J. Brown and J. H. McGillan. All the officers have been hard at work but special credit is due to President Brown and Secretary Lindquist. Mr.



N. E. LINDQUIST
Secretary Marinette Cycling Club.

Brown is an enthusiastic worker. He is a prominent Republican and a member of the State Central committee and is being spoken of for state chairman. He is president of the Marinette Soap Company and is also interested in the banking business. He is also a member of the State Board of Normal School Regents. Mr. Brown's capable assistant in all bicycle matters in Marinette, is Naboth E. Lindquist.

THE PNEUMATIC.

Though only twenty-eight years of age, he has served several terms as city treasurer. As a cyclist, there are few more enthusiastic than he. He has been a League member since 1883 and has taken a prominent part in all state events. It was largely through his efforts that Marinette secured the meet.

The following is a list of the events and the prizes:

FRIDAY, AUGUST 16.

1. One mile novice, Class A—First, stop watch, \$25; second, cuff buttons, \$10; third, bicycle lamp, \$5.
2. Half mile state championship, Class A—First, gold medal; second, silver medal.
3. Two mile open, Class B—First, diamond ring, \$125; second, diamond stud, \$50; third, diamond scarf pin, \$25.
4. Half mile handicap, Class A—First, diamond stud, \$50; second, diamond scarf pin, \$25; third, watch chain, \$10; fourth, bicycle lamp, \$5.
5. One mile handicap, Class B—First, diamond ring, \$100; second, diamond stud, \$50; third, diamond-set scarf pin, \$15.
6. Mile handicap, boys 15 years or under, Class A—First, watch, \$25; second, ring, \$10; third, bicycle handle, \$5.
7. Two mile state championship, Class A—First, gold medal; second, silver medal.
8. Half mile open, Class B—First, diamond stud, \$50; second, diamond stud, \$25; third, diamond-set scarf pin, \$15.
9. Two mile handicap, Class A—First, diamond stud, \$50; second, diamond stud, \$25; third, watch chain, \$10; fourth, scarf pin, \$5.
10. One mile tandem, Class B—Two \$50 diamond studs to the winners.

SATURDAY, AUGUST 17.

1. One mile handicap, Class A—First, 14k. gold-filled watch, \$50; second, diamond stud, \$50; third, diamond scarf pin, \$15; fourth bicycle saddle, \$5.
2. One mile open, Class B—First, diamond stud, \$125; second, diamond stud, \$50; third, diamond scarf pin, \$25.
3. One mile state championship, Class A—First, gold medal; second, silver medal.
4. Two mile handicap, Class B—First, diamond stud, \$100; second, diamond stud, \$50; third, diamond scarf pin, \$15.
5. One mile 2:30 class, Class A—First, diamond stud, \$50; second, diamond stud, \$25; third, cuff buttons, \$5.
6. One mile open, limit 2:15, Class B—First, diamond ring, \$100; second, diamond stud, \$50; third, diamond scarf pin, \$15.
7. Quarter mile state championship, Class A—First, gold medal; second, silver medal.
8. One mile tandem, Class A—Two \$50 diamond rings to winners.
9. One mile unpaced flying start, Class B—First, diamond ring, \$100; second, diamond stud, \$25; third, diamond scarf pin, \$15.
10. Five mile state championship, Class A—First, gold medal; second, silver medal.

SPECIAL PRIZES.

Class B—A diamond stud, valued at \$100, for the fastest mile ridden in a mile race during the tournament.

Class A—A diamond stud, valued at \$50, for the fastest mile ridden in a mile race during the tournament.

Class A—A diamond stud, \$50, will be given the winner of the five mile state championship if ridden in 12:30 or better.

Marshfield's Meet.

At the Marshfield meet, on July 22, nine events are to be run. They are the mile novice, half-mile open, three mile lap race, half-mile boy's race, quarter-mile open, mile Wood County championship, mile open, five mile handicap and consolation race. Three hundred dollars worth of prizes will be awarded.

Marshfield citizens are taking a great interest in the meet and every effort will be made to give the visiting wheelmen a good time. The track is considered fast and every race promises to be spirited.

Stevens Point is planning to hold a meet next month during the German editors' convention week.

Sun-Prairie Madison Race.

The seventh annual road race of the Madison Cycling Club, from Sun Prairie to Madison, will be run on July 27. The Club has secured thirty prizes and a \$50 time medal. Entries must be filed with Con. Knudson, at Madison, by July 20. The Milwaukee Wheelmen expect to attend in a body, and will go into camp on one of the lakes, after the race.

Neenah's Big Meet.

The meet which is being arranged by the Neenah Cycling Club at Neenah, on August 6-7, will probably be one of the largest held in that part of the state in the history of cycling in Wisconsin. The club members are all hard at work preparing a valuable list of prizes, \$500 worth of which are to be given during the two day's races. The half mile track has been put in good shape and fast time will be made in all races if the conditions of the weather are favorable. Neenah has been placed on the state circuit all the fast men in the state will be there. Every wheelman in Neenah will make it his business to look after the entertainment of the visitors. At the track, dressing rooms have been provided for and every effort is being made to make the arrangements for the meet perfect. Eight events will be run each day.

Berlin's Tourney.

The officers of the Berlin Cycling Club have secured enough promises from fast riders in the state to attend the meet, to be held on August 9, at the Riverside Park track that there is no chance for failure. The races will be conducted as the regular state circuit events. A large list of prizes has been secured and a number of entries have already been filed with Secretary L. E. Davis. The races are being arranged by the racing board of which A. Baell, R. Reese and T. Dodson are members. The half mile track has been banked and is one of the fastest in the state.

Lake Mill's Tourney.

The meet of the Tyrannena Cycling Association, at Lake Mills, on August 21, will consist of seven events. The club has secured a prizelist of \$300 and invitations to neighboring cities have been sent out from which there will be liberal responses. A gold medal will be awarded as first prize in the mile novice, a gold watch for the first place in the half mile open, a diamond ring in the two mile handicap, a gold ring in the county championship, a tea set in the quarter mile, a diamond ring in the mile open and a water set in the mile handicap. Arrangements are now being made to secure special railroad rates on the day of the races. A number of Milwaukee riders are expected to attend.

J. A. Sandburg, of Menominee, on July 14, established a new track record at Menominee, riding a mile in 2:13 3/5. He also rode five miles on the Marinette track in 12:29 beating the state record, paced, by 33 seconds.

MAY HAVE NO CIRCUIT MEET.

*The Affairs of the Associated Cycling Clubs are in a Bad Buddle, and it May Become Necessary to Surrender the Sanction.—
The Mercury Club to Re-Organize.*

There is by no means any certainty that the two days meet of the national circuit will be held in Milwaukee. The sanction for the races was secured by the Associated Cycling Clubs of this city, early in the season. August 18 and 19 has been allotted to Milwaukee. These dates fall on Monday and Tuesday, which are considered poor days from a financial point of view. On this account there is not a club in the city which is very anxious to undertake the risk of conducting the meet. The Associated Cycling Clubs' affairs are in such a muddle, that it is impossible for the association to consider the proposition of holding the races. The trouble originates in the Mercury Cycling Club. The latter, the North Side Club and the Bay View Wheelmen organized the association. Shortly after, the Bay View Wheelmen disbanded. This left the association composed of the Mercury and the North Side clubs. The former of these is on the brink of disbandment and there is now some talk of re-organizing, for the purpose of securing more harmony and instilling new life. Under the present circumstances, the Mercury club is in no position to undertake its share of the responsibility of the meet. This leaves the Associated Cycling Club's sanction in the hands of the North Side club, which also does not care to assume the risk. As matters now are, the Mercury club is fast on the road to disbandment, the Associated Cycling Clubs is practically dead, and the North Side club is undecided as to the holding of the meet.

A scheme has been proposed by a number of the members of the North Side club. They propose to have the races run under the North Side club's name and sanction, but under the personal management of members interested financially in the tourney. This scheme of holding the races as a personal speculation, is vigorously objected to by many wheelmen, and if an attempt is made to carry out the arrangement, a protest will be filed with Chairman Gideon, who will be asked to revoke the sanction. The North Side club conducted the races last year under this arrangement and the outcome of the meet is well-known. In the event of the sanction being surrendered by the parties now holding it, the Milwaukee Wheelmen might consent to take the meet, but it is not likely that the riders who are now in power of the situation, will allow such a course to follow. It is less than a month from the time the races are to be held, and, but little has been done in the line of making arrangements for the meet.

Scotch Picnic Races.

At the annual picnic of the St. Andrews Society, which will be held on August 1, three bicycle races will be run. In the one mile handicap the first prize will be a diamond stud, the second a gold medal and the third a silver medal. A diamond pin will be the first prize in the two mile handi-

cap, while gold and silver medals will be awarded as second and third prizes. In the half mile race for boys under fifteen years, one gold and two silver medals will be awarded. It was at the picnic of the St. Andrews Society a number of years ago that the first bicycle track races in this city were held and since then the races have been made an annual event. Walter C. Sanger first made his appearance on the track in 1891 at the races of the society.

Waukesha's Big Meet.

What will be one of the largest meets to be held in this state this year will be conducted by the Waukesha Wheelmen at Waukesha on August 22 and 23. The races will be held on the fine half mile track which has recently been put in good condition and is now one of the fastest in the state. At the time the races are to be held the city will be crowded with visitors who will spend the summer at the popular resort and there is no doubt that the meet will be one of the most successful ever conducted in Wisconsin. All the fastest men in the state who follow the state circuit will be in attendance. The men having the tourney in charge have decided to award \$800 in prizes, many of which will be valuable.

Cyclists Building Roads.

Portage bicycle owners are good roads enthusiasts. They have raised nearly enough money by subscription to build a good road from Portage to Swan Lake. The owners of property along the route have donated the work with teams and an effort is now being made to interest carriage owners in the matter.

Gathering of Wheelmen.

The Mound City Wheelmen, of Platteville, gave a picnic to cyclists of neighboring cities on June 23. Riders from Lancaster, Shullsburg, Darlington, Galena, Ill., and Dubuque, Ia., were in attendance. These cities are within forty miles of Platteville and the visitors all rode to the picnic grounds on their wheels. The picnic was given in order that riders might become better acquainted with each other.

Here's One at Seventy-three.

E. P. Grindell, of Platteville, writes that James Stephens of that city is a lively cyclist. He is a retired farmer, seventy-three years of age, and began to ride a few months ago. He can be seen daily on the streets of Platteville.

F. G. Dickerson's Long Trip.

F. G. Dickerson, who is en route from Appleton to the East, writes to the Appleton papers from Hamilton, O., that he has been away from home two weeks and has covered 655 miles by wheel and 350 miles by boat and railroad, and still has 500 miles ahead of him. His average daily run is fifty to sixty miles, but he has made as high as eighty miles in a day.

Sandburg Brothers.

The Sandburg brothers, of Menominee, are the only team in their vicinity. Norman, who is seventeen years of age, is a novice and occupies the front seat. Joseph A. is twenty-eight years of age and has quite a record. He rode his first race in the Waukesha-Milwaukee road race in 1893 and finished in thirty-sixth place. He had a six minute handicap and when he started there were 140 men ahead of



JOSEPH and NORMAN SANDBURG,
of Menominee, Mich.

him. Only one man, Ed. Roth, caught him during the race. His time was 50:02. In September of the same year he won first time in the Menominee-Marquette road race in 29:45. He rode from scratch and was delayed fully a minute by a freight train. At the state meet at Ripon that year he secured second place in the two mile handicap. At the Caledonian picnic in August, 1893, he won three out of four races. About a month ago the brothers purchased a tandem and have been doing some fast riding. Joseph is now training for the five mile state record and at the Caledonian picnic, on July 30, he will try to cut the record. He has already established a record of 12:26 and with pacing will bring it below 12:00. He has broken the Marquette track record by covering a mile in 2:13 3-5. Joseph Sandburg states that they are not posing as champions and the recent challenge published in the papers was sent off by *The Marinette Eagle*.

Attorney B. F. Simpson, of Marinette, was fined two dollars and costs for not carrying a lantern on his wheel.

Opening of the Circuit.

The Wisconsin Valley Cycling Circuit opened at Wausau on Friday, July 12, and was well attended. The meet lasted until Saturday, and during it some very fast time was made. A. M. Chandler, of Waupaca, rode a paced mile on the first day in 2:12 1/4, thereby establishing a new state record. The mile novice was won by H. H. Evans, of Waupaca, in 2:41; the mile handicap by O. E. Virum, of Stevens Point, in 2:15; the quarter mile dash by O. E. Virum in 34 seconds; the half mile boys' race by George B. Pratt, of Minneapolis, in 1:20 1/2; the half mile open by O. E. Virum in 1:07 1/4; the mile open, paced, by A. M. Chandler in 2:12 1/4; the two mile handicap by Nels Anderson, of Waupaca, in 4:40; the mile open by William F. Sanger, of Milwaukee, in 2:24 1/2.

On the second day of the meet Edward Roth and Harry Crocker, of Milwaukee, established a state tandem record at 2:09. The half mile 1:30 class was won by I. G. Chittenden, of Ripon, in 1:20 1/4; quarter mile open by O. E. Virum in 32 1/2 seconds; the half mile handicap by H. H. Evans, of Waupaca, in 1:06 1/2; one mile three minute class by H. H. Evans in 2:57; the two mile open by I. G. Chittenden in 5:00; the mile penant by A. M. Chandler in 2:41; the five mile handicap by Edward Harkens, of Marshfield, 225 yards, in 13:18 and the consolation race, half mile, Harry B. Hewitt, of Menasha, in 1:44.

Successful Races At Columbus.

Milwaukee riders captured nearly everything in the two day's meet which was held at Columbus on July 12 and 13. The races were held under the auspices of the Columbus Wheelmen and were run at the Wheatland Driving Park. The mile novice was won by W. D. Campbell, of Waukesha, in 2:39 1/4; the half mile open by W. C. Schrader, of Milwaukee, in 1:16 1/4; the two mile handicap by W. D. Campbell, 220 yards, in 5:01; and the county championship, one mile, by H. Blumenthal, of Columbus, in 3:12. Walter C. Schrader, of Milwaukee, rode an exhibition half mile in 1:06 1/4.

The second days races were all won by Milwaukeeans. W. C. Schrader, of Milwaukee, won the mile open in 2:34 1/4; A. Welap, of Milwaukee, 75 yards, the mile handicap in 2:46; A. Bingenheimer, 250 yards, the five mile handicap in 13:10, and the mile consolation by J. R. Kellogg, of Portage, in 3:04 1/4.

Cedarburg's Race Meet.

At Cedarburg, on July 13, a successful meet was conducted. The mile novice was won by R. C. Kann, of Port Washington, in 3:05; the half mile by C. A. Dockery in 1:16; the mile handicap by C. A. Dockery in 2:41; the two mile open by T. F. Wittenberg in 6:10; the mile for boys by Albert Joachim in 3:09; the five mile handicap by C. A. Dockery in 15:25, and the consolation by F. J. Behrens in 3:20. R. C. Kann, of Port Washington, established the quarter mile Ozaukee County record in 37 seconds.

FOURTH OF JULY EVENTS.

Races Held in Nearly Every City in the State—Several Track Records Lowered—A Number of Road Races Run.

Cyclists in Wisconsin were wide-awake on the Fourth, and in nearly every city in the state, road races or track events were held. At Marinette, Carl Klagstad went against the five mile record, paced, established in Wisconsin, by Zimmermann, two years ago, and clipped it 20 seconds. His time was 12:59. Willie F. Sanger, who went to Monroe, captured all in sight, while at La Crosse, O. Gudenschwenger won the road race and also captured the principal track events. The day was the most important in the history of cycling in Wisconsin. Following is a summary of the day's events.

Appleton's Road and Track Events.

At Appleton a road race and five track events were held. The road race was held in the morning, over a triangular course, fourteen and three-quarters miles in length, and was won by Archie Wolfcott, in 49:37 2-5. His handicap was seven minutes. H. H. Meyer won the time in 48:43 1-5. In the afternoon the new track of the Appleton Driving Club was dedicated, at which ceremony 3,000 people were present. Frank Holbrook won the mile novice in 2:34 1-2; Nels Anderson, of Waupaca, captured the half-mile open, in 1:13 1-2; Leo Jacobs won the boy's race, in 3:08; Edward Baer, the mile open, in 2:45, and Nels Anderson, of Waupaca, the two mile handicap, in 5:12.

Menominee's Meet.

At Menominee, the mile open was won by Juttner, in 2:29 1-2; the mile handicap by E. Woodford, 25 yards, in 2:30 1-2; the business men's half-mile by Kirkham, in 1:26 1-2. Mack won the five mile special race, 15:17 1-2, while Juttner, 30 yards, captured the two mile handicap.

Monroe's Track Events.

Monroe held a big meet, it being the second of the southern Wisconsin triangle circuit. Besides the riders from all the cities on the circuit, a Milwaukee delegation was on hand. W. F. Sanger captured three first prizes. The mile novice was won by Louis Hirsig, in 2:25 1-2; the quarter mile open in 34 1-2; the mile Green County championship in 2:42, by Frederick J. Blumer; the mile handicap by Don Van Wart, of Beloit, in 2:16 1-2, with 100 yards

handicap; the half-mile open in 1:27 1-2, by W. F. Sanger; the one mile triangle championship in 3:08, by Frank Moore, of Beloit; the two mile handicap by James W. Hodges, with 300 yards handicap, in 4:53 1-2, and the mile open by W. F. Sanger, in 2:20 1-2. Ed. Roth and Harry Crocker, of Milwaukee, rode a mile on a tandem in 2:36 1-2.

Oshkosh's Track Events.

At Oshkosh the first meet that has been held there for some time was run. Frank Clark won the mile novice, J. G. Seelig the mile handicap and A. M. Chandler the mile open.

Parade at Stevens Point.

Stevens Point did not allow any of her neighbors to out-do her. The bicycle parade, nearly half a mile in length, was the attraction of the day. In the afternoon the races of the Great District Fair Association were held. The mile novice and quarter-mile open were won by Harry Welty, and the half-mile open by Ole Virum.

Marinette's Big Tourney.

Carl Klagstad, of Marinette, now holds the five mile paced state record, in 12:59; having beaten the record established by Zimmermann two years ago, by 20 seconds. He was paced by a tandem. The mile novice was won by L. Palmer, of Chicago, in 2:37; the half-mile open by F. Chase, in 1:08; the business men's half-mile handicap by T. S. Arthur, in 1:22; the mile handicap by W. R. Bell, 300 yards, in 2:23 1-2; the boy's mile by M. Oshinsky, in 2:45; the mile open by F. Chase in 3:15, and the mile



Niagara Tourney.

Menominee River championship by F. Chase, in 2:32. Over 3,000 people attended the races. Before the races were held, there was a cycle parade, in which 500 wheelmen participated.

Beaver Dam Road Race.

Beaver Dam cyclists were interested in a road race. The course was six miles, and was covered in best time by M. E. Hastings, scratch man, in 16:05. Roy Williams, with a 1:30 handicap, took second time honora. Thomas Gadson, a four-minute man, won first prize, in 19:45. The men finished in the following order: Clarence Butler, Frank Hyde, W. Klawetter, Fred. Williams, H. R. Mc Millan, Bert Butler, T. J. Livermore, Ray Williams, George Henninger, Willie Heinig, M. E. Hasting (scratch) Albert Williams, Bert Ricksecker, J. R. Kell, A. Duzinski, Ed. Rifeidt, Bert Roedl, August Schumacher, Charles Koehler, Steme Roedl.

THE PNEUMATIC.

Merrill's Track Races.

The feature of the Fourth of July celebration at Merrill, was the bicycle races. The track was heavy and therefore fast time was impossible. William Schraeder, of Wausau, won the mile novice, in 3:00; Charles Stange captured the half-mile open in 1:16½; W. W. Wilson, of Wausau the quarter-mile dash, in 32 seconds; H. C. Miller, the mile handicap, in 2:34½, and W. W. Wilson, Wausau, the mile open, in 2:39½. Prof. Ley, of Chicago, gave an exhibition of trick riding on an ordinary and a safety.

Events at La Crosse.

Five thousand people witnessed the meet of the La Crosse County Wheelmen. The day opened with a ten mile road race, which was won by O. Gudenschwenger, in 31:14, which was also best time. W. B. Jacobs secured second place, and H. M. Bird got second time. Besides capturing both first and time prizes in the road race, Gudenschwenger won every track event which he entered. He captured the mile La Crosse County Wheelmen championship, in 2:58½; the half-mile open in 1:16½ and the three mile handicap in 7:54. The mile novice was won by H. M. Bird, in 2:36; the quarter-mile open by P. R. Linker, in 35 seconds, and the mile open by H. M. Bird, in 2:26.

Tourney at Superior.

At Superior a meet was held which over 1,000 people attended. George F. Scales won the 200 yard slow race in 2:31; J. P. Burnett the half mile in 1:15; F. M. Williams the business men's race in 3:10½; Iver Rønning the boy's mile in 3:14½; Dr. C. S. Beck the doctors' mile in 3:16. W. B. Wheeler, who had a two minute handicap, won the five mile handicap race in 16:06. J. P. Burnett, scratch, made the best time in 14:17.

Other Road Races.

A four mile road race was held at Sheboygan. It was won by L. Krof in 14:45, George Galloway finishing second and D. W. Borden third. Geo. K. Mead won a half-mile straight-a-way, in 1:11.

Frank Feller, of Winneconne, won the road race which was held at that place. Henry Gribbler, of Oshkosh, won the time prize in 15:49.

Dartford Road Race.

The Dartford-Princeton road race on July 6, was won by Whittemore, who had a six minute handicap, in 47:07. Yahr, scratch man, won time, in 43:00. The course was ten miles.

Burlington Road Race.

The Derby club's road race, at Burlington, was won by Herman Lock, of Lyons, who had a seven minute handicap, and rode the eleven and one-half mile course in 35:32. Walter J. Clark, with a handicap of eight minutes, finished second. H. A. Zerbel, of the Cream City club, Milwaukee, won the first time, in 31:00, Joseph Dolister, of Burlington, finishing fifth and securing second time. W. C. Schrader, of Milwaukee, finished third. E. W. Fry, of Milwaukee, failed to finish the course.

SANGER IN POOR FORM.

He Says He Is Weak, But Is Improving, and in a Month or so Expects to Ride Away from Johnson.

Walter C. Sanger, who arrived in the city several days ago, to testify in behalf of Robert Luscombe, who is charged with the murder of his brother-in-law, Emil A. Sanger, while here, stated that he was well pleased with professional racing. "Johnson at present," said Walter, "is in better shape than any of us are. He is doing good work. I am not in good form, but expect to be in about a month. I am weak, and sometimes on the track I give out and can't do anything. I am growing stronger daily, however, and while Johnson has had the best of it so far, as I grow stronger, the distance between us at the finish gets smaller and smaller. As soon as I am in form I expect to do better work. Yes, Dave Schafer will remain with me. We haven't mapped out any plans for the future, but will take in all the big meets. I will probably ride here at the circuit races next month.

"Will you go abroad?"

"If I do, it will be late in the fall. At present I will remain here."

"What wheel will you ride?"

"I will continue to ride Spalding's machine until I close a deal with some other firm. I am now negotiating with the Syracuse people."

"Will Cabanne and Titus remain in Class B?"

"Yes, I think they'll hold on as long as the can. Cabby would like to be King of Class B, but I am afraid he'll have to wait until several other Class B men turn professional."

Sanger, in the murder case, testified that his deceased brother, Emil, had a treacherous and uncontrollable temper, and that on one occasion Emil had drawn a knife on him when he picked up his sister from the floor, after Emil had knocked her down with his fists.

Ashland Heard From.

Ashland riders are hard at work in the interest of the L. A. W. A number of new League members have been secured and Consul M. H. Potter writes that more will be enrolled before the season is over. An effort will be made to organize a League club. Agitation for a third mile cinder track is now occupying the attention of wheelmen there.

Janesville Meet.

The Arrow club, of Janesville, recently held a meet. A. K. Wheeler won the quarter-mile open, in 33 seconds; W. A. Watt won the one-mile open handicap, in 8:32; George O. Ford the mile novice, in 2:49½, and Charles Hodson the five-mile handicap, in 21:45.

The board of review of Menasha has decided to tax bicycles according to their valuation. Wheelmen are indignant and believe that dogs, which they consider a nuisance, ought to be taxed, and not bicycles, which are almost a necessity.

THE PNEUMATIC.

Brief State Notes.

Fond du Lac has about 450 wheelmen.

Stoughton has eight women who wear bloomers.

The Oshkosh Times says that Oshkosh has 2,000 wheelmen.

Stevens Point riders will erect a building at the race track.

A bicycle constructed entirely of wood is on exhibition at Marinette.

A number of Oshkosh mail-carriers now deliver their mail on wheels.

Appleton has a juvenile trick rider. His name is John Baer, aged nine years. He is the son of Postmaster J. M. Baer.

C. F. Lind, of Rhineland, recently made a trip from his home to Wabash, Ind.

Berlin wheelmen have re-organized and elected W. J. Graffman their president.

Louis and Roy Reed, of Ripon, accompanied by their parents, are traveling in Europe.

F. B. Stitt and a committee have agreed to keep the Stevens Point track in good condition.

River Falls has a new bicycle club, of which A. P. Forsyth is president and S. J. Rasmussen secretary.

The Marinette club has adopted black, gold and cardinal for club colors.

William P. Mapps, of Belmont, was sentenced to one year in the penitentiary for stealing a bicycle from Louis Hirsig.

R. F. Myers and Theo. A. Quinn, of Hillsboro, have started on a six weeks' tour through Dakota and other western states.

Twenty-four members of the Marinette Cycling Club recently rode to Oconto and were caught in a drenching rain on their way.

Wheelwomen of Grand Rapids have organized the Plenty Cois Cycling Club and elected Mrs. G. M. Hill, president; Mrs. Dr. Hougén, captain, and Mrs. Edward Lynch, assistant captain.

La Crosse wheelmen are dissatisfied with the bicycle ordinance that has been passed there and are making efforts to have it repealed.

Curtis Merryman, Benjamin Batchelor and John Van Cleve, of Marinette, have finished a two weeks trip in the state on their wheels.

Waukesha women have taken favorably toward cycling and a number of them are now contemplating the organization of a bloomer club.

Wheelmen of Neenah are complaining that tacks are being scattered about the streets of the city and on the road between Neenah and Oshkosh.

Sheriff Catlin, accompanied by his son, recently rode from his office in Iron Mountain, to Marinette, a distance of eighty miles, in eleven hours.

Jacob Lindem is the pioneer cyclist of Marinette. He has ridden a cycle for twenty-five years, having owned one in Norway over twenty years ago.

After August 1, any wheelman found riding on the streets of Madison after dark without a lighted lantern will be subject to a fine of from \$5 to \$25.

Otto Tonne, at Green Bay, recently collided with a drag on the race track. He was thrown under the drag and the horses ran away.

After being dragged along for some distance he was rescued. He broke his collar bone, dislocated his left ankle and lacerated his left foot and leg.

Two hundred wheelmen from Superior recently went on an excursion to Minneapolis and St. Paul and spent a delightful time in those places.

Appleton wheelmen who conducted the races on the Fourth of July bought their prizes. An entertainment which netted them \$300 was held before the meet.

The ordinance which has been passed in Berlin, limiting the speed from four to six miles an hour, has caused complaint to rise from the wheelmen. Recently a young man named Bryant, from Oshkosh, while visiting friends there was arrested and fined for violating the ordinance.



Walter Schrader and His Trainer, Harry Warner.

THE PNEUMATIC.

WAUKESHA-MILWAUKEE RACE.

George Schmidt, of the Badger Wheelmen, is the Winner, While A. C. Mertens, of St. Paul, Wins the Time Prize and Establishes a New Record for the Course.

The Waukesha-Milwaukee road race has again been run and once more it can be said that the event was one which the Milwaukee Wheelmen may justly be proud of. While it was not as large, so far as entries were concerned, as it has been in former years, there were plenty riders to make the race spirited. Especially was this the case in the contests for time honors.



GEORGE SCHMIDT
Who won on an Apollo.

George Schmidt had an easy time in winning first place. He had never been over the course but had little trouble in finding the way and being in perfect condition after training for several weeks, he found no difficulty in keeping the lead. He had a handicap of 9:30. He had not ridden two miles when he passed the limit men. Then Frank Coons, a limit man, gave him a run. The two rode side by side until Wauwatosa was in sight. Behind them Bingenheimer was pressing hard. At Wauwatosa Coons let Schmidt run away and also allowed a number of other riders to pass him. Schmidt finished 400 feet ahead of Bingenheimer, who, with J. M. Quilty, finished second and third.

A. C. Mertens won the time prize on a spurt. The scratch men, W. C. Schrader, A. C. Mertens, F. W. Osmun, P. B. Wilson and E. M. Spike, from the time they left Waukesha, never lost sight of each other until Mertens was ditched near Elm Grove. The others, in a bunch, continued to ride on, turns being taken at pace-making. Mertens did not damage his wheel and, though slightly bruised, lost no time in remounting. He forged ahead and at the end of two miles was again with the bunch of scratch men. At the top of Stone Quarry hill the contest began. The bunch now numbered about a dozen, some of the riders having taken advantage of the pace set by the scratch men. Everybody made a spurt but Mertens had the advantage of the position, gained the path and, followed by less than a half length by Osmun, crossed the tape. Schrader, Wilson and Spike also followed Osmun in close order. The record of 46:64, held by E. Ulbricht, was lowered by Mertens, Osmun, Schrader, Wilson, Spike, Dolister and Stoltz.

The following table shows the position in which the riders finished, their handicap and their time:

POSITION AT FINISH.	NAME AND CLUB.	HDCP.	TIME.
1	George Schmidt, B. W.	9:30	50:50
2	A. F. Bingenheimer, M. W.	6:00	47:50
3	J. M. Quilty, Sun Prairie.	9:00	50:52
4	W. B. Massar, M. W.	3:30	50:50
5	Peter Olla, Racine.	7:00	49:30
6	A. Welles, M. C. C.	5:00	48:04
7	Edward Aldridge, B. W.	3:00	50:25
8	W. C. Nelson, M. W.	5:00	47:55

POSITION AT FINISH.	NAME AND CLUB.	HDCP.	TIME.
9	G. A. Madison, St. Paul.	5:00	47:57
10	Alfred Brown, Milwaukee.	4:00	48:58
11	E. E. Hartman, M. W. C.	3:00	49:00
12	Morgan C. O'Brien, R. W.	3:30	49:40
13	J. Pfugsten, Milwaukee.	9:00	50:50
14	W. M. Ballia, Milwaukee.	0:00	49:25
15	L. J. Friend, M. W.	8:00	51:26
16	Charles Moss, Milwaukee.	9:30	53:14
17	J. P. Funk, Milwaukee.	9:00	52:50
18	F. Coons, Milwaukee.	10:00	53:55
19	E. E. Hartman, N. S. C. C.	6:00	48:50
20	Albert Mueller, Milwaukee.	7:30	51:30
21	Len White, M. W.	5:00	49:00
22	Lorenz Stadel, Milwaukee.	9:00	53:00
23	Anton Stoltz, M. C. C.	4:00	48:55
24	W. A. Ynall, C. C. C.	4:30	49:55
25	E. A. Clifford, M. C. C.	4:30	49:57
26	O. A. Haervey, Waukegan.	4:30	49:25
27	J. W. Warkah, N. W.	6:00	50:30
28	R. J. Steinke, Milwaukee.	0:30	51:11
29	R. O. Lambke, Menominee Falls.	7:00	51:40
30	Joseph Dolister, D. C. C.	1:00	48:50
31	J. McDonald, Milwaukee.	7:30	52:55
32	David Cole, Milwaukee.	0:30	54:54
33	Fred Seldebaum, Milwaukee.	10:00	55:00
34	Hugo Reiter, N. S. C. C.	7:00	50:01
35	W. H. Muehle, Milwaukee.	7:00	52:50
36	George Yeoman, Kenosha.	7:30	53:21
37	Emil Baugher, M. C. C.	7:30	53:00
38	A. Krueger, Kenosha.	4:00	49:21
39	A. C. Mertens, St. Paul.	scratch	45:23
40	F. W. Osmun, C. C. C.	scratch	45:23
41	W. C. Schrader, B. W.	scratch	45:34
42	P. B. Wilson, C. C. C.	scratch	45:35
43	E. M. Spike, S. S. C. C.	scratch	45:38
44	John Moss, M. C. C.	0:00	51:46
45	W. B. Simpson, M. W.	0:00	52:57
46	E. Muehle, M. C. C.	7:00	53:51
47	John Beckley, Milwaukee.	7:30	53:27
48	I. Schmitt, B. W.	6:30	52:47
49	Edward Plach, Milwaukee.	8:00	54:50
50	W. J. Kautzmann, W. C. C.	9:00	54:44
51	Charles Herman, Milwaukee.	9:00	55:30
52	Paul Brooke, Milwaukee.	0:00	55:45
53	A. C. Siegel, N. W.	0:00	55:02
54	A. Frutiger, M. W.	0:00	55:02
55	H. Warkah, N. W.	0:00	55:37
56	A. J. Berg, Milwaukee.	0:00	55:35
57	F. Vanlue, C. W.	4:30	51:47
58	C. H. Curless, L. C. C.	5:00	50:22
59	William Sadford, Milwaukee.	10:00	57:57
60	Arthur Arndt, Milwaukee.	7:30	56:10
61	S. A. Greenleaf, Milwaukee.	6:30	54:16
62	S. S. Osmun, M. W.	8:00	55:47
63	John Mueller, D. B. C.	7:00	56:18
64	James Pedersen, Milwaukee.	4:00	53:35
65	George Seely, Milwaukee.	3:30	51:50
66	Geo. L. Zick, Menominee Falls.	7:30	57:11
67	A. W. Kuehn, South Milwaukee.	0:00	57:00
68	George Reiter, Milwaukee.	7:00	55:35
69	S. K. Youmans, Waukegan.	5:00	55:57
70	A. W. Zeally, Milwaukee.	0:00	55:45
71	F. O. Holmes, B. W.	2:00	55:25
72	H. Ruggaber, Milwaukee.	3:00	55:25
73	B. M. DeDietman, Kenosha.	3:30	55:45
74	Louis Reinhold, Milwaukee.	0:00	51:01

The time prize winners are as follows:

1	A. C. Mertens, St. Paul.	45:23
2	F. W. Osmun, Chicago.	45:23
3	W. C. Schrader, Milwaukee.	45:34
4	P. B. Wilson, Chicago.	45:35
5	E. M. Spike, Chicago.	45:38
6	Joseph Dolister, Burlington.	45:58
7	Anton Stoltz, Milwaukee.	46:21
8	A. F. Bingenheimer, Milwaukee.	47:50
9	W. C. Nelson, Milwaukee.	47:55
10	G. A. Madison, St. Paul.	47:57

NOTES OF THE RACES.

There were few accidents. J. McDonald and W. Stafford collided when just over the tape but none were hurt. Several riders broke their wheels.

The road was in fair condition. For several miles the riders had gravel to contend with but the remainder of the course was easy to travel.

The management of the race was perfect. One hundred policemen kept the street clear from teams at the finish and also kept a crowd of 8,000 people off the road.

There were 129 entries. Eighty-two started and seventy-four finished.

THE PNEUMATIC.

Brief Trade Notes.

William Heinzen who has grown up in the Telegram factory, has left that place, to accept a position as manager of the cycle department of the Wm. Frankfurth Hardware Company.

Peter Sandlund & Co. is the name of a new firm, which will begin the manufacture of bicycles at Marinette.

The Janesville Machine Company, of Janesville, has decided to build bicycles next year.

Miller & Crook, of Madison, intend placing a wheel of their own make on the market shortly.

The Syracuse Cycle Company, the Union Cycle Company, the Buffalo Cycle Company and the Grand Rapids Cycle Company have appointed W. B. Medary their agent at La Crosse.

A Niagara wheel, No. 11,773 was stolen from Bueze-maker Bros., 579 Twelfth street.

The American Metallic Packing Company has decided to manufacture wheels and will locate either at Fond du Lac or at Oshkosh.

Brief Local Notes.

The Milwaukee Wheelmen recently held a dancing party up the river at Mineral Spring Park.

There is some talk here of organizing a club whose membership will consist only of business and professional men.

The Little Hustlers held a road race from Wauwatosa to Seventeenth and Wells streets the other day. Frederick Kellogg came in first in 18:15 while W. W. Roland won time in 17:58.

Walter C. Sanger now wears the colors of the Quill Club Wheelmen, of America.

Clifford & Lundy are arranging a road race of south side riders for August 25. The race will be held from South Milwaukee to the city.

The annual club road race of the North Side Cycling Club will be held over the Silver Springs course, on August 31. The race has been put in charge of a committee, consisting of Emil Kochin, Otto J. Tank, T. L. Trothey, J. W. Warnken and C. F. Schutz.

William Jahn has resigned as secretary of the North Side Cycling Club, and J. E. Rothweiler has been chosen to succeed him.

Messenger's Road Race.

The Western Union messenger boys' road race, on July 14, from Elm Grove to Twenty-eighth street and Grand avenue, was won by William Sullivan, who also won the time prize. Otto Jaerga finished second. They were scratch men.

Badger Wheelmen's Flyers.

The Badger Wheelmen for the second time furnished the winner of the Waukesha road race. Last year G. M. Chapin captured the race and thereby brought fame to the Junior Cycle Club, which has since been known as the Badger Wheelmen. This year George Schmidt won the race and as he represents the club it is beginning to feel proud of its racing men. W. C. Schrader, who has won a number of time prizes in the state events this year is also a member of the club.

North Side's Century Run.

The annual Century run of the North Side club from Milwaukee to Watertown and return was made on July 14. The start was made at 5 o'clock by thirty-eight wheelmen from the club house on Reservoir avenue. The first riders reached Watertown at 11 o'clock without accidents.

After a rest of twenty minutes the return trip was begun. While at Oconomowoc a rain storm arose and most of the starters took the train home and some of them kept right on and those who finished in the specified time were O. J. Tank, Emil Buenger, W. H. Prichard, R. C. Lemke and Phillip W. Schaefer. Each of them will be awarded a medal. At Oconomowoc the North Side members met Schrader, Serbel, Duke, Neilson and Weile returning home from the races at Columbus the day before.

The Niagara Team.

The Niagara team, under the management of J. W. Warnken, has been organized and will consist of F. Heimbach, J. W. Warnken, A. C. Siegel, H. Warnken, E. Weeke and Gustav Pickard.

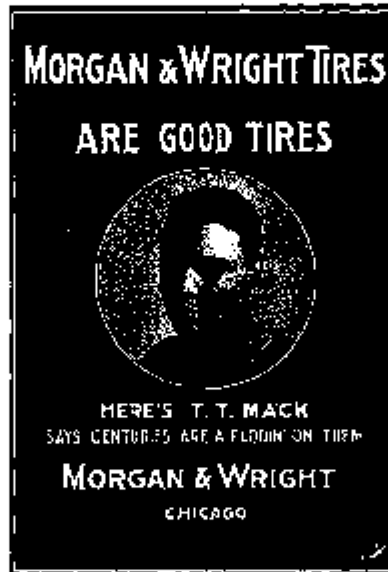
The team is training under the Falls brothers and will enter a number of races in the state later in the season. The team members all ride 17½-pound Niagaras.

Wooden Bicycle Road.

E. J. Pennington, the inventor of the motor cycle, was in the city last week and stated that he had organized a company with a capital of \$1,000,000 which will be known as the Chicago & Milwaukee Bicycle Railway Company. It is proposed to build an elevated wooden road, sixteen feet wide, between the two cities and to charge a toll of ten cents for the use of the road between the two cities. Mr. Pennington thinks that the distance between the two cities can be covered in four hours on a wood track without the rider exerting himself.

The Huebnekens Cycle Co.

Make a specialty of selling bicycles, bicycle parts and sundries at wholesale to dealers. Special prices and discounts given upon application. Address, 124 Ferry street, Milwaukee, and get catalogue.



THE PNEUMATIC.

Other State Items.

Reuben Stephenson recently rode from Marinette to Maple Valley and met a number of farmers on the way who said they had never seen a wheel before.

Several bicyclists have been fined at Marinette for riding on sidewalks. C. H. Waters will test the legality of his arrest and his case has been postponed to July 23.

Hans Von Kass, a well known Sheboygan merchant, has been missing since June 27. His bicycle has also disappeared and it is believed that he left the city on his wheel.

Arthur Elvis and L. A. Maier, of Medford, will make an extended tour of the state on their wheels the early part of August. Green Bay, Kaukauna, Appleton, Neenah, Menasha, Oshkosh and Fond du Lac will be visited. Wheelmen desiring to accompany them should communicate with L. A. Maier.

The races held at Marshfield on June 22 were well attended. The novice was won by F. Sinclair, in 2:52; the half mile open by Ole Virum, in 1:26½; the mile, three minute class, by F. Sinclair in 3:32, and the three mile handicap by Ed. Harkins, 100 yards, in 9:15. A. H. Kelley, of Marshfield, was licensed to do the handicapping, and he did satisfactory work.

How Farmers Repair Tires.

At Marinette, on the Fourth, a lad from the country came into Wheeler's bicycle store to have his tire repaired. He punctured it out in the country and not knowing how to repair it filled the inner tube with bran and rode it into the city eight miles in this manner.

Big Demand for Wheels.

A trade journal says: "The extent of the bicycle industry is something remarkable. The capacity of bicycle factories in the country is 400,000 machines a year, but by working night and day the capacity will be increased to 600,000 this year. There is a demand for about 200,000 wheels.

A Cycling Edition.

The *Evening Telegram*, of West Superior, issued, on July 10, a special cycle edition, with a handsomely illustrated and printed cover and sixteen inside pages, all of which contained illustrations and portraits of prominent members of the Superior Bicycle Club.

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 rumbling 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.

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

Sold by Druggists, 75c.

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

Bicycle Merry-Go-Round.

Arthur and Ernest Sustins, of Stevens Point, are the inventors of a Bicycle Merry-go-round. The wooden horses are displaced by cycles, with cushion tires. There are three tracks, two of them are parallel, and are spiked to the ground. Between these is a movable track. The bicycles are arranged in pairs, and are fastened to the movable track. When the wheels are mounted and propelled, the riders are carried around on the movable track. The riders furnish the power to operate the merry-go-round. A patent has been applied for.

There is a possibility that all toll roads will be bought up in Milwaukee county, including the White Fish Bay drive. Wheelmen are awaiting the decision of the county board with interest.

Joe Lantry, who for many years has been in the employ of the Sercombe-Bolte Manufacturing Company, will open up a cycle and cash register store and do repairing in both lines, shortly.

Results at West Superior.

At the West Superior cycling meet, the two-mile open was won by Griebler, of St. Cloud. Scales, of Superior, won the five-mile handicap, in 13:21. McCleary, of St. Paul, was first in the half-mile open. The ten-mile handicap was won by Burnett, of Superior, in 27:20 1-5.

MILWAUKEE HEADQUARTERS

FOR



The St. Charles HOTEL

FORMERLY THE PARLOR

New
Modern
Elegant

DINING ROOM ON TOP FLOOR

LARGE CONVENTION ROOM
In Connection

Rates

\$2.50 - \$2.75 - \$3.00

F. J. Matchette

Proprietor

Marshfield Meet

....JULY 22

MARSHFIELD CYCLE CLUB

Good Prize List...

...Fine Half-Mile Track

Annual Cycle Races

Given by
ST. ANDREWS
SOCIETY
of Milwaukee

AT THE

Scotch Picnic

AND GAMES

AT

NATIONAL PARK
August 1st, 1895

OPEN TO ALL AMATEURS

Entry Blanks at the
Cycle Stores and Clubs

WISCONSIN STATE CIRCUIT MEET

Neenah . . .

August 6 and 7

Under the Management of the

Neenah Cycling Club

\$500

DIAMONDS—GOLD WATCHES—SILVERWARE

FINE HALF-MILE TRACK

16 EVENTS

In Full Value Prizes

S. D. BAIRD

SECRETARY

BERLIN BICYCLE CLUB

State Circuit Meet

at

One of the Finest. **RIVERSIDE PARK TRACK**
Perfectly Banked - Fine Surface - Half Mile.

FINE LIST OF PRIZES

Racing Board

ARTHUR BUELL
R. REMON
T. DODSON

Write for Entry Blanks

L. E. DAVIS, Sec'y.

WANTED

All Bicycle Riders in the State
To Attend the Meet of the

TYRANENA

CYCLING ASSOCIATION

Lake Mills, Wis.

Wednesday

August 21, 1895

\$300

IN PRIZES

For Entry Blanks address

F. H. EVERSON, Secy.

Marinette's Great Meet

...SEE FIRST PAGE...

WAUKESHA'S

Great Class A Meet

August 22-23

\$800 in Prizes

Send to the Club
for Entry Blanks

Under the auspices of the

Waukesha Wheelmen

They Are Stickers

A Test of Strength

In the North Side Club's Cen-
tury Run, Sunday July 14th,

ADOLPH C. SIEGL

HENRY WARNKEN

WILLIAM ZBALY

mounted on regular stock, 17½

Niagara

... WHEELS ...

rode 100 miles in 10 hours,
actual riding time, through
rain, mud and wind
NIAGARAS win races, but
this importance is not com-
parable with their reliability
in long distance riding

THESE WHEELS CAN
BE INSPECTED AT

BEUZEMAKER BROTHERS

579 TWELFTH STREET

MILWAUKEE

J. W. WARNKEN

Manager Cycle Department

THE PNEUMATIC.

LIST OF RELIABLE REPAIR MEN IN THE STATE.

Bicycle riders when in need of repairs or cycle sundries, while touring, will find the firms listed below worthy of patronage.

APPLETON

WM. GROTH,

—CYCLE AGENT AND REPAIR SHOP,
ALL KINDS OF CYCLE REPAIRS.

SELOIT

D. H. POLLOCK & CO.,

BIKES AND SUNDRIES.

All kinds of Bicycle Repairing. First-class
Workmen employed.

COLUMBUS

M. B. NUTE,

HANDLING ANDRAE AND SUNDEAN CYCLES.
BICYCLE REPAIRING A SPECIALTY.

FOND DU LAC

CHAS. YERS,

—PRACTICAL CYCLE REPAIRER,
—GOOD WORK, REASONABLE PRICES.

FORT HOWARD

CHAS. S. KERR,

High Grade Bicycles
Wheels to Rent. Wheel Repairing.

LA CROSSE

C. A. KREBAUM,

BIKES AND SUNDRIES PERMANENT REPAIRS
L. A. W. No. 4866. 227 N. 3d St.

MADISON

D. D. WARNER CO.,

Cycle Agency and Repair Shop.
Fully Equipped to give Satisfaction.

MILWAUKEE

WM. POLLITT,

Experienced Cycle Repairer, 791-793 Chatham Street.
MAKER OF "THE ONLY" BICYCLE.

MILWAUKEE

Julius Andrae & Sons Co's Repair Dept.

Equipped in the most complete manner. 1225 W. Water St.

NEW RICHMOND

J. W. RIDINGER,

BOY AND CYCLE SHOP. The only reliable
repairer in the city. We carry a line of Bicycle
Sundries and Sporting Goods. Main Street.

OSHKOSH

J. W. WAGNER

Exclusive Cycle Repair Shop. Main Street.

SUPERIOR

DODGE & FEARSON,

Bicycles and Sporting Goods
1123 Tower Avenue

WATERLOO

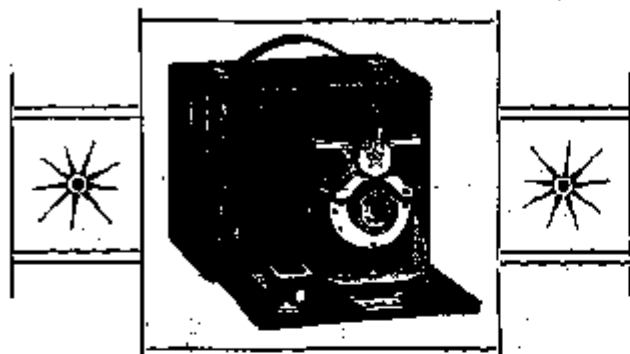
JANISCH BROS.

—BICYCLES AND HARDWARE,
—BICYCLE REPAIRING A SPECIALTY.

1895 High Grade Bicycles

Shipped anywhere
C.O.D. Saying you
desire a profit.
\$10.00 and for \$10.00
\$12.00 "Arctic" \$12.00
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THE PREMO!

The PREMO is the most compact Hand Camera in the market. The 4x5 measures but 4 1/4 x 5 1/4 x 6 1/4 inches. It is fitted with the best Lens and our new Silent Shutter, and uses both Glass Plates or Roll Film.

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CROWN and BRIDGE WORK a Specialty. Vitalized Air.

TEETH EXTRACTED WITHOUT PAIN. Teeth Filled Without Pain
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Corner Milwaukee and Mason Streets
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Everything Under the Sun



**Typewriter
Supplies**

FOR ALL
Machines.

**Typewriters
FOR
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It has the most conveniences and runs the easiest. Other manufacturers acknowledge its superiority by imitating—but not equalling—its essential features.

The U. S. War Department adopted it in 1893, and has just renewed the contract.

Free: Descriptive pamphlet with opinions from such leading concerns as the Carnegie Steel Company, who use 25 Denmores.

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Also dealers for the New Yost Writing Machine.

Bicycle Suits

We take any suit in stock and make bloomers (the right length) of the pants. Lots of them at \$10.00, including vest—a dollar less if you don't want it.

Sweaters

Simonds

From \$1.50 to \$5.00

In stock to-day the new

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"TURTLE NECK"

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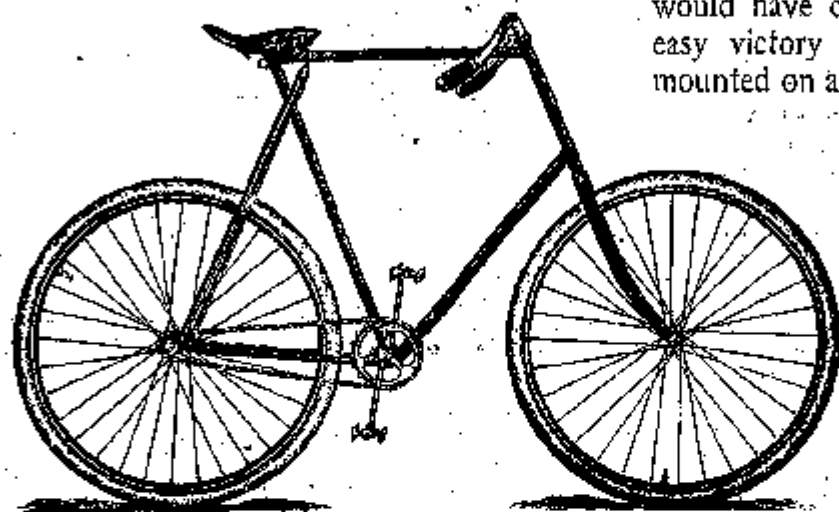
Maroon or Black, \$4.00

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ONE GIVES RELIEF.

In Contests of Speed and Endurance

Many a poor rider has been handicapped on account of his mount being a hard running machine. Oftimes the energy and strength which he expended in his contests would have carried him to easy victory had he been mounted on a



TELEGRAM SANGER RACER



Our Riders are Constantly Winning on Our Machines
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Milwaukee

THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

VOL. VI.

MILWAUKEE, WIS., AUGUST, 1895.

No. 5.

And the Sly Salesman ...Catcheth a Soft Mark

....

And thus the Conversation Ran through his Hat...

S. M. "But I want 'G. & J.' tires."

S. S. "Good Heavens! You don't mean it! Haven't you heard?"

S. M. "Heard what?"

S. S. "That the 'G. & J.' are no good at all."

S. M. "Always heard they were the best. People who use them say so."

S. S. "But—they are all wrong this year."

S. M. "Was told they have used the same fastening for six years. Ought to be all right—been well tested, certainly."

S. S. "Don't you believe it. You should take 'Heat & Meltem' tires. They're cheaper—I mean, much better."

S. M. "But I am told riders had so much trouble with them in 1893."

S. S. "Yes, but *that* was changed in 1894."

S. M. "They do say their 1894 tires were worse than ever."

S. S. "They fixed all *that* in 1895."

S. M. "Good many changes, eh? But if you recommend it I'll take the 'H. & M.' Send the wheel over. Good day."

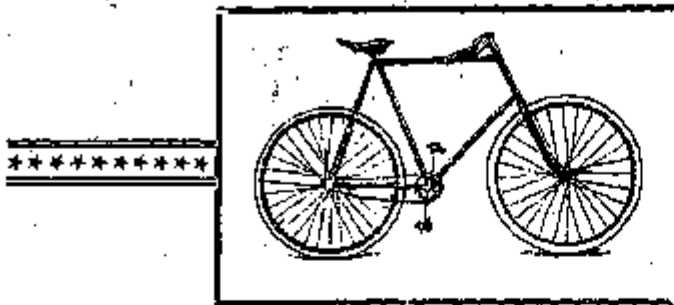
S. S. "He was easy. Four dollars (\$4.00) extra profit—besides repairs to come."

And he (S. S.) jingled the free silver in the pocket of his bloomers, and hummed:

"Oh cruel he who struck the blow,"
"And soft the guy who bled."



A Little Fowler History...



CHICAGO-NEW YORK RECORD
again lowered on the

..FOWLER..

Letter Carrier Smith does it. Time
6 days, 8 hours, 50 minutes.

May 30, '95.

Henner Palmer, on his FOWLER,
won the Pullman Road Race in 34:00.

July 4, '95.

A. C. Mertens, on his FOWLER,
won the First Prize in the
Waukegan Road Race, in 45:32.

July 13, '95.

John Lawson, the Terrible Swede,
does the trick on the FOWLER.
Lowers the world's record for 25
miles and 50 miles, respectively.
Time for 25 miles, was 28:35 2/5. for
50 miles, 2:04 1/5.

PUT THIS IN YOUR PIPE.

The only man who ever rode
over 31,000 miles in one year
did it on a

FOWLER

and he did not do it on pipes
and boulevards, but over rail-
road tracks and railroad ties,
over clay roads and the hills
of Minnesota.

You do not need a wrench for the
FOWLER. One of the points of a
high-class, up-to-date wheel is a
rigid frame.

THE FOWLER has the only "Tens
Frame," making it more rigid than
any other. For strength and light-
ness it leads. Its lines are lines of
beauty, and its finish is superb.
We cordially invite you to call and
compare our stock and prices with
best inducements offered elsewhere.

DON'T FAIL TO SEE

"The Wisconsin"

Weight 23 pounds, and all
late improvements...
Price \$62.50. Equal to
the majority of \$100 wheels

See Our Ladies' Wisconsin Light Roadster

"A DANDY"—PRICE \$55.00

Ladies'
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High and
Medium
Grades
at Lowest
Prices.

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Promptly Executed.

Bicycles Fully Guaranteed.

GRIFF GARRIAGE COMPANY

BROADWAY AND HURON STS.

"THE ONLY"

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Carefully Built by an
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And From the

Best Material



Each Wheel is Especially Built to Order

The Repair Department

of our factory is ready to fix up your
wheel in shape

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DINING ROOM ON TOP FLOOR

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In Connection

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\$2.00 - \$2.50 - \$3.00

F. J. Matchette

Proprietor

Janesville's State Circuit Meet

...BY THE

ARROW CYCLING CLUB

TWO DAYS

\$650 in Prizes—Actual Value

Aug. 29-30

ENTRIES CLOSE AUGUST 22

**MEYER-ROTIER
PRINTING
CO.**

505 EAST WATER STREET ... MILWAUKEE

TELEPHONE 691

STATE CIRCUIT MEET...

AT

Appleton, Wisconsin

August 28, 1895

All prizes are now on exhibition in stores
of Keller & Son, Mayer & Kainig, A.
H. Baker, A. J. Kainig and P. M. Conkey,
and are guaranteed to be full value.
Write to P. M. Conkey, at Appleton, Wis.,
for entry blanks.

\$375

...IN PRIZES

The Track is a Fine Half Mile Oval, Well Banked and Very Fast
Entries to Handicap Events Close Aug. 21
Entries to Other Events Close Aug. 25

**Beuzemaker
Bros.**

579 TWELFTH ST.

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SOLE WISCONSIN AGENTS FOR
THE FAMOUS

Niagara
Wheels

Milwaukee Riders are
beginning to appreciate
the quality of the

Niagara

ON THE ROAD AND TRACK

they have been tested
and shown to be

**Strong
Light and
Swift**

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Manager Cycle Department

PROF. A. THEISE
MANAGER EAST SIDE BICYCLE DEPARTMENT
ROOM 52 UNIVERSITY BUILDING
MILWAUKEE

ANDRAE WINNINGS

A Partial List of Races
Won on Andrae Cycles



ROAD RACES

Waterloo (Wis.) Road Race—W. C. Schrader 1st time, 6th place; J. M. Quilty, 2d place.

Waukesha Road Race—Geo. Schmidt 1st, A. F. Bingenheimer 2d, J. M. Quilty 3d, W. B. Masencar 4th, Art. Welles 6th, W. C. Neilson 8th, W. C. Schrader 8d time.

19th Century Road Race—M. S. O'Brien 1st time.

Orsule Road Race—H. Inling 1st place, M. S. O'Brien 1st time.

East Side C. C. Road Race—Nat. McDougall 1st time, Geo. Schmidt 2d time.

Winona (Minn.) 60-Mile Road Race—N. Stoffes 1st time.

Kandy Kitchen (Winona, Minn.) Road Race—Stoffes 1st place.

Elgin (Ill.) Road Race—1st, 3d and 5th places. 2d time.

W. U. and Postal Telegraph Boys' Road Race—1st time and 1st place.

AND LOTS OF OTHERS

TRACK RACES

Oconomowoc, June 1—Three races. Two Andraes entered, capturing three 1sts, two 2ds and one 3d prizes.

Marquette College Field Day—four 1st prizes.

Menominee, Mich.—1st half-mile open.

Beloit, Wis.—1st five mile handicap.

Beloit, Wis.—1st two mile handicap.

Mouree, Wis.—1st one mile handicap.

Madison, Wis.—1st quarter-mile open.

Lake Mills, Wis.—1st one mile open.

Lake Mills, Wis.—1st one mile handicap from scratch.

Columbus, Wis., July 12-13—W. C. Schrader won 1st in half mile open, 1st in one mile open and 2d in quarter-mile open. A. F. Bingenheimer won 1st in quarter-mile open, 1st in five mile handicap and 3d in one mile open. Arthur Welles won 1st in one mile handicap and 3d in five mile handicap.

Wausan, Wis., July 12-13—E. H. Harkins won 1st five mile handicap and 2d half-mile open.

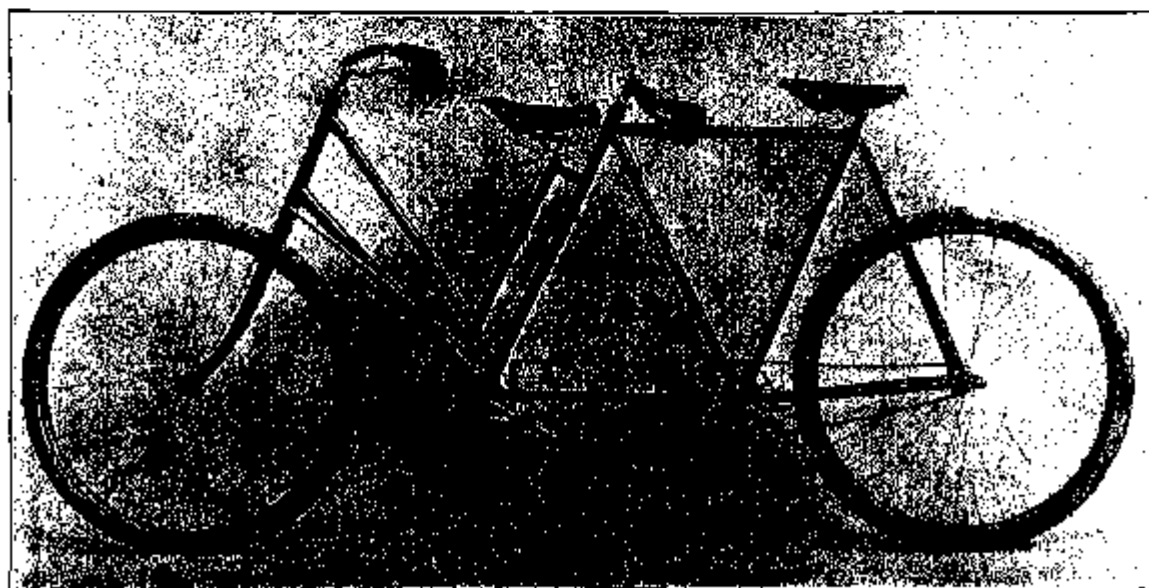
Marshfield, July 22—W. C. Schrader won 1st half-mile open in 1:07, 1st one mile open in 2:10, 1st three mile lap, 2d quarter-mile open. A. F. Bingenheimer won 1st quarter-mile open and 1st five mile handicap. E. H. Harkins won 1st one mile county championship and 2d five mile handicap.

Neenah, Wis., August 7-8—W. C. Schrader won 1st half-mile open and 1st two mile open. (4:38 state record by 6:24.) Neilson and Schmidbauer won half-mile State tandem, record 1:01. A. F. Bingenheimer won 1st quarter-mile open in 31½ and 2d half-mile open.

Berlin, August 9.—W. C. Schrader won 1st half-mile open and 1st one mile open. A. F. Bingenheimer won 2d quarter-mile open. Schrader and Bingenheimer won 1st half-mile tandem.

Scotch Pile—One mile handicap W. C. Schrader (scratch) 1st, Bingenheimer (25 yards) 2d, McDougall (100 yards) 3d, time 2:10½; two mile handicap, Art. Welles (50 yards) 1st, time 4:50.

AND LOTS OF OTHERS



225 West Water Street
Milwaukee, Wis.

JULIUS ANDRAE & SONS CO.



A MONTHLY
JOURNAL OF CYCLING LITERATURE AND TRADE NEWS.

FIFTY CENTS A YEAR IN ADVANCE.

All copy for advertisements, changes for same, news and correspondence for publication must be sent in before the 7th, to insure insertion the same month. Contributions returned if not published.

Entered in Vol. 8, 2 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 cycling. Advertising rates on application.

PNEUMATIC PUBLISHING COMPANY,

305 East Water Street, Milwaukee, Wis.

J. POPPENDIECK, JR., Editor.

M. C. ROTIER, Business Manager.

Eastern Representative: S. Koppel, 81 Times Building, New York.

THERE is some satisfaction in knowing that Milwaukee can conduct a road race in as good a style as any of them.

FOR securing sanctions for meets and the failing to hold the races, the city in the country that can beat Milwaukee has yet to be discovered.

THERE is perhaps not a state in the Union where so many small state meets are held as in Wisconsin. This has been caused by the state circuit.

IF THE membership of the Wisconsin Division increases next year at the rate it did in 1895, over 2,000 wheelmen will be enrolled in the L. A. W. records a year from now.

MILWAUKEE riders will soon have to sound bells at street crossings. Its dollars to dough-nuts that more pedestrians will be run down then through their own carelessness than heretofore.

THOSE who are delaying the buying of a wheel until next year, with the hope of getting a high grade machine for \$30 next spring, will be anxious to meet the newspaper man who invented that Studebaker fake story.

NO WONDER the bloomer is not popular among wheelwomen in Milwaukee. A look at some of those worn by the fair Chicagoans who come up on the Whaleback would lead one to believe that the material out of which they are made is costly. There is so little of it.

GENERAL PASSENGER AGENT H. HEAFFORD, of the Chicago, Milwaukee & St. Paul road, is reported to have said that railroads will suffer a decrease in earnings until the "bicycle fad" dies out. The railroad magnates will find it a good long wait if they have begun looking for the death of the "fad."

THE CYCLE PARADE.

It is proposed to hold a large bicycle parade in connection with the Semi-Centennial celebration to be held here in October. This event will be given in honor of the city of Milwaukee and every wheelman and wheelwoman in the city is in duty bound to participate and make the parade one of the features of the celebration. Cycle parades have proven successful in other cities where they have been held. Several parades have been planned here at various times but none have been held since Walter G. Sanger returned from England two years ago crowned with glory. Wheelmen are now given an opportunity to redeem themselves for lack of interest taken in parades and meets and they cannot afford to slight this event. If all club members will join hands and induce their friends, who do not belong to any organization, to turn out, the parade will be a success. Work should be begun at once.

WISCONSIN LEAGUE MEMBERSHIP.

Secretary-Treasurer M. C. Rotier's report on the condition of the Wisconsin Division will be very interesting for members who attend the state meet at Marinette. It will show that there are now nearly 900 members in the state. This is an increase of over 100 per cent over the record of last year. Energy and hard work on the part of the Division officers has brought about this result. In this work, Chief Consul Morrison and Secretary-Treasurer Rotier have been especially active and they deserve the thanks of every member of the League. This state is now recognized throughout the country as one of the largest in the west, and it has won this distinction during the past year. It is to be regretted that Mr. Morrison cannot continue to build up the division. The new consul next fall will find the division in a good condition, but he will not be compelled to complain for want of a field to work in. There will be plenty to do to keep him busy if he would continue to improve the division as has been done during the present administration.

CYCLE PATHS.

Wheelmen at Appleton claim the credit of being the projectors of the first cycle path in Wisconsin, and one of the first in the Northwest. The path is over half a mile long and will be built at an expense of \$200; which the riders are raising by contributions. The cyclists of Appleton deserve credit for their enterprise. There is no good cause why every city in the state cannot have paths set aside exclusively for wheelmen. The expense is small and the funds can be raised without trouble. All that is needed is hustle. Other cities should follow Appleton in this matter. It is to be hoped that the movement to build a path between Stevens Point and Amherst will be successfully carried through.

Local riders also should turn their attention in this direction. In some cities paths have been built for cyclists in the public parks. Milwaukee has one of the best park systems in the country and extensive improvements will be made during the next few years. Riders ought to see to it that their interests are not forgotten.

THE PNEUMATIC.

AN ASSOCIATION NEEDED.

The time is here when every intelligent wheelman must realize that something ought to be done to promote more harmony among clubs. A year ago an Associated Cycling Club was organized for the purpose of securing the co-operation of all clubs in racing events in this city. The basis of the association was weak from the very start, and now the organization is a thing of the past. There are now a number of strong clubs in the city, which, if they would unite, as have the clubs in Chicago and other cities, much good could be accomplished. The various little differences ought to be laid aside, and immediate action taken by all clubs—both large and small—to organize an association on a good, sound basis. Who will begin the good work?

JEALOUSY AMONG CLUBS.

It is to be regretted that among the 15,000 wheelmen in Milwaukee, there is not enough interest and harmony to warrant the holding of a race meet in this city without assuming the risk of meeting with a financial loss. The same conditions confront riders this year as have in former ones. Cycling is at its height, and yet interest for the good of the sport is wanting. Lack of harmony is responsible. The various clubs are watching each other with jealousy instead of co-operating and furthering each others' interests. This has been so in Milwaukee for the past two years, and now things have come about in such a way that it must make wheelmen feel ashamed. In the state towns of from 5,000 inhabitants and upwards wheelmen are holding large and successful meets. Milwaukee on the other hand has been obliged to surrender sanctions for its national circuit races, for a semi-professional meet and for a state circuit tourney. There is not a single town, however small, in Wisconsin that has not held its meet after a sanction had once been secured. There is just as good a class of wheelmen in this city as are found anywhere. There are plenty men who are willing to work if they see that satisfactory results can be attained, but as long as they do not receive the support to which they are entitled they do not propose to go on. The sooner members of the various clubs realize that nothing can be accomplished in trying to down each other, the better, not only for the various clubs, but cycling in this city.

AMERICA VERSUS ENGLAND.

We Americans are inclined to make fun of the ideas our English cousins have about the weight of wheels; and it is rather amusing to the 1895 cyclist on this side of the water, who finds a 22- or 23-pound roadster strong enough for hard usage on our rough highways, to read the statement of a writer on a prominent British wheeling journal of recent date that he has been testing a light safety, weighing not more than twenty-six or twenty-eight pounds on good, bad and indifferent roads for a few months and has never had the slightest thing go wrong with the machine. There is one point, however, in the construction—or per-

haps fitting would be a better word—of wheels in which the English manufacturers are ahead of us. The great amount of rainy weather and consequently wet roads in the British Isles makes it very desirable to have chain and sprockets protected by a gear case. In this country, where our riding season is comparatively dry and where, if it does occasionally rain we can postpone our exercise or pleasure awhile for a day or two without feeling that our riding season is being unduly curtailed, we do not so forcibly feel the benefit of covering the propelling mechanism of our wheels. But what rider is there who uses our roads or well-sprinkled streets to any extent, who has not many times felt that it would save him a deal of annoyance and be of great benefit to his wheel if its driving gear could be thoroughly protected from mud and dust by a gear case? One of the reasons why such a contrivance has not been adopted in this country is that it would add weight, and American riders have demanded that everything be sacrificed to lightness. Another objection has been that it looks heavy. If we can believe English manufacturers, both of these objections have been done away with. They illustrate in their advertisements gear cases weighing but eight ounces having sides of some transparent substance, presumably celluloid, through which the chain can be plainly seen. These cases are dust proof, are provided with a device to keep the gear constantly oiled, and judging from the illustrations, would not at all detract from the looks of a wheel.

Now that our manufacturers have brought their wheels to such a stage of perfection, regarding weight and elegance, ought they not to turn some of their attention to this most troublesome part of a wheel's anatomy and furnish us with a neat, light gear case? WILL M. FOSTER.

May Have No Races Here.

Milwaukee now is in a fair way not to see any bicycle races this year. Every meet that has been spoken of has fizzled away in wind. Early in the season the Associated Cycling Clubs secured a sanction for two days on the national circuit. The races were to be held on August 19 and 20, but long before the snow melted away the association began to show signs of disbandment. Meetings were frequently called but no quorum could be secured and it soon became apparent that the association was dead. With it the chances for holding the circuit races died away. Then the North Side club secured a sanction to hold semi-professional races here on August 10. These also have been postponed indefinitely. The Milwaukee Wheelmen have a sanction to hold state circuit races here on August 24 but it is not likely that they will be held. At present no other meets have been spoken of and unless a meet is planned and arrangements for it are made in the near future it is certain that Milwaukee will go without track events this year.

"Berryman is still a novice" has been the by-word at various meets where young Berryman, of Madison competed.

FLOCKING TOWARD MARINETTE.

Everything Is In Readiness For the Reception of Wisconsin Riders, Who Will Begin to Arrive There On Wednesday Night—The Probability Is That William A. Brown Will Be the Next Chief Consul
—Secretary-Treasurer A. C. Rotier Also To Serve Again.

Marinette wheelmen are ready to receive their guests. The arrangements which have been under way for the state meet have been completed and on the fifteenth, hundreds of wheelmen will flock into the city situated on the waters of Green Bay. For weeks the cyclists of Marinette have been waiting for the day to come around and the visitors will be met with a warm welcome. Weather permitting, the meet will be the largest ever held in Wisconsin. Probably 1,000 riders will be present.

There will be a good program for the entertainment of the visitors. The first day will be devoted exclusively to pleasure. An excursion on the bay will afford the visitors a good opportunity to become acquainted with each other. At the opera house one of Frohman's plays will be presented. Many of the riders will attend this place of amusement in the evening while others will spend their time in the city and in Menominee. After the first day, those attending the meet will be in good condition to enjoy the races because of their acquaintances with nearly all riders.

The business to be transacted will occupy the officers' attention on the mornings of the second and third days. The sessions will be held at the headquarters of the Marinette Cycling Club and will begin at 8 o'clock. The principal business will be the placing in nomination of officers for the ensuing year. Several days ago Secretary-Treasurer M. C. Rotier sent out ballots and a greeting to each League member. These ballots have been filled out and will be returned to George K. Mead, who has been appointed chairman of the Committee on Nominations and who will make his headquarters at Hotel Marinette. Mr. Mead will count the ballots and report the results to the division officers at the business meeting, which will be taken into account in the regular balloting for nominees. There are only three candidates in the field for the chief consulship as far as is known. William A. Brown, president of the Marinette Cycling Club, seems to be the favorite and there is little doubt but that he will receive the largest number of votes. He is the candidate of wheelmen in the northern part of the state and is also favored by the Milwaukee delegation. His will be one of the names which will be finally voted upon in the fall. F. W. Walker, of La Crosse, has brought out the name of Dr. D. S. McArthur, of that city, as a candidate. Dr. McArthur, it is understood, is not seeking the office, however, and is making no effort to encourage his friends to work for him. The third candidate is Irvin F. Strauss, of Ripon. Mr. Strauss is chairman of the state racing board and his candidacy is being urged by President J. Seelig, Jr., of the Ripon Cycling Club. M. C. Rotier, of Milwaukee, will again be placed in nomination for secretary-treasurer.

Besides receiving nominations, other matters of importance will come up. The reports of the chief consul, the secretary-treasurer and the chairmen of the various committees will be received. This has been the most prosperous year in the history of the division and all reports will be very interesting. A number of important questions will also be discussed.

The races, of course, will be the feature of the meet. There will be five championship events—the quarter mile, half mile, mile, two mile and five mile events. Each will be hotly contested for and it is reasonably certain that new state records in each will be established. Valuable prizes will be awarded for each race. Ten events will be run in the afternoon of the second and third day. On account of the large number of entries it will be run on each morning of the races. The track has been improved and it is now one of the fastest in the state. The list of prizes is the best that has ever been awarded in the state and the club spent \$2,500 in securing it.

The accommodations will be such that no fault will be found in that direction. The riders will also find all conveniences at the track, where enough dressing rooms to provide for all the racing men have been arranged. If the weather is unfavorable on one of the days of the meet, the races will be postponed until the following day. This will not interfere with any of the plans of the fast riders who follow the national circuit, because the races which were to be held in Milwaukee on August 19 and 20 have been declared off and the meet following the Marinette events will be at Mt. Clemens, Mich., on August 22 and 23, which will give the "flyers" plenty of time to stay over at Marinette. The officers who will be in charge of the races are: Irvin F. Strauss, of Ripon, referee; W. F. Overbeck, Marinette, M. A. Dunning, of Menominee, and W. C. Campbell, of Marinette, judges; Isaac Stephenson, Jr., of Menominee, Fred Carney, Jr., and Amos Holgate, of Marinette, timers; Martin C. Rotier, of Milwaukee, clerk of the course; J. E. Case, of Marinette, T. S. Hitchcock and E. C. Prescott, of Marinette, assistant clerks of the course; C. M. Fairchild, B. B. Nott and A. Z. White, of Marinette, scorers; F. M. Stephenson, of Menominee, starter; T. S. Arthur, J. E. Mars and H. P. Chase, of Marinette, umpires.

Investigating Local Flyers.

William F. Sanger, Edward Roth and Harry Crocker, members of the Telegram team, may soon be declared Class B men. F. Gerlach, of Chicago, who is a member of the L. A. W. Racing Board, is now investigating their standing as Class A riders, it having been charged that they are being paid by the Telegram Cycle Manufacturing Company for riding the Telegram wheel. It is understood that the riders have been notified of the action of the board, which is now making inquiries in the city. If Sanger, Roth and Crocker are expelled from Class A, it is not improbable that others in the city will also be investigated.

THE PNEUMATIC.

Won By a Milwaukeean.

Con. G. Reinke, a member of the Badger Wheelmen, won the fourth annual Hilsendegen road race at Detroit on August 3. He covered the twenty-five mile course in



CON. G. REINKE,
MILWAUKEE.
Winner of the Hilsendegen Road Race.

1:06 $\frac{3}{4}$. His handicap was 5 $\frac{1}{2}$ minutes. T. R. Eddy of Columbus, O., a scratch man, lowered the Belle Isle record by 41 $\frac{3}{4}$ seconds and won the time prize in 1:05 $\frac{1}{4}$.

The second time prize was taken by V. R. Gable, of Greensburg, Pa., who covered the course in 1:05:10 $\frac{1}{4}$. The second position winner was A. S. Hagar, of Toledo; third, S. W. Veithee, of Mt. Clemens. Nearly 200 wheelmen started, the riders representing Michigan, Illinois, Wisconsin,

Indiana, Ohio, Pennsylvania, New York and Ontario.

Con. Reinke is twenty-one years of age and one of the fastest road riders in the city. He has ridden a wheel three years and from the very start has shown speed. Last year he won second place in the Waukesha-Milwaukee road race. At the last state meet at Ripon he captured the five mile handicap. That same year he took second time in the Junior Cycle Club's road race, which was won by W. C. Schrader. In the Hilsendegen race he rode a Syracuse wheel with Palmer tires. His prize is a handsome diamond medal. Reinke is a member of the Badger Wheelmen.

Fred Bremer Place and Time.

The annual road race of the Telegram Cycle Manufacturing Company's employees on July 20 over the Whitefish Bay course was won by F. Bremer in 17:05, who also won first time. Edward Roth and Harry Crocker lowered the tandem record for the course. They cut the former time of 14:40 to 13:08.

Won't Part With the Records.

Rx-Handicapper Martin Patitz has refused to hand over to D. D. Warner, official handicapper, the records and data of the office. Mr. Patitz claims that the records are his personal property. The matter has been referred to the Wisconsin Division officers who will try to induce the ex-handicapper to give up the documents, which are of no use to him and are valuable to Mr. Warner in handicapping races, especially state events.

Sun Prairie-Madison Race.

The Sun Prairie-Madison race on July 27, was won by Frederick Kull, of Madison, with a ten minute handicap, he covering the twelve miles in 37:00. Kull weighs 210 pounds, and is the center rush of the State University foot ball team. Henry Zerbel, Milwaukee, won the time prize, in 31:00 and broke the former record, which was 40:48. There were seventy-nine entries and fifty-one starters. There were no serious accidents. The result, with the handicaps and time of each rider is as follows:

Posi- tion.	Name.	Handi- cap.	Time.
1	Fred Kull, Madison.....	10	37:00
2	B. D. Black, Chicago.....	8	34:01
3	James Housel, Madison.....	10	33:18
4	I. D. McManis, Madison.....	6	34:33
5	C. W. Biddick, Madison.....	8	33:44
6	A. B. Sherbeck.....	3 $\frac{1}{2}$	33:30
7	S. W. Rogers, Portage.....	8	37:07 $\frac{1}{2}$
8	B. Thompson, La Crosse.....	8	31:06
9	Carl Thomas, Madison.....	10	39:00
10	H. E. Gottschalk, Sun Prairie.....	5	34:35
11	Phillip R. Linger, La Crosse.....	4	33:30
12	M. S. O'Brien, Milwaukee.....	8	33:31 $\frac{1}{2}$
13	W. F. Schroeder, Madison.....	5	34:37
14	J. M. Quilly, Sun Prairie.....	4	33:36
15	Conrad Knudson, Madison.....	9	33:45
16	George Wiggins.....	3 $\frac{1}{2}$	33:33
17	Parker Ross, Lake Mills.....	7	36:50
18	J. L. McGren, Madison.....	8	33:01
19	William Horstmann, Sun Prairie.....	7	37:03
20	Alfred Brown, Watertown.....	3	33:13
21	Louis H. Fales, Madison.....	4	34:51
22	Frank Hackett, Palmyra.....	3	33:22
23	Benjamin W. Park, Madison.....	4	34:53
24	Charles E. Dolong, Evanston.....	4	34:51
25	P. E. Mills, Racine.....	5	35:39
26	Benjamin F. Oakey, Madison.....	6	36:19
27	H. A. Zerbel, Milwaukee.....	Scratch.	31:00
28	W. F. Lutzow, Madison.....	7	33:05
29	Frank Chase, Evansville.....	2 $\frac{1}{2}$	33:06
30	T. J. Bates, Evansville.....	4	33:10
31	H. O. Walton, Evansville.....	4	33:35
32	W. O. Nelson, Milwaukee.....	2	33:11
33	C. F. Spencer, Evansville.....	5	33:20
34	J. R. Church, Milwaukee.....	6	33:31
35	H. L. Hall, Madison.....	3	34:27 $\frac{1}{2}$
36	A. F. Hingeneheimer, Milwaukee.....	1 $\frac{1}{2}$	34:01 $\frac{1}{2}$
37	T. B. Royce, Ft. Atkinson.....	3	34:35
38	Fred Stempke, Madison.....	7	37:37
39	J. J. Meier, Madison.....	7	33:50
40	H. Helgason, Deerfield.....	4	33:05
41	Will Simpson, Milwaukee.....	5	37:10
42	A. L. Williams, Beaver Dam.....	3 $\frac{1}{2}$	35:30 $\frac{1}{2}$
43	D. D. Warner, Madison.....	0	33:16
44	A. E. Matthews, Madison.....	8	40:50
45	R. E. Stone, Chicago.....	3	33:33
46	Henry Colton, Palmyra.....	5	37:00 $\frac{1}{2}$
47	C. S. Berryman, Madison.....	6	36:03
48	H. S. Bird, Madison.....	5	33:14
49	Aug. Ganske, Madison.....	10	43:55
50	Herman Rowedot, Madison.....	8	39:10 $\frac{1}{2}$
51	J. R. Pittman, Madison.....	0	43:28 $\frac{1}{2}$
52	W. C. Schrader, Milwaukee.....	Scratch.	35:10
53	R. C. Smalker, Dodge.....	4	44:40

Punished a Ruffian.

J. W. Warnken, manager of the cycle department of Benzemaker Brothers, while riding over a crossing, was jerked off his wheel and had his coat torn by a ruffian who thought the wheelman had got too close to him. He was arrested and made to pay for the cost of the coat and costs of the court proceedings.

Nineteenth Century Club's Race.

Paul Milbrath, aged fourteen years, won the annual road race of the Nineteenth Century Cycling Club from Beloit Corners to the club's headquarters, at National and Eighteenth avenues, on July 28. Morgan S. O'Brien won the time prize.

The wheel that Milbrath rode was one that he had borrowed from a friend, he not possessing one of his own. A number of accidents occurred. One of the riders near the finish ran into a woman which caused the second and third man who were following close on his rear wheel to pile on top of him. The third man, A. C. Siegl, fractured his arm severely.

An unknown rider, E. A. Clifford, A. Weilep and A. Stolz collided at National Park and landed in a heap. The result of the race is as follows:

Position.	Name and Club.	Handicap.	Time.
1	P. Milbrath, Milwaukee.	0	17:10
2	J. Lemmer, Nineteenth C. C. C.	2 1/2	16:04
3	A. Koken, A. C. C.	2	16:20
4	J. Weilep, C. C. C.	2	16:26
5	J. Pederson, Milwaukee.	2	16:40
6	R. Guinz, Nineteenth C. C. C.	2 1/2	16:18
7	Morgan S. O'Brien, B. W.	1/2	14:47
8	J. Moss, M. C. C.	4 1/2	14:59
9	M. Stark, M. C. C.	2 1/2	16:19
10	A. Zuehlow, Milwaukee.	2	17:15
11	H. Milbrath, Nineteenth C. C. C.	2 1/2	16:59
12	B. R. J. Steinkopf, M. C. C.	1 1/2	16:50
13	R. Park, C. C. C.	0 1/2	16:59
14	W. Zuehl, N. W.	2 1/2	16:30
15	Rohr, Gmox, Nineteenth C. C. C.	5	19:25
16	H. J. Schmitz, B. W.	0	16:21
17	H. Warkun, N. W.	0	16:30
18	George Schmidt, B. W.	1	16:30
19	J. W. Warkun, N. W.	1	16:45
20	P. Bremer, T. C. C.	1 1/2	16:18
21	A. Stolz, M. C. C.	scratch	14:54
22	A. Weilep, M. C. C.	scratch	14:40
23	C. A. Moss, M. C. C.	1 1/2	16:37
24	W. Milbrath, M. C. C.	2 1/2	17:30
25	A. Kneller, Nineteenth C. C. C.	1 1/2	16:40
26	B. Harnish, N. S. C. C.	1/2	16:49
27	E. A. Clifford, M. C. C.	scratch	15:35
28	G. Heibel, Milwaukee.	0	20:21
29	W. Jordan, Milwaukee.	4	20:33
30	H. Regel, Milwaukee.	4	21:40
31	P. Kapunka.	8 1/2	no time

South Side Road Race.

The road race being arranged by Clifford & Lundy promises to be quite an event. The race will be on August 24 and it is expected that about fifty riders will be entered.

Badger Wheelmen's Road Race.

The road race of the Badger Wheelmen on Labor Day will be an open event this year. The course will be known as the Lovers' Lane course, starting from Twenty-eighth street and Grand avenue over the Blue Mound road to Lovers' lane, 5 1/2 miles from starting point, turning right at this point to the Watertown plank road returning over the Waukesha course and finishing at the starting point. Entries can now be filed at the club. The organization has some of the fastest road riders in the Northwest and a spirited contest is looked for.

May Hold Indoor Meets.

There may be several indoor race meets in Milwaukee during the fall and winter. Several members of the Milwaukee Wheelmen are now considering the renting of the Exposition building late in the fall for the purpose of getting up a big meet. It is proposed to conduct the races on a large scale and an effort will be made if it is decided to go into the scheme, to get all the fast men in the Northwest to come here. There would be no trouble in doing this because all the speedy racers are at leisure when the races are to be held. Among those who will compete will be Sanger and several other professionals. There seems to be little doubt that a meet of this kind, properly managed, would pay. The last indoor meet was held two years ago. The sport was comparatively new at that time, but since then cycling has grown to such proportions that there ought to be no trouble in drawing out large crowds.

Joins the Telegram Team.

Henry Zerbel, the speedy south side rider, who has won a number of races this year, is now an employee of the Telegram Cycle Manufacturing Company and hereafter will ride a Telegram wheel.

Were Well Entertained.

The wheelmen who attended the Hilsendegen Belle Isle Road race at Detroit on August 3, are loud in their praises of the hospitality shown by Joe and Louis Hilsendegen, the promoters of the race. They spared no money or pains to to give the boys a royal good time during their stay.

Scotch Picnic Races.

There were three good bicycle races on August 1, at the annual Scotch picnic at National Park. W. C. Schrader won the one mile handicap from scratch in 2:16 1/4; Arthur Weilep, 90 yards, the two mile handicap in 4:50 3/4, and C. Barnickel the half mile boys' race in 1:10 1/4. The first prize for the mile event was a diamond ring, for the two mile race a diamond stud and a gold medal for the boys' race.

Camp of Milwaukee Cyclists.

Ten members of the Badger Wheelmen went in camp for a week at Lake Keesau, on August 3. The party consisted of Eric Reinke, F. G. Cramer, E. W. Jones, Lewis Wagner, H. O. Blecher, W. A. Krasselt, W. A. Spinney, C. G. Reinke, Maurice Hastings and C. Brown. On August 10, the club run to the lake was made and all the members camped out for a day, returning to the city in the evening.

New Tandem Record.

Harry Crocker and Edward Roth now claim the state tandem record for half a mile. At National Park recently they covered the distance in 58 1/2 seconds. The track was in poor condition.

THE PNEUMATIC.

Many Cycle Tourists.

This is the year for bicycle touring. Scarcely a day passes that announcement is not made that a long tour by wheelmen has been completed or begun. E. H. Warnke and D. H. Work have just returned from a three weeks' trip in the state during which time they rode over 1,000 miles. They traveled as far north as Marinette and Sturgeon Bay and among other places of interest visited by them was the Keshiue Indian reservation. They traveled about sixty miles a day. H. E. Slater, William Fry and J. Huenekens have completed a week's trip in the state, visiting Fox Lake, Green Lake, Berlin, Oshkosh, Neenah, Menasha, Appleton, Kaukauna, De Pere, Green Bay, Manitowoc, Sheboygan and Port Washington. They covered about 400 miles. Frank Zander and Leonard Bellinghausen have also finished a 600 mile tour along the lake shore, returning by way of Oshkosh and Fond du Lac to the city. Woods Plankinton, son of William Plankinton, and August Bertsch, of this city, recently rode to St. Paul on their wheels. Mrs. C. I. Cook, Mrs. S. B. Sanderson and Mrs. A. N. La Combe, well known Menominee, Mich., women, rode to Chicago on wheel a week ago. The trip was made for pleasure. James C. Wall and his nephew, Alexander, left on the 3d inst. for a 900 mile tour in the state. All historic and picturesque places will be visited. Nearly all trips are being made while the riders are having their vacations.

Old League Members.

Few people who see Andrew A. Hathaway riding erect on his wheel know that he is the oldest member of the L. A. W. in this state. Mr. Hathaway has been a member of the League since 1880. B. B. Ayers, now of Chicago, also joined the League in Wisconsin that year, and has retained his membership ever since. Henry P. Andrae, is the next oldest member residing in this city, having joined the League in 1886. L. W. Earle, of Tomah, H. Van Arsdale, and W. J. Hopkins, of Racine, also have held membership cards since that year. F. J. Morawetz, F. J. Schroeder, F. T. Andrae, V. J. Schoenecker, Jr., all of this city, have been League members since 1887, as have also, Anson Prescott, of Sheboygan, John W. Knight, of Racine, S. C. Newman, of Kenosha, and L. B. Baker, of Racine. The following have been members since 1888, August Rutz, of Milwaukee, Con. Leenhouts, of Milwaukee, W. W. Jackson, of Eau Claire, W. L. Simonds, of Milwaukee, R. P. Wheeler, of Milwaukee, and W. H. Field, of Green Bay.

Will Pass the Bicycle Ordinance.

At the next meeting of the common council a bicycle ordinance will be passed. The ordinance was introduced by Ald. Starkweather and limits the speed of riders in the city to ten miles an hour and six miles an hour while passing over crossings. It also provides for the carrying of bells, but the rider is not obliged to carry a lantern. A fine of from \$3 to \$6 is imposed for violation of the ordinance.

Priests Ride Bicycles.

While there seems to be an impression among some riders that the Pope has issued an edict prohibiting priests to ride the bicycle, such is not the case. There are a number of ardent wheelmen among the Catholic clergy in Wisconsin. Father O'Brien of Green Bay is an active rider as is also Father O'Hearne of this city.

North Side Club's Race.

Preparations for the annual club race of the North Side club are now under way and a number of entries have already been filed. The race will be run over the Silver Springs course on August 31. Two high grade wheels are among the prizes, and the time medal will be donated by Benzemaker Bros.

Young Riders Organize.

A number of young riders in the northwestern portion of the city have organized a club and named it the White Star Cycling Club. It has a membership of twenty, most of the members averaging about 17 years. A club room at North avenue and Thirty-second street has been secured. A number of club runs have been arranged.

No More Use For Horses.

Frederick P. White, an Astor street liveryman, recently failed. Poor business caused by the extensive use of the bicycle was the cause of his making an assignment.

Punished Thieves.

Richard O'Brien, brother of the notorious "Kid" O'Brien, stole a wheel recently from E. Chapman, of 134 Seventh street, and was arrested. He pleaded guilty and was sentenced to the House of Correction for six months.

Elmer Mead pleaded guilty to the charge of stealing a bicycle at Oshkosh and was sentenced to Waupun for one year. His home is in Waupaca.

How to Organize a Club.

There are many small towns in the state where no clubs have been organized and where such a step is contemplated. The following suggestions may be of some value to wheelmen of those places who are forming new organizations:

Place the matter of organization in the hands of half a dozen enthusiastic cyclists, with the suggestion to them that they model the newly organized body after the general plan of some of the many live clubs around you. Get a copy of their constitution and by-laws and follow the general plan of one of them. Have some of the club members come up and give you a little talk on the subject. They'll be glad to. Keep the question of official action and club control well to the rear, and confine your missionary work to that class and social strata which "best can work and best agree." And finally, "fix the newspapers." They will cheerfully use any news items you can give them, and do you an immense amount of good in keeping alive the interest in cycling.

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Prices Asked For Toll Roads.

Dr. A. G. Leland, of Whitewater, Wis., has offered the Janesville toll road to the county for \$10,000. The road is seven miles long and runs from Forest Home Cemetery to

Hales's Corners. F. Koenig, president of the Milwaukee and Brookfield Macadamized Turnpike Road Company, has offered the Lisbon road for \$21,000. This road is seven miles long and extends from Twenty-seventh street to Butler post-office. The combined price of all the toll roads, with the exception of the Watertown plank road, from which no proposition has been

received, is \$84,000. It is said that if the county gets control of the roads they are not liable to be as well maintained as they are under private ownership.

Abducted on a Bicycle.

Charles W. Tank recently abducted his child on a bicycle. He and his wife had parted, owing to family troubles. The child, which is two and a half years of age, lived with its mother, who refused to surrender it to Tank. One day he put on a false beard, mounted his bicycle and rode to his wife's home. He coaxed the child to him and then with the little one in his arms he rode away to the home of his sister. Shortly after he arrived there, Deputy Sheriff Clarke called on him to serve papers in a suit for a divorce, and thinking that the officer had come to arrest him for taking the child, he surrendered the little one who was restored to its mother.

Bicycles Hurting Railroads.

General Passenger Agent H. Heafford, of the Chicago, Milwaukee & St. Paul road was in the city recently and gave some idea of the injury that the bicycle is doing to the railroad companies. In Chicago, he said there are 150,000 bicycles and whole families are supplied with them. Instead of riding from suburban homes to the city on trains, bicycles are used and thus the traffic has been greatly reduced. Mr. Heafford says few people owning bicycles ever travel into the country in trains but ride out on wheels. Thus the railroads in the country lose heavily each year.

THE NIAGARA WHEELMEN.

The New Organization Promises to Become One of the Leading Clubs in the City—Plans for the Future—The Officers and the Committee.

A club which promises to soon be one of the leading organizations of its kind in the city, was organized on July 25, and christened the Niagara Wheelmen. Its membership is made up of active and lustling west side riders and the officers are now busy making arrangements for entertainment to be given members during the winter. It is proposed to keep enthusiasm in the organization all year around and not to allow the membership to dwindle down as soon as the cold weather sets in. The club has now about eighty members and that number will probably be doubled by next spring.

The Niagara Wheelmen have secured good quarters at the corner of Ninth and Harmon streets. The following officers have been elected: President, F. C. Leimbach; vice-president, Arthur C. Miller; secretary, Julius Loeb; treasurer, Henry K. Benzemaker; captain, A. C. Siegl; first lieutenant, W. A. Seally; second lieutenant, W. C. Williams; sergeant-at-arms, R. Werner. The club's board

of directors consists of F. C. Leimbach, Julius Loeb, H. K. Benzemaker, A. C. Miller, N. J. Minch, P. C. Brown, E. Kroenig, A. Klug. The club has a good racing team, which consists of the following members: J. W. Warnken, A. C. Siegl, H. Warnken, F. C. Leimbach, E. Welke.

Besides promoting cycling, the club intends to give a number of social events. The committee having charge of this end of the club's affairs consists of J. W. Warnken, chairman.



J. W. WARNKEN
Captain Niagara Racing Team and Organizer of the Club.

John Roder, Samuel Moll and Nic Noll. The house committee N. Minch, J. Benzemaker, B. Kroenig, Fred Marquardt and P. Brown. These committees have decided to give an entertainment and ball on October 3, and arrangements for it are now under way. On August 31 the club will give an informal hop at its hall on Ninth and Harmon streets. The racing board will soon arrange a club road race.



JOULUS SIEGL
Captain Niagara Wheelmen.



F. C. LEIMBACH
President Niagara Wheelmen.

Following are brief sketches of the officers:

Frank C. Leimbach, the president, is a hustler and well-known wheelman. He is a member of the firm of contractors of Leimbach & Son.



ARTHUR C. MILLER
Vice-President Niagara Wheelmen

Arthur C. Miller is twenty-one years of age and has been in the employ of T. L. Kelly & Company for six years. He is vice-president of the club.

Julius M. Loeb, the secretary, is nineteen years of age, and a draughtsman. He takes great interest in cycling.

Nic Noll is twenty-three years of age, and will prove a valuable man as financial secretary, and as a member of the entertainment committee.

J. W. Warnken is the chairman of the entertainment committee and the organizer of the club. He is also a member of the racing team and is one of the hustlers of the new club. Benzemaker Brothers have appointed him manager of their cycle department.

Adolph C. Siegl, the club's captain, is twenty-one years of age, and is also connected with Benzemaker Brothers. He was formerly steward of the Sheridan Drive Club, Chicago.

Captain Siegl has a valuable man in William A. Zeally, the first lieutenant. He is twenty-two years of age and a stenographer at The Laundry.



JULIUS LOEB
General Secretary Niagara Wheelmen.

O'Brien Gets First Time.

The second annual road race of the Oriole Cycling Club which was run last Sunday, was won by Harry Ihling, a sixteen year old member of the Cream City Wheelmen, who rode the eight miles, from Elm Grove to Twenty-ninth street and Highland Boulevard, in 24:03. H. Guderson, finished a close second. The time prize was won by Morgan S. O'Brien, the skilled pilot of the Evening Wisconsin elevator, whose time was 20:17. Henry Zerbel won second time, in 20:30.

Water Bicycle Saves a Life.

George F. Cremer, inventor of the water bicycle, which is being manufactured by the Wisconsin Inter-National Water Bicycle Company, on Saturday, near Pleasant Valley, while the regatta was being held, demonstrated that his machine is not only valuable to furnish pleasure. With it he succeeded in saving at least one life. Just before the races were held, the tug L. O'Connor ran down a row boat occu-



NIC. NOLL
Financial Secretary Niagara Wheelmen

occupied by Frank Hilfray and Edward Rooney, the former was thrown into the water and began to sink from view. Rooney, who remained in the boat, was dragged away from the drowning boy. Hilfray was finally caught by Rooney, who jumped out of the row boat. The drowning boy struggled so hard that Rooney himself was pulled under water. Before any of the hundred row boats near by could go to their assistance, Cremer flew up on

his bicycle and held them above water until they could be assisted by others. Hilfray held on to the water bicycle and was carried ashore, while Rooney caught a row boat. Cremer was cheered by several thousand people who saw the rescue. Several weeks ago a row boat capsized, and Cremer with his bicycle rescued the occupants.

Cycling as an Exercise.

In his address before the L'Anse, Michigan High School graduating class, recently, M. E. Wadsworth, in referring to exercise of young people, said:

"No matter what occupation or life you follow, look after your health, as you cannot expect a sound mind unless your body is also sound. As a factor in the health question, I thank God for the evolution of the bicycle, which has rendered the physical outdoor exercise of the American woman, pleasant and fashionable. If its popularity continues, I believe that in giving better health to our young



WM. ZEALLY
First Lieutenant Niagara Wheelmen.

people it will do far more to elevate the moral tone of this country during the next twenty years, than all the churches and schools in the land could do, if they were not aided by this, God's own instrument for the salvation of the American woman and the American race."

Big Meet at Neenah.

The meet which was held at Neenah on August 8 and 9, was one of the most successful that has been conducted in the state so far this season. The races on the first day were attended by fully 2,000 people, but rain marred the program on the last day. The track was slow and the attendance small. Two state records were broken on the first day. The five mile competitive record was broken by Henry Zerbel, of Milwaukee, who lowered the best state time made by Zimmerman, at Ripon, two years ago, to 12:30. The race itself was won by I. Corliss, of Ripon, who had a handicap of 600 yards. The Andrae tandem team, of Milwaukee, consisting of Schmidbauer and Nielson, broke the half-mile tandem record, covering the distance in 1:01. The mile novice on the first day was won by John Martin, of Winneconne, in 3:27½; the half-mile open by W. C. Schrader, of Milwaukee, in 1:15; the mile for Neenah and Menasha cycling club members, by Arthur Koch, in 2:51½; the half-mile boys' race by E. Nugent, of Kaukauna, in 1:19; the two mile open by W. C. Schrader, of Milwaukee, in 4:38; the one mile handicap of the Neenah Cycling Club by H. C. Hewitt (scratch) in 2:29¾; the half mile handicap by I. Corliss (65 yards), of Ripon, in 1:02¾; the half mile un-paced by Harry Hewitt of Neenah in 1:13¾; the five mile handicap by I. Corliss (600 yards), of Ripon, in 12:09½; and the half mile tandem by Schmidbauer and Nielson in 1:01.

On the second day A. F. Bingenheimer, of Milwaukee, won the quarter mile open in 31¾ seconds; I. Corliss, of Ripon, (25 yards) the mile handicap in 2:16¾; E. Hunt the mile boys' race in 3:21½; H. B. Hewitt (scratch) the mile handicap for Neenah and Menasha riders in 3:03; William F. Sanger, of Milwaukee, the mile open in 2:19; I. Corliss, of Ripon, (225 yards) the two mile handicap in 5:48½ and Henry Zerbel and A. Stoltz, the Telegram team, the mile tandem in 2:26.

Marshfield's Successful Meet.

At Marshfield, on July 22, state circuit races were held and resulted in A. Steward, of Loyal, winning the mile novice in 3:07½; W. C. Schrader, Milwaukee, the three mile lap race in 7:57; A. F. Bingenheimer, Milwaukee, the quarter mile open in 34¾ seconds; B. E. Harkins, Marshfield, the mile Wood County championship in 2:32; W. C. Schrader Milwaukee, the mile open in 2:19; A. F. Bingenheimer, Milwaukee, (150 yards) the five mile handicap in 14:27; and C. H. Shorey, Grand Rapids, the consolation in 2:51½.

Result of Superior Races.

On July 22, the postponed races at Superior were run on a heavy track and resulted in J. C. Taylor winning the two mile handicap in 5:36, F. Oselund the mile open in 2:35; G. A. Madison the mile handicap in 2:22; N. B. Arnold the five mile handicap in 13:49 and A. C. Mertens the quarter mile open in 36¾.

Berlin Races On August 9.

Berlin's meet on last Friday was very successful. It was attended by a large crowd and fair time was made in the races. A protest was entered against the handicaps of 250 and 600 yards given I. Corliss in the two and five mile handicap events and Handicapper D. D. Warner was wired and reduced them to 100 and 200 yards. I. R. Biggert won the half mile novice in 1:13, W. C. Schrader the mile open in 2:34¾, Fred Olson the mile for Berlin and Waushara County riders in 2:37, Fred Olson the boys' half mile race in 1:24; W. C. Schrader the half mile open in 1:15, I. Corliss the two mile handicap, J. G. Seelig the quarter mile open in 32 seconds; I. Corliss (200 yards) the five mile handicap in 14:05. The Andrae team on a tandem went a mile against time in 2:08¾.

Hansen's New State Record.

A. A. Hansen, an old Waupaca boy, but now of Minneapolis, stopped off at Waupaca last week for a day's visit on his way home from the East. In the evening about fifty wheelmen witnessed him ride ten miles on the track in 25:45, just for a little exercise, which lowers the state record about 1½ minutes. Mr. Hansen holds nearly all of the American Class A records above ten miles. He rides a 20-pound wheel geared to eighty-three.

Must Erect Guide Boards.

Supervisor Dugdale, of Belmont, has been notified by the L. A. W. representative, W. B. Minor, at that place, that unless he attends to the enforcement of the law providing for the erection of guide boards on cross roads, he will be proscribed. A number of similar requests have been made in various parts of the state and in many cases the demands have been complied with. The agitation for more guide boards was begun by the Wisconsin Division officers some time ago and is accomplishing good results.

Ripon Club Officers.

At a meeting on July 22, of the Ripon Cycling Club, the following officers were elected: President, J. G. Seelig, Jr.; first vice-president, T. S. Chittenden; second vice-president, L. E. Hall; secretary, J. Storrs Hall; treasurer, F. W. Lyle; division representative, C. H. Ellsworth; captain, I. F. Strauss; lieutenant, F. J. Hall. There are now twenty league members in Ripon and more are looked for.

Many Tires Punctured.

Superior wheelmen are complaining about the condition of the streets in that city. It is claimed that broken glass is promiscuously strewn about the city, and that nearly all riders have had tires punctured on account of the careless manner in which broken crockery and glass is disposed of. There is some talk of petitioning the council to pass an ordinance restricting the throwing of waste matter on the streets. Repair men in Superior are doing a good business.

Races at Eau Claire.

Eau Claire will have three days of bicycle racing on August 15, 16 and 17. The Eau Claire driving park association has planned a number of horse races and in conjunction with these several bicycle races will be run. In view of the state meet being held at Marinette on those days it is doubtful if any of the fast cyclists will be at the meet.

Two Day's Meet at Waukesha.

Waukesha wheelmen are making extensive preparations for their meet, which will be held there on August 22 and 23, when all the fast riders, who follow the state circuit, will be on hand. Entries are already coming in and everything points to a very successful tourney. Besides the fast state riders several Chicago men have promised to enter, and the races will be hotly contested. The prizes to be awarded are valued at \$800. In view of the fact that there is no likelihood of races being held here this year, a large number of Milwaukee enthusiasts will probably go to Waukesha to witness the races.

Seven events will be run each day. On August 22 there will be a mile novice, half mile open, mile handicap, mile boys' race, mile open, mile tandem, and two mile handicap. On the last day of the meet a mile handicap, quarter mile, mile open, mile, 2:30 class, two mile tandem, three mile handicap and a mile consolation will be run.

Lake Mills Wheelmen Busy.

Members of the Tyranca Cycling Association at Lake Mills are working like beavers at present in arranging the big state circuit meet which has been planned for August 21. The club has secured \$300 in prizes for the seven events which will be run. The events will consist of a mile novice, half mile open, two mile handicap, a mile county championship, a quarter mile open, a mile open and a mile handicap. Invitations have been sent out to all the fast men in the state and many of them, including the Milwaukee delegation of racers, will be on hand. Ample arrangements for the entertainment of visitors has been made.

Appleton Will Have a Meet.

The Appleton club has been granted a sanction on the state circuit for a meet on August 28. A prize list valued at \$375 has been secured, and the following events will be run: One mile novice, half mile open, mile boys' race under sixteen years, mile open, mile handicap, mile handicap, mile Appleton championship, two mile handicap and mile Outagamie County championship.

The club has secured the services of young Lee Richard, son, of Chicago, to give an exhibition of trick and fancy riding during the meet.

Special time trial heats will be run and all open events will be paced by tandems.

Portage wheelmen and wheelwomen recently held a bicycle parade. There were thirty-eight wheels in line.

Riponites Will Entertain.

The wheelmen of Ripon will again entertain state riders on August 27 and 28. The cycling club there has secured these dates on the state circuit. It is not necessary to comment on the entertainment that will be provided riders. The hospitality enjoyed in former years will still be found in Ripon by wheelmen who attend the meet, for which a valuable prize list is being arranged.

Arrow Cycling Club's Meet.

Janesville will hold a two days meet on August 29 and 30. The races will be conducted by the Arrow Cycling Club which has secured a state circuit sanction. Prizes valued at \$650 are to be awarded. Seven events will be run each day. D. D. Warner, official handicapper has agreed to do the handicapping.

The events on the first day will consist of a mile novice race, a mile handicap, a quarter mile open, a mile open, a two mile handicap, a mile tandem and a five mile handicap for Rock County riders. On the second day of the meet a mile handicap, a quarter mile open, a mile tandem, a two mile handicap, a mile open and a five mile handicap will be run. All entries should be filed with Dr. C. T. Peirce, secretary of the Arrow Cycling Club.

On August 16, a five mile bicycle race will be given by the Rock County Calidonian Society at Janesville. The Arrow club will have the supervision of the race. Dr. Peirce will receive the entries.

An Interesting Decision.

A dispatch from Emporia, Kas., under a date of August 1, says: "The ordinance passed by the city council which required bells and lamps on every bicycle and made it compulsory to ring the bells at every street crossing and alley, was today, by Judge J. F. Culver, declared unreasonable in its requirements and therefore unconstitutional and void.

Stevens Point's Sanction.

Stevens Point wheelmen, who surrendered their sanction for a two day's race meet on the state circuit, August 1 and 2 on account of their inability to make a deal with the owners of the track, have again applied for and secured a sanction for a meet on September 6. An iron-bound contract has been made this time with the track people and all the wheelmen in the town have gone to work with renewed energy to make their meet one of the largest and best on the circuit.

Rider With an Artificial Limb.

Otto Leu, the Normalite, from Centralia, known through the city as the monopedaled bicyclist, has provided himself with an artificial limb, and is now engaged in giving it a special course in physical culture, so that he may be able to ride the wheel without exciting the old-time curiosity.—*Stevens Point Journal.*

FACTORIES IN FULL BLAST.

All Are Preparing For Next Season's Trade—The Andrae's New Plant—The Meiselbach Factory Started—Changes in the Bolte Company—Activity at the Telegram Factory.

Bicycle building will be one of the leading manufacturing industries in this city next year. There will be no less than four large factories in full operation and it is estimated that about 20,000 wheels will be shipped from the works. Most of these will be high grade machines but a large number of medium grade wheels are to be manufactured. This will be a new point in cycle building as far as Milwaukee is concerned because no cheap grade wheel has been made in the city. The weight and the build of the '96 wheel will remain about the same as the '95 though there will be a number of important improvements in the construction of the bicycles. The firms which will manufacture machines are the Julius Andrae & Sons Company, the Telegram Cycle Manufacturing Company, the Bolte Manufacturing Company and the Meiselbach Manufacturing Company. Besides these there will be several smaller manufacturers in the city but their output together will not amount to several hundred wheels.

The Julius Andrae & Sons Company.

The factory of the Julius Andrae & Sons Company will be moved next month from its present location to a building of much larger capacity. The new factory will be 50x150 feet and five stories high and is on West Water street not very far from the present plant. The lease for the new quarters will be signed in a few days.

When the firm is once in its new quarters it will have one of the finest plants in the Northwest. The house has grown up with the trade. As the business has been improved the Andraes have kept time with the progress and in a number of instances they have taken the lead. The new factory will be as modern as any in the country. The machinery will all be of the latest patterns and of the highest grades. The workmen will be the most skillful and the utmost care will be taken in the construction of each machine. With the improvements to be added, the '96 Andrae will not be excelled by any make on the market. The '95 wheel was popular but that of next year is to be still better.

The present plant on West Water street has served the firm so long until now it is far too small. In the new quarters the company will have three times the room at its disposal. Moving will be begun in a few weeks or as soon as the rush of summer work is over. It will take several weeks to replace the machinery but by fall the new factory will be in full operation and furnish employment for 150 men. F. Terry Andrae, who has just returned from the east is authority for the statement that the factory will turn out 5,000 wheels in 1896.

"I was greatly benefited by the trip East," said Terry Andrae. "It has given me more confidence than ever in the Andrae wheels. I have learned that many of their principal

ideas have been used by us all along and we even have some now that beat theirs'. I am convinced that there is not a wheel on the market that is constructed with more care and strength than is the Andrae. This my trip has proven me. Of course, I got some suggestions and these with those I have had in store for next year will greatly improve the '96 wheel. As soon as we can get into our new factory we will begin to run our force day and night. We propose to get a good supply of wheels on hand for the early trade.

The firm is already renewing its agencies for next year. The territory covered by the company will also be extended.

The Meiselbach Manufacturing Company.

A new factory, known as the Meiselbach Manufacturing Company, is now in operation on St. Paul avenue in the Menominee Valley. The company has leased the factory formerly occupied by the Moore Manufacturing Company, which recently moved to South Milwaukee, and has one of the finest cycling building establishments in the Northwest. It is two stories in height and of large dimensions and so constructed that there is plenty of light in all parts of the building. The factory will be in full operation within three weeks.

The new firm is under the management of A. D. Meiselbach, formerly of the Columbus Cycle Company, of Columbus, O. He is a man of large experience in the business and has brought with him an able corps of assistants from Ohio. In the new enterprise he is being assisted financially by the Lindsay Brothers of this city who will dispose of most of the wheels turned out of the factory. Mr. Walter Lindsay, who is interested in the firm, states that the firm will be run to its full capacity and that during the season 20,000 wheels may be built. He says he is ready to dispose of all that the factory can furnish. The company will supply the jobbing trade exclusively. A high and medium grade wheel will be made.

The Bolte Manufacturing Company.

Important changes have taken place in the Bolte Manufacturing Company, formerly the Milwaukee Cycle Manufacturing Company. The firm has leased spacious quarters at 186, 188 and 190 East Water street, where it occupies three floors. M. Fichtenberg has been elected president and treasurer of the company and Frank H. Bolte is the manager and secretary. The capital stock of the company is \$25,000.

The company is now at work on a supply of machines for the '96 market. The build and the weight will remain the same as this year and the wheel will be named the Bolte. Besides the high grade machine the firm will manufacture two medium grades which will sell at \$60 and \$80. The names of the medium grades have not yet been decided upon. It is also possible that the company will do a jobbing trade. A number of agencies are already being established and the officers of the firm look for a big trade within a few months. A lot of new machinery is being ordered and will be placed in position as soon as possible. The force of work

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men will then be increased and arrangements will be made, according to Mr. Fichtenberg, to turn out 5,000 wheels. All the material has been ordered and the tools are now being made. The company's factory is on the second floor and a large store room will be opened on the first floor.

The Telegram Cycle Manufacturing Company.

At the factory of the Telegram Cycle Manufacturing Company an unusual activity prevails. Preparations for next season's trade are nearly all completed. Orders for material have been placed and work on the '96 models is under way. The output for next year will be fully double that of '95. A number of important improvements will be made in building the Telegram wheels and it is also likely that the machines may be slightly lighter. The proposition of manufacturing a medium grade of wheels is now being considered by the company. One of the improvements over this year's wheel will be in tubing. Nothing but 1½ inch tubing will be used next year.

Price of '96 Wheels.

The price of wheels remain the same next year. F. Terry Andrae, of the Julius Andrae & Sons Company, has just returned from a month's trip in the East and at all the cycling plants at which he called he was told that there would be no reduction in the price. He says that the manufacturers will raise the price of wheels to dealers from \$2.50 to \$5 but the price to buyers will remain the same. He thinks that it will cost more to make wheels next season because greater care will be taken in the construction and the dealer will have to bear part of the burden of the additional cost. The rider will get more benefit than ever of the live competition next year but he need not hope for a fall in prices. The manufacturers have firmly fixed themselves on this point.

The St. Charles Hotel, which is now the League hotel for Milwaukee is becoming a popular place for wheelmen. Almost daily wheelmen are seen at the hotel who are touring about.

Another Factory For Kenosha.

Kenosha is now one of the leading cycle manufacturing cities in the northwest. Recently it secured the large plant of the Sterling Cycle Company. Negotiations have now been closed with the Sieg & Walpole Manufacturing Company which has purchased the large buildings of the Lane Manufacturing Company and the new plant will be in operation by August 20. The company manufactures the Windsor bicycle and expects to supply a large number of wheels for jobbing trade.

G. F. Cremer's Water Cycle.

George F. Cremer's water bicycle on the river above the dam is attracting considerable attention. The machine consists of a bicycle without wheels, the chain being used to propel a screw on the stern of the two copper-sheet boats which are parallel with each other and between which the cycle is mounted. The water bicycle is an invention of Mr. Cremer who believes that eventually it will become an important factor in lake traffic.

Brief Trade Notes.

There is no truth in the report that the Studemakers will build high grade bicycles next year for \$30.

Emos Fish at Eau Claire will handle a line of bicycles hereafter.

The Janesville Manufacturing Company will make bicycles hereafter.

W. B. Medary, of La Crosse, has been appointed agent for the Syracuse Cycle Company.

Herman Schlegelmilch, who conducts a hardware store at Eau Claire, is getting ready to manufacture bicycles.

Harry Warner, the head traveling salesman for the Julius Andrae & Sons Company, has been away to his eastern home for three weeks.

The Huennekens Cycle Co.

Make a specialty of selling bicycles, bicycle parts and sundries at wholesale to dealers. Special prices and discounts given upon application. Address, 124 Ferry street, Milwaukee, and get catalogue.

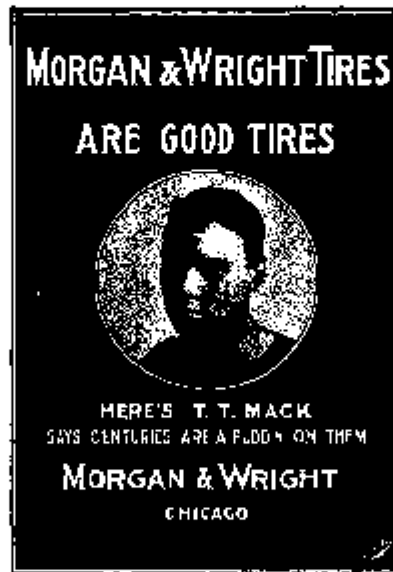
A Large Bicycle Parade.

One of the features of the Semi-Centennial celebration in this city in October will be a large bicycle parade. The parade will be held on the evening of the first day of the celebration and it is proposed to make it one of the leading events in cycling of the year. It is thought that about 5,000 wheelmen can be swung into line and all of these will have decorated wheels and carry lanterns. The parade will probably be headed by several bands. A committee of local wheelmen will probably be appointed to take charge of the procession.

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, 75c.

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



THE PNEUMATIC.

LIST OF RELIABLE REPAIR MEN IN THE STATE.

Bicycle riders when in need of repairs or cycle sundries, while touring, will find the firms listed below worthy of patronage.

APPLETON

WM. GROTH,

— CYCLE AGENCY AND REPAIR SHOP, —
ALL KINDS OF CYCLE SUNDRIES.

BELOIT

D. H. POLLOCK & CO.,

BICYCLES AND SUNDRIES.
All kinds of Bicycle Repairing. First-class
Workmen employed.

COLUMBUS

M. B. NUTE,

HANDLING ANDREAS AND SONNEN CYCLES.
BICYCLE REPAIRING A SPECIALTY.

FOND DU LAC

CHAS. YERS,

— PRACTICAL CYCLE REPAIRER. —
GOOD WORK. REASONABLE PRICES.

FORT HOWARD

CHAS. S. KERR,

High Grade Bicycles
Wheels to Rent. Wheels Repaired.

LA CROSSE

O. A. KREBAUM,

BICYCLES and SUNDRIES. PERMANENT REPAIRS
L. A. W. No. 10280. 227 N. 3d St.

MADISON

D. D. WARNER CO.,

Cycle Agency and Repair Shop.
Fully Equipped to give Satisfaction.

MILWAUKEE

WM. POLLITT,

Experienced Cycle Repairer. 704-706 Chestnut Street.
MAKES UP "THE ONLY" REPAIR.

MILWAUKEE

Julius Andrae & Sons Co's Repair Dept.

Equipped in the most complete manner. 230 W. Water St.

NEW RICHMOND

J. W. RIDINGER,

GUN AND CYCLE SHOP... The only reliable
repairer in the city. We carry a line of Bicycle
Sundries and Sporting Goods. Main Street.

OSHKOSH

J. W. WAGNER

Exclusive Cycle Repair Shop. Main Street.

SUPERIOR

DODGE & PEARSON,

Bicycles and Sporting Goods
1123 Tower Avenue

WATERLOO

JANISCH BROS.

— BICYCLES AND HARDWARE, —
BICYCLE REPAIRING A SPECIALTY.

E. A. WILLIAMS,

DEALER IN

BICYCLES and CYCLE SUNDRIES

Fine Repair Work a Specialty.

LAKE MILLS, WIS.



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FAST TRAINS

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Lake Front, Foot of Wisconsin Street.

W. E. NEWMAN, J. M. WHITMAN,
Third Vice-President General Manager.

W. A. TRALL, Gen'l Passenger and Ticket Agt.



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A Marvelous Preparation Immediately Relieves Stiffness and Strengthens the Muscles.

Quick in its action to relieve soreness and stiffness in the muscles...

Cyclists and Athletes Try It.

A number of uncollected testimonials have been received.

Clean and Pleasant to Use.

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J. O. KNOWLES, (Kings Co. Wheelmen) says:
"I cheerfully recommend Anti-Stiff as the best
remedy that wheelmen can use for tired muscles
and stiff joints. During my ride of 6,340 miles in
30 consecutive days, I used it with great benefit;
doing all it pretends to do; cyclists should never
be without it."
E. FOUGERA & CO., 38 N. William St. N. Y.

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Peppermint
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to Relieve the Dis-
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Burn.....

Chew for Twenty Minutes After Each Meal.
The only Chewing Gum factory open to visitors at
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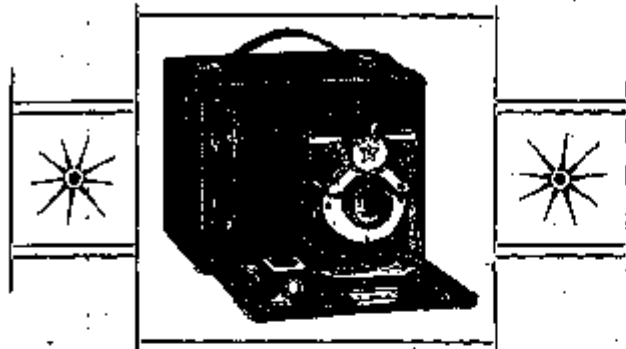
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Latest models, good or extra fine, guaranteed to be
worth 10% to 20% more than any other. Large illustrated catalogue free.
Cash Buyers' Union, 181 W. Van Buren St. Chicago

• The Wheelmen's Camera •



THE PREMO!

The PREMO is the most compact Hand Camera in the market. The 4x5 measures but 4 1/2 x 5 1/2 x 6 1/2 inches. It is fitted with the best Lens and our new Silent Shutter, and uses both Glass Plates or Roll Film.

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ROCHESTER, N. Y.

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Everything Under the Sun



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Machines.

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FOR
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It has the most conveniences and runs the easiest. Other manufacturers acknowledge its superiority by imitating—but not equalling—its essential features.

The U. S. War Department adopted it in 1893, and has just renewed the contract.

Free: Descriptive pamphlet, with opinions from such leading concerns as the Carnegie Steel Company, who use 25 Denmores.

The Northwestern Mutual Life Insurance Co. are using 6 Denmores.

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GEO. E. HENDAL, Manager.

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Bicycle Suits

We take any suit in stock and make bloomers (the right length) of the pants. Lots of them at \$10.00, including vest—a dollar less if you don't want it.

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From \$1.50 to \$5.00

Clothing Co.

In stock to-day the new

"TURTLE NECK"

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Maroon or Black, \$4.00

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It Has Been Spoken of
Everywhere that

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many makers of High
Grade Machines.....

EVERY FEATURE...

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...WE HAVE SOME—

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TELEGRAM CYCLE MANUFACTURING CO.

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MILWAUKEE, WIS.

"MENTION THE NAME"

ESTD 1888
1905

THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

VOL. VI.

MILWAUKEE, WIS., SEPTEMBER, 1895.

No. 6.

Has it ever occurred to you that a majority of the well-known racing men of this country were at some time or other Rambler riders, that many of the prominent racers of today made their first reputations on Ramblers, many of them never having done anything since changing their Ramblers for some other make of wheel?

.... Here is a partial list of racing men, of national and local fame, who are now or were Rambler riders. This Rambler Kindergarten has supplied the material for many competing teams now in the field:

**RAMBLERS
MAKE RECORD BREAKERS
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"Are YOU anxious to Change Your Luck?"

RAMBLER



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M. F. Dirnburger	P. Patterson	C. L. Davis	Watson Coleman
J. E. Bliss	— Peonix	R. L. Long	Teddy Goodman
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W. H. Mulliken	Eli Lee	W. H. Whitehead	G. Weller
Allan Jones	Geo. A. Faulkner	R. H. Hoffmeier	W. W. James
Geo. Fitzsimons	Z. S. Oliver	Austin Crook	J. A. Rouch
Cesar Olsen	J. K. Newbuen	Grant Bell	S. W. Murrells
W. A. Terrill	W. F. Anderson	E. W. Ballard	A. B. Hughes
— Smith	Bert Harding	A. J. Hadden	G. S. Woodward
W. A. Burke	B. F. Miller	Dan Humphill	C. S. Cobb
A. Silvia	C. E. Tudor	John A. Wells	F. W. Bock
H. Parks	E. H. Allen	P. Giese	Joe Gunther
Fred Elmer	W. F. Sims	C. E. Gause	F. A. Schale
A. M. Chandler	Fred J. Titus	Casey Castleman	W. H. Haley
Fred H. Herriek	Tom Cooper	C. M. Bortree	S. G. Spivey
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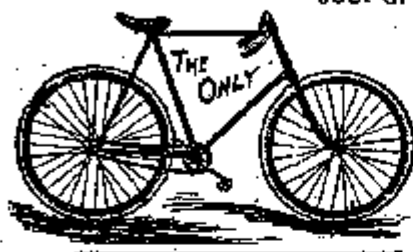
A Tourist's Recommendation...



WHEELING, W. Va., Aug. 29.

"I am surprising the people in the East with the wonderful work 'The Only' bicycle is doing. I made 678 miles over stones and hills and the wheel is as good as it was when I left Milwaukee."

JOS. G. SCHMIDT



"The Only" is built with the greatest of care, and and only the best material in the world is used in it.

Intending buyers of a wheel will do well to call and examine our wheel.

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RECEIVES OUR PROMPT ATTENTION

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It has the most conveniences and runs the easiest. Other manufacturers acknowledge its superiority by imitating—but not equalling—its essential features.

The U. S. War Department adopted it in 1893, and has just renewed the contract.

Free: Descriptive pamphlet, with opinions from such leading concerns as the Carnegie Steel Company, who use 25 Denmores.

The Northwestern Mutual Life Insurance Co. are using 6 Denmores.

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Telephone 1723

Also dealers for the New York Writing Machine.

....Always in the Front

A Thistle Agency has just been opened and the wheels are meeting with great favor among the riders. Although established but two weeks, more than a dozen wheels have been sold.

In races they have been showing up well as the following list of winnings will testify:

North Side Cycling Club....

H. Warnken, Second Place; Time, 32:30; Distance, 10 Miles
J. Warnken, Sixth " " 32:08; " 10 "

Badger Wheelmen....

H. Warnken, Third Place; Time, 36:58; Distance, 12 Miles
J. Warnken, Eighth " " 35:52; " 12 "

Whitefish Bay....

H. Warnken, First Place; Time, 18:08; Distance, 6 Miles
J. Warnken, Eleventh " " 16:00; " 6 "

Racine Road Race....

J. Warnken, Eighth Place. Time, 38:07; Distance, 18½ Miles
Head Wind in all these Races



THE LIGHTEST
FASTEST
STRONGEST

J. W. WARNKEN

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Everything Under the Sun

Cycle....



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Our close connection with the sport and trade in the cycle world has given us a thorough knowledge of all the peculiar requirements connected with printing in this line.

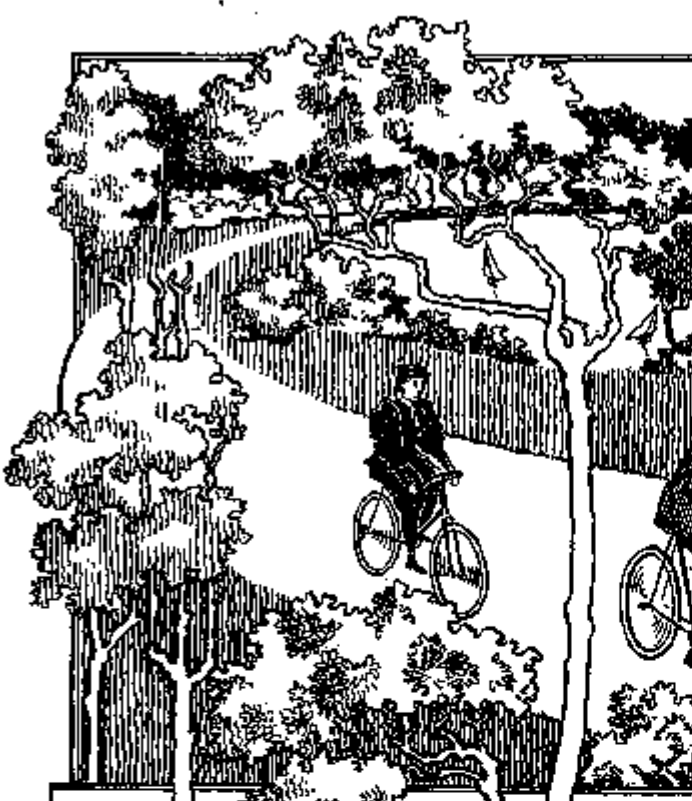
We are headquarters for printing cycle catalogues, circulars, advance sheets. A large assortment of cuts for this class of work.



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Andrae Cycles

NEVER DISAPPOINT.

As a Falling Snowflake

Is the beautiful Lady Andrae Bicycle—the ideal wheel for ladies.

Made especially for the use of ladies. Finished in exquisite style. Enameled in Black or Maroon.

You can ride it a year, or two years, and it is still the beautiful Lady Andrae Bicycle.

If We Don't Know You

You had better write us for terms on 1895 agency.

During the past season we have not dared to ask for more agents, but with our increased facilities, we can take care of your business.

Better get ready to sell the Cycle that never disappoints. Your customers will ask for it.



THE ANDRAE
MILWAUKEE

JULIUS ANDRAE
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A MONTHLY

JOURNAL OF CYCLING LITERATURE AND TRADE NEWS.

FIFTY CENTS A YEAR IN ADVANCE.

All copy for advertisements, charges for sale, 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 cycling. Advertising rates on application.

PNEUMATIC PUBLISHING COMPANY,

505 East Water Street, Milwaukee, Wis.

J. POPPENDIECK, JR., Editor.

M. C. ROTIER, Business Manager.

Eastern Representative: S. Koppel, 81 Times Building, New York.

What has become of E. J. Pennington's elevated bicycle road scheme between Milwaukee and Chicago?

At SPARTA a number of ladies competed in a half mile race. Sport of this kind ought to be discouraged. The track is not for wheelwomen.

Fast riders who are tempted by makers will probably take a lesson from the action of the racing board toward the seven local riders. Unless a rider wishes to race in Class B he had better not negotiate with manufacturers.

CHAIRMAN GIDEON'S AXE.

The transfer of a number of local riders, who have accepted expense money from makers, to Class B is a step in the right direction. There is no reason why these riders should remain in Class A and they ought to consider themselves lucky that they were not suspended from the track for a year. Other riders who are pure Class A wheelmen, will now have an opportunity to win a race on the state circuit.

MINISTERS AND BICYCLES.

The opposition of the church against the bicycle, seems to be dying out. When the bicycle first began to attract attention, nearly all ministers opposed the riding of it, contending that it detracted attention from the church on Sundays. Since then, however, they have realized that the wheel is not harmful and now many clergymen ride wheels themselves. In Milwaukee the Rev. Judson Titworth is probably the oldest rider. The Rev. W. A. Hunsberger also rides a wheel as well as Fathers David J. O'Hearn and Michael Houston. In the state the Rev. J. Faville, of Appleton, and Father O'Brien, of Green Bay, have taken to the bicycle. The performance of Rev. Kirby, at Mari-

nette, where, according to a newspaper, he rode half a mile on the track in 1:06, certainly shows that some of them are good riders at that. Recently the Rev. G. Steuber, of Butternut, rode to Sheboygan, a distance of 280½ miles. Besides those mentioned there are scores of others and many of them have joined the League of American Wheelmen.

MORE LIKE HIM ARE NEEDED.

If all farmers were only as reasonable as James Smith, of Hale's Corners, what an easy time of it wheelmen would have. Recently wheelmen noticed that there were quite a number of stones in front of his farm on the Janesville plank road which made it hard for riders to pass at night without tossing them about. Word reached Smith that wheelmen were grumbling about the stones, so he hired a boy to remove them from the road and now there is not a better stretch on the plank road than that in front of Farmer Smith's house. Wheelmen are praising him and he feels that the quarter he spent for hiring the boy has been well invested. Other farmers ought to take a lesson from Mr. Smith.

CYCLE PATHS.

It is announced that the board of park commissioners are figuring on the cost of building a cement cycle path on Park avenue. It is to be hoped that the commissioners will see fit to construct the path. Park avenue is a boulevard and therefore under the supervision of the Park commissioners. Wheelmen should now turn their attention to the board of public works and the common council which control streets and urge the building of paths in various parts of the city.

WHY CHANDLER LOST.

The Waupaca Post recently complained because A. M. Chandler, the Waupaca rider, failed to win more than the one mile championship event. It is asserted by the paper that the officials at the meet were unfair toward Chandler and that a conspiracy existed among the Milwaukee delegation to pocket him and keep him from winning at any cost. The man who wrote the article was evidently trying to do Chandler a good turn, but Chandler, it is said, is as much incensed at the article as the Milwaukee boys. It is claimed that the fact that Chandler won the mile championship is evidence that he is the fastest rider in Wisconsin. Chandler's time was 2:40 in that mile. There are dozens of riders in Milwaukee and throughout the state who are not members of the "combination" complained of, who have ridden a mile below the 2:20 mark. Yet, perhaps, these could not defeat Chandler, which only goes to show that a rider winning one race does not entitle him to the name of champion. W. C. Schrader, who rode against him, can ride rings around the Waupaca man as was evinced in the five mile championship, while Sanger, and Biogenheimer this year can give him the dust of their wheels also.

RACING SEASON OF '95.

*It has been the most successful—Many New Riders Have Come Out—
The Track Time Has Been Greatly Reduced—Held
Everywhere Except Milwaukee.*

The racing season in Wisconsin will be at an end in a few weeks. The year can be looked upon as the most prosperous in the history of cycling in Wisconsin. More races have been held, the attendance has been larger and more riders have competed than ever before. Racing has taken a thorough hold in small towns in the state and next year's prospects seem to point to even a still further improvement in the racing line.

The feature of the season has been the number of new riders that have been seen on the track. Locally, Morgan S. O'Brien, A. F. Bingenheimer, Henry Zerbel and A. Wielep have cropped out as racing lights, and have made it extremely interesting for all men they have met. William F. Sanger, W. C. Schrader, Will Howie, Edward Roth, W. C. Neilson, Harry Crocker and John F. Reitzner have not only been in as good form, but have shown a marked increase in speed this year. When it is considered that these riders have ridden miles in 2:06½ and 2:08, it will be seen that Milwaukee has some very speedy men besides Walter C. Sanger. In the state several new riders also have cropped up. The Sandburg brothers, Chase and Klagstad, at Marinette, Harkins at Marshfield, Hewitt at Menasha, Gaden-schwager at La Crosse, Virum at Stevens Point, Dolister at Burlington, and a score of others, while not all new to the public, have made a good showing during the season. Chandler, at Waupaca, has ridden well, but seems not to have improved as some of the others have. The Anderson brothers, of Waupaca, who showed up well towards the latter part of the season, last year, have not been as active this year. Two riders who have been missed at the races are Louis and Roy Reed, the Ripon wheelmen. Corliss, of Ripon, now represents that town at races, and he too has done well.

Successful race meets have been conducted at La Crosse, Neenah, West Superior, Madison, Stevens Point, Lake Mills, Marinette, Appleton, Janesville, Monroe, Racine, Waukesha, Marshfield, Merrill and many other towns. All of them have been state circuit events. There is little doubt that the state circuit scheme has been successful and another circuit will again be arranged next year.

It has been a dismal racing season in Milwaukee. Just why it should have been, nobody knows. There is every reason to believe, that a good meet, properly conducted, would have paid. The crowds attending road races have been larger than ever before, and if such is the case, a race meet also would have been well attended. Sanction after sanction was secured by clubs, but when the time approached for holding the meet, the clubs surrendered the sanctions on various excuses. The past month has been a busy one, from a racing standpoint, meets having been held at the following cities:

Lake Mills.

Morgan S. O'Brien, of Milwaukee, won every race in which he started at Lake Mills on August 21. The mile novice was captured by him in 2:37¾; the half mile open by W. F. Sanger, of Milwaukee, in 1:12; the mile county championship by Riley Willard in 2:27; the two mile handicap by Morgan S. O'Brien, of Milwaukee, in 5:03; the quarter mile by A. F. Bingenheimer, of Milwaukee, in 33¾ seconds; the mile open by W. C. Schrader, of Milwaukee, in 2:25¾, and the mile handicap by M. S. O'Brien, of Milwaukee, in 2:26¾.

Waukesha.

Waukesha conducted its meets on August 22 and August 27, with credit. The races were to have been held on the 22d and 23d, but owing to rain on the last day the meet had to be postponed. On the first day William Baikie, of Milwaukee, won the mile novice, in 3:08¾; W. F. Sanger, of Milwaukee, the half mile open, in 1:12¾; W. C. Schrader, of Milwaukee, the mile handicap, in 2:19¾; Anton Stoltz, of Milwaukee, the mile for boys, in 2:42¾; O. E. Bohman, Lake View, the mile open, in 2:18; A. F. Bingenheimer and W. C. Schrader, of Milwaukee, the mile tandem, in 2:19¾, and J. F. Reitzner, of Milwaukee, the two mile handicap, in 4:58¾.

On the last day W. C. Schrader, of Milwaukee, broke the state mile competition record, he making it in 2:12. The mile handicap was won by J. F. Reitzner, of Milwaukee, in 2:15 1-5; the quarter mile by W. F. Sanger, of Milwaukee, in 32 1-5 seconds; the mile open by W. C. Schrader, of Milwaukee, in 2:12; the mile 2:30 class by A. F. Bingenheimer, in 2:21; the two mile tandem by W. C. Schrader and A. F. Bingenheimer, of Milwaukee, in 5:58 2-5; the three mile handicap by G. Farragant, of Waukesha, in 7:28 2-5; the consolation by N. McDougall, of Milwaukee, in 2:43, and the half mile boys' race by W. Wigginton, of Waukesha, in 1:24¾.

Appleton.

The meet at Appleton on August 28, was attended by 3,000 people, who witnessed fast racing. As has usually been the case in all circuit races, the Milwaukee delegation captured all the open events. The mile open was won by Harvey Pearson, of Appleton, in 3:06; the half mile open by W. C. Schrader, of Milwaukee, in 1:03; the mile boys' race by Earl Nugent, of Kaukauna, in 3:13; the mile open by W. C. Schrader, of Milwaukee, in 2:14¾; the mile Outagamie county championship by E. S. Baer, of Appleton, in 2:35¾; the mile handicap by C. Treleven, of Fond du Lac, in 2:15 3-5; the mile Appleton championship by E. S. Baer, in 2:15 2-5; the three mile handicap by A. F. Bingenheimer, of Milwaukee, in 7:40, and the mile consolation by W. F. Sanger, of Milwaukee, in 2:37 1-5. J. C. Schmidtbauer and W. C. Neilson, of Milwaukee, made an unsuccessful attempt to lower the state half mile tandem record.

Henry Kanaska is in Europe beating out many of the crack professional riders.

THE PNEUMATIC.

Janesville.

Janesville held a successful two days' meet on August 29 and 30. The track was in good condition and all the fast Wisconsin riders were on hand. On the first day G. E. Wiggins, of Evansville, won the mile novice in 2:34; W. F. Sanger, of Milwaukee, the quarter mile open in 32½ seconds; Anton Stoltz, of Milwaukee, the mile handicap in 2:34; W. C. Schrader, of Milwaukee, the mile open in 2:16; A. Stoltz, of Milwaukee, the two mile handicap in 4:58½; W. C. Schrader and A. F. Bingenheimer, of Milwaukee, the mile tandem in 2:15 and C. W. Hodson, of Janesville, the five mile handicap for Rock County riders in 13:47.

On the second day of the meet W. D. Howie, of Milwaukee, entered a protest against G. E. Bicker and L. E. Lange, of Chicago, and W. F. Sanger, A. F. Bingenheimer, W. C. Schrader and H. A. Zerbel, of Milwaukee, on the ground that the men belonged to Class B and could not compete in the races, to turn the tables somebody protested Howie on the same ground. Referee M. C. Rotier had no knowledge that the men had been transferred to Class B and allowed the riders to race under protest. A telegram was then sent to Fred Gerlach, western representative of the racing board, and he answered that no transfers had yet been made. The mile handicap was won by R. R. Ropp, of Irving Park, in 2:14; the quarter mile open by W. F. Sanger, of Milwaukee, in 31 seconds; the mile tandem by W. C. Schrader and A. F. Bingenheimer, of Milwaukee, in 2:20¾; the two mile handicap by W. M. Pfennig, of Janesville, in 4:49; the mile handicap for boys by J. W. Hodges, of Monroe, 2:25 ⅔; the mile open by W. F. Sanger, of Milwaukee, in 2:25½; and the five mile handicap by Anton Stoltz, of Milwaukee, in 12:36½.

Neenah.

Twelve hundred people witnessed the races at Neenah on Labor Day. The meet was held at Twin City park, and was successfully conducted. The mile novice was won by W. H. Pierce, in 2:52 4-5; the mile open by Harry B. Hewitt, in 3:41; the mile handicap by F. S. Baer, scratch, in 2:28 4-5; the five mile handicap by Harry B. Hewitt and E. S. Baer, both scratch, who were tie, in 13:54; the one eighth mile cycle wagon race by George Malchow, in 1:03. Andrew Anderson, of Neenah, went against the record for a mile, riding without the use of his hands to guide him. He lowered the record from 3:50 to 3:11.

La Crosse.

H. M. Bird, of St. Paul and O. Gudenschwager, of La Crosse, scooped in most of the prizes offered in the La Crosse meet on Labor Day. It was expected that the Milwaukee delegation would be on hand, but they failed to put in an appearance. The mile novice was won by Albert R. Paulson, of Onalaska, in 2:40¾; the mile La Crosse championship by O. Gudenschwager, of La Crosse, in 2:26; the two mile open by H. M. Bird, of St. Paul, in 5:31; the quarter mile open by H. M. Bird, in 36½ seconds; the mile open by H. M. Bird, in 2:49½; the half mile open by H. M. Bird and the three mile handicap by H. M. Bird, in 7:58 3-4.

Stevens Point.

W. F. Sanger, of Milwaukee, established a new record for Class B in this state, at Stevens Point on September 6. It was the first Class B race he rode in and he clipped the 2:08 mark down to 2:06½. Porter won the mile novice, in 2:45¾; Virum the half mile open, in 1:10¼; Dewey the mile 2:50 class, in 2:41¾; Virum the mile open in 2:29½; Porter the half mile boys' race, in 1:20; Wilson and Virum the mile tandem, in 2:58; Harkins the two mile handicap, in 4:56½, and Virum the five mile handicap, in 13:57½.

Sparta.

At the races at Sparta on September 6, a half mile race for ladies was held. There were seven entries, the riders finishing in the following order: Miss Cheney, Miss Dickinson, Miss Newbury, Miss S. Tharbus, Miss Nyberg, Miss Everett, Miss Walloa. The race was quite spirited. Miss Cheney's time was 1:48. The half mile open was won by Poole, in 1:23 1-5; the mile by Poole, in 2:52¾; the five mile by Linker, in 14:35, and the ten mile by Mosley, in 29:42.

Oshkosh Races.

At the Oshkosh Fair Association bicycle races were held on three afternoons, September 10, 11 and 12. The results of the first day are as follows:

One mile novice, eight starters—H. N. Bacon, Oshkosh, first; Ed. G. Smith, Fond du Lac, second; Archie B. Richards, Oshkosh, third. Time 3:13. Three mile open, sixteen starters—R. F. Chase, Marinette, first; Anton Stoltz, Milwaukee, second; J. N. Wigginton, Waukegan, third. Time, 9:17.

One mile local handicap, twelve starters—Ed. Comstock, Oshkosh, scratch, first; Frank J. Clark, Oshkosh, 100 yards, second; H. N. Bacon, Oshkosh, 175 yards, third. Time, 3:37 4-5.

One mile open, twelve starters—H. Zerbel, Milwaukee, first; A. M. Chandler, Waukegan, second; O. E. Virum, Stevens Point, third. Time, 3:43.

Five mile handicap, twenty one starters—C. Rejick, Milwaukee, 125 yards, first; H. A. Zerbel, Milwaukee, 100 yards, second; A. J. Welop, Milwaukee, 300 yards, third. Time 10:00 3-5.

At the finish of the mile open Chandler protested Zerbel on the ground that he was a Class B. Chandler telegraphed Gerlach that Zerbel competed with him in a Class A event and demanded first prize instead of second. The reply was the suspension of Zerbel from the track for the next day's races until the formal notice of transfer to B reached him. Chandler has been protested by other riders because he knowingly competed with Zerbel as a Class B man.

The second day's summary:

Three mile handicap—Ed. S. Comstock, Oshkosh, 275 yards, first; P. G. McWilliams, Oshkosh, 375 yards, second; E. M. Worden, New London, 300 yards, third. Time, 7:25 3-5.

One mile handicap—John F. Reitzner, Milwaukee, 40 yards, first; Bert Nagant, Kaukauna, 100 yards, second; Arthur Welop, Milwaukee, 40 yards, third. Time, 3:30 4-5.

Two mile handicap—E. S. Comstock, Oshkosh, 150 yards, first; E. M. Worden, New London, 300 yards, second; A. E. Trolven, Fond du Lac, 300 yards, third. Time, 7:02.

Portage.

Ed. Rockwood, with two minutes handicap, won the five mile race at Portage on September 12, B. Hughes, second; S. Rogers, scratch, third. Time, 16:40.

Monroe.

At the Monroe fair the mile race was won by F. J. Blumer in 2:43; half mile handicap by Blumer from scratch; quarter mile open by Blumer in :35¼; five mile handicap, J. Hodges, first.

MARINETTE DID WELL.

The State Meet One of the Most Successful Ever Conducted in Wisconsin
 --The Annual Reports Very Encouraging--Fast Time Made in the
 Races--A Good Time Had by All Who Attended.

The state meet is over and Marinette wheelmen who were in charge of it have covered themselves with glory for the able manner in which it was conducted. W. C. Schrader, of Milwaukee, won the half mile state championship, A. F. Bingenheimer, of Milwaukee, the two mile championship, A. M. Chandler, of Waupaca, the one mile championship, W. F. Sanger, of Milwaukee, the quarter mile championship and W. C. Schrader, of Milwaukee, the five mile championship. The following ticket was placed in nomination:

For Chief Consul--W. A. Brown, of Marinette, and Dr. D. S. McArthur, of La Crosse.

For Vice Consul--Ben. W. Park, of Madison.

For Secretary-Treasurer--M. C. Rotier, of Milwaukee, and E. L. Spicer, of La Crosse.

For Representatives--S. J. Ryan, of Appleton; S. C. Newman, of Kenosha; Henry P. Andrus, of Milwaukee; R. Wallis and H. M. Baldwin, of Kenosha; N. E. Lindquist, of Marinette; F. R. Zeit, of Medford, and George K. Mead, of Sheboygan.

The voting of the annual election will begin on October 15 and end on November 15. R. H. Welles, of Kenosha, and Dr. F. R. Zeit, of Medford, have withdrawn as nominees for state representatives.

The meet was all that could have been desired. Riders were welcomed wherever they went. There was not much time for visiting, however, as League matters and races took up all the days. The business meeting was held on the evening of the first day's racing and the feature of this was the fight for the chief consul nomination and W. A. Brown, of Marinette, and Dr. D. S. McArthur, of La Crosse, were placed on the ticket. Both are now making a hard fight and while Mr. Brown seems to have the lead, La Crosse wheelmen are making a strong effort in behalf of McArthur. In his annual report, Chief Consul Morrison, after referring to the progress of cycling says: "While it is true that the rapid growth has instilled an energy into the League this year, it is also true of the Wisconsin Division that the individual industry of the more than one hundred local consuls, the earnest co-operation of our Board of Officers, and the indefatigable industry of an exceptionally efficient and intelligent secretary have made the record of Wisconsin stand out this year prominently in the national body and have turned the eyes of other states upon us with enthusiastic interest, congratulation, and regard." In conclusion Mr. Morrison referred to his having been honored by the national body by being made vice-president and a member of the executive committee and stated that it was the endorsement of the state which had won him this position and for it he wished to thank the division.

Secretary-Treasurer M. C. Rotier, who will undoubtedly be re-elected, in his report stated that the League membership had increased over 100 per cent during the year and that more than the confidence lost during the previous

dark year had been restored. The division had been active in all lines of League work, but the feature of it was the organization of the Wisconsin League for Good Roads which had been placed in the hands of efficient officers. For this movement A. Cressy Morrison was responsible and deserved credit. Continuing the report, he says: "An evidence of the healthy condition of our state division, lies in the fact that although our membership last year was not as great as in the two previous years, we have gained a far greater proportion of renewals than ever before. In 1893 when the membership was 603, but 316 renewed during the entire season; in 1894 with a membership of 492, 268 renewals were obtained. This season with a membership of 426, we secured 360 renewals, the highest percentage ever attained by any division with a membership of over 400. In twenty-one towns where we had more than one member every renewal was secured. Last year we enrolled 160 new members and secured the renewals of 140 of these. Today we can point with pardonable pride to our membership roll which sums up to the figure of 901. Our 1,000 members are now easily in sight. At the annual meeting last year, held at Ripon, we reported a total membership of 370. During the remainder of the year we increased it, by unceasing work, to 426. If the same efforts are put in this year, we ought to get 1,200 at the close of the year. During the first two months of the League year, beginning with April 1, we enrolled 358 new members; in June we secured ninety-four; in July fifty-eight and the first half of this month thirty-one, making a total of 541 new members gained. Marinette, La Crosse, Appleton, West Superior, Milwaukee, Janesville, Sheboygan, Neenah and Marshfield have greatly helped to swell our total membership up to date."

The cities having the largest League membership are Appleton thirty-one, La Crosse 157, Milwaukee 148, Marshfield thirty-three, Marinette 114. There are nine lady members enrolled. F. D. Shaw, of Medford, No. 2731, who joined in 1886, is the oldest member. The report stated that the special offer of giving each member who secured two new members his renewal free for the current year had cost the division \$61 and that 133 new members had been secured in this way. Mr. Rotier recommended that the same plan be adopted next year. Reference was made to the importance of having a road map of the state and he recommends that the new officers complete the work he has begun without delay as it will be the means of largely increasing the membership. The expenditures for the year had been \$687.80, leaving a balance on hand, including what was due from the national body of \$422.75, against \$197.45 at the same time last year.

Chairman I. R. Strauss, of the racing board, after making reference to the conducting of a successful state circuit and the fact that he has been unable to gather a list of racing men owing to the riders failing to give the necessary information, in his report says: "The board recommends

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the abolition of Class B which is placing the L. A. W. in a false position with the public, and the return to two classes—amateur and professional. The board does not think that the L. A. W., an amateur body, would be justified in going to the expense of looking after the professional class and recommends accordingly that the L. A. W. only govern amateur racing. As this matter is one of vital importance we would respectfully recommend that it be submitted to a vote of the division at the annual election and that our delegates to the next National Assembly be instructed accordingly."

The races were well attended. The leading Class A lights of the state and all the Class B men who are chasing the national circuit were on hand. Tom Cooper captured the majority of the Class B events while most of the Class A races were won by members of the Milwaukee delegation. The summaries of the races are as follows:

Friday, August 15.

First race, one mile novices, Class A—Edgar B. Comstock, first; R. H. Zinke, of Fond du Lac, second; Fred W. Allen, of Ripon, third. Time, 3:41.
Second race, half mile state championship, Class A—Walter Schrader, of Milwaukee, first; W. F. Sanger, of Milwaukee, second; H. E. Hewitt, of Menasha, third. Time, 1:18.

Third race, two mile open, Class B—Tom Cooper, first; C. H. Murphy, second; E. C. Bald, third. Time, 4:30.

Fourth race, half mile handicap, Class A—Edgar S. Comstock, of Oakkosh, first; Charles F. Jukner, of Menominee, second; John Flanagan, of Norway, third. Time, 1:08½.

Fifth race, one mile handicap, Class B—J. P. Blinn, first; A. D. Kennedy, Jr., second; A. I. Brown, third. Time, 3:16.

Sixth race, one mile handicap, for boys under eighteen, Class A—Carl J. Skatrom, of Manitowish, first; Frank W. Seidle, of Menominee, second; E. A. Treleven, of Fond du Lac, third. Time, 3:17½.

Seventh race, two mile state championship, Class A—A. P. Bingenheimer, of Milwaukee, first; Walter Schrader, of Milwaukee, second; William Howie, of Milwaukee, third. Time, 5:34½.

Eighth race, half mile open, Class B—Tom Cooper, first; E. C. Bald, second; L. D. Cabanne, third. Time, 1:07.

Ninth race, two mile handicap, Class A—Anton Stols, of Milwaukee, first; Arthur J. Welpe, of Milwaukee, second; Frank W. Seidle, of Menominee, third; Charles F. Jukner, of Menominee, fourth. Time, 4:57½.

One mile, tandem, Class B—McDonald and Johnson, first; Lund and Van Herrick, second; Levy and Gilman, third. Time, 3:21.

Saturday, August 17.

One mile handicap, Class A—John Flanagan, of Norway, Mich., 116 yards, first; E. A. Treleven, of Fond du Lac, 125 yards, second; Arthur J. Welpe, of Milwaukee, 50 yards, third. Time, 3:18.

One mile open, Class B—Tom Cooper, of Detroit, first; C. M. Murphy, of Brooklyn, second; E. C. Bald, of Buffalo, third. Time, 3:06.

One mile state championship, Class A—A. M. Obandler, of Waupaca, first; A. P. Bingenheimer, of Milwaukee, second. Time, 3:40.

Two mile handicap, Class B—Ray McDonald, of New York, 30 yards, first; Percy Patterson, of Bay City, 30 yards, second; James Levy, 240 yards, third. Time, 4:30.

One mile, 2:30 class, Class A—William Howie, of Milwaukee, first; A. P. Bingenheimer, of Milwaukee, second; E. F. Chase, of Marinette, third. Time, 2:38.

One mile open, 2:15 limit, Class B—L. D. Cabanne, of St. Louis, first; E. C. Bald, of Buffalo, second; C. M. Murphy, of Brooklyn, third. Time, 3:11.

Quarter mile state championship, Class A—W. F. Sanger, of Milwaukee, first; A. P. Bingenheimer, of Milwaukee, second; Walter Schrader, of Milwaukee, third. Time, 3:34.

One mile tandem, Class A—Schrader and Bingenheimer, of Milwaukee, first. Time, 3:08.

One mile, unpaced, flying start, Class B—L. O. Johnson, of Cleveland, first; C. M. Murphy, of Brooklyn, second; L. D. Cabanne, of St. Louis, third. Time, 3:10.

Exhibition half mile, paced, flying start—E. C. Bald, of Buffalo, 57 seconds.

Five mile state championship, Class A—Walter Schrader, of Milwaukee, first; Arthur J. Welpe, of Milwaukee, second; A. M. Obandler, of Waupaca, third. Time, 11:38½.

Notes of the Fleet.

Isaac Stephenson, Jr., made an excellent starter.

Attorney General W. H. Mylrea attended the meet.

Joseph Sandburg and F. R. Chase were in poor form.

The League headquarters were crowded on the first day.

Many attending the meet rode to Marinette on their wheels.

Many homes were decorated with crimson, black and gold, the local club colors.

Class B men said before leaving that it was the best clay track in the country.

O. Harger and C. H. Noyes, of Waterloo, rode to Marinette, a distance of 200 miles, on a tandem.

The Whaleback crew, of the Appleton Cycling Club was the most conspicuous body at the meet.

The parade was not the success anticipated, owing to the wheelmen being busy with other matters.

All L. A. W. members were admitted free on the boat Fanny Hart, on Thursday evening, and were given a three hours ride on the bay.

E. H. Smith, of Beaver Dam, who gave promise of being a possible winner of the championships, was ill during the entire meet and did not ride in a race.

Local talent from Green Bay gave a very interesting performance on Saturday evening, at the Opera House, in a play called "Tycoon." Charles Kerr, a prominent wheelman from Ft. Howard, played an interesting part in the show.

Isaac Stephenson, of Marinette, not only donated the use of the Marinette track free and subscribed \$300 toward the club's guarantee fund, but gave 700 employees of the Boom company, Stephenson Manufacturing Company and the N. Ludington Company a half holiday on the last day of the state meet and paid them their wages in full.

The Rev. Kirby on August 16, road into Marinette from Hermansville, Mich., a distance of fifty-five miles, which he covered in three hours and twenty-nine minutes. He then reeled off ten or fifteen miles on the race track and finished up by doing a half mile unpaced in 1:06. Sheriff Cathin held the watch. Mr. Kirby did not participate in the races though he could, no doubt, have given the "pot-chasers" a lively go.

The boys at Marinette are having the laugh on Amy Clish, a popular young wheelman. At the annual meet Secretary-Treasurer M. C. Rotier read a list of lady League members in Wisconsin. He did not know Clish and among his list he incorporated Amy's name. Of course the moment Amy's name was mentioned a roar of laughter followed. Clish himself could not restrain and took the joke good naturedly. The mistake lies with Secretary Bassett who has entered Amy's name on the national rolls among the lady members.

THE DIVISION ELECTION.

La Crosse Seeking the Office of Chief Consul and Secretary-Treasurer Against Marinette With W. A. Brown, and Milwaukee With M. C. Rotier for the Same Offices.

Until the official division ballots shall have been cast, on November 15, no other topic is so interesting as the possible chances of the various nominees.

From the outset, at the Marinette meet, it became evident that there would be a division among the membership in the selection of two of the important offices, although nothing previously had been known of possible candidates, except one for each office, and they seemed to be the general choice from all the sentiment previously expressed.

The story of the campaign begins with Secretary-Treasurer M. C. Rotier writing D. S. McArthur, of La Crosse, suggesting that La Crosse bring out candidates for chief consul and secretary-treasurer, or either, as they choose, and asking Mr. McArthur if he would not accept a nomination for the high office. Mr. Rotier did this to stir up friendly rivalry for the offices, believing that it would stimulate an interest in League matters that would be beneficial. About two weeks before the Marinette meet, however, Mr. McArthur replied to this letter, which had been written some time in June, saying that he would have to decline to accept a nomination for chief consul as he could not spare the time. During the last few weeks before the meet, Chief Consul A. C. Morrison suggested the name of W. A. Brown, president of the Marinette Cycling Club, as a man who could ably fill the office which he was about to vacate and when Mr. Brown happened in town Mr. Rotier called on him and urged him to accept the nomination. Mr. Brown was reluctant to permit his name to be used but getting the assurance that the retiring officers would most heartily endorse him he finally agreed to accept.

At the Marinette meet La Crosse members sprung a surprise. With scarcely any explanation they brought into nomination Mr. McArthur for chief consul and E. L. Spicer for secretary-treasurer. The latter's name was brought in because they felt that in view of Mr. Rotier's position with Mr. Brown they could expect no support from him for McArthur. Mr. Rotier, however says that he had fully determined to remain neutral in the matter until he heard of their intention of bringing into nomination an opposing candidate to him for no other reason than that. He says he now feels it his privilege to express his preference for chief consul and unhesitatingly does so in favor of Mr. Brown.

Mr. Dornor's Nominating Speech.

At the meeting at which the nominations were made Otto Dornor, of the Roads Improvement Committee, made the nominating speech for W. A. Brown, which we here-with publish in full:

Mr. Chairman and Gentlemen of the Wisconsin Division:

The enthusiasm with which you have received the report I presented on behalf of your Division's Committee

for Highway Improvement may perhaps offer an excuse for my again assuming the floor, to place in nomination a candidate for the chief consulship. I trust that your interest in this subject may also excuse my dwelling upon the movement for good roads in making this nomination, because I am strongly of the opinion that the success which has attended the labors of our committee during the past season, and the widespread interest in the movement for good roads which we have succeeded in creating, both among the farmers and among bicycle riders, is largely responsible for the large increase which has taken place in our division membership this spring.

Having in view, therefore, the continued growth of the Wisconsin membership, and a continued vigorous agitation of the matter of good roads, I believe we should select as our next chief consul a gentleman whom we can depend upon to lend us material assistance in both of these directions. We should select a man of the world, one who has had extensive dealings with people, and knows how to approach them; he should be a man of affairs, who has undertaken things and accomplished his purposes; a man whose achievements in other directions will warrant us in believing that he can accomplish results for the Wisconsin Division in the many lines of his work. The situation in Wisconsin is such that our coming chief consul must be able to give considerable of his time to the work of his office, and must have the facilities at his command to perform the manifold and varied duties incident to an aggressive administration, including the extensive clerical work and correspondence connected therewith. Our means are not such that we can make him an allowance for a stenographer, and we should therefore endeavor to choose a man who can devote not only his time, but that of his office help to the welfare of the division and to its work.

I confess, Mr. Chairman, that I may be subjected to criticism for nominating a man who is a comparatively new member of the League, and departing from the custom of selecting our officers from among our veteran members. Many of these have done much faithful work in the interest of our organization, and I feel, as much as anyone does, the sense of obligation towards them. But I take it, Mr. Chairman, that the chief consideration in the selection of our officers should be the work still remaining to be done, and that the man whose position and surroundings offer the greatest promise of his success at this coming work, taken together with his previous success upon other, perhaps similar lines, is pre-eminently the man to be selected for such an office. It is my opinion that at this particular time we are especially in need of a man who can help us in furthering the cause of good roads, which has already made such splendid progress in the Badger State, and which is the center upon which all our efforts are now united. I feel that we can all afford to lay aside minor considerations, and work together in furthering the cause of good roads by every means in our power. Our opportunities for securing

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the passage of new road laws are improving day by day, and to accomplish their passage we want a chief executive officer, if possible, who is well known in legislative circles, and whose personal acquaintance there will help us towards securing the desired reforms.

It is these considerations, mainly, that have directed my choice of a candidate, and it is a pleasure to me to be able to present the name of a man who I firmly believe can do much for us upon these lines, and who at the same time admirably possesses the other qualifications I have dwelt upon. Our highway improvement committee will be fortunate in securing the assistance of such a chief consul in their work, and the cause of good roads will be sure to make far better progress, even, than it has in this, our banner good roads year. I wish to nominate a man who is known to all of us assembled here at this annual meet, as a successful administrative officer, one who is, to a large extent, responsible for the splendid membership which Marinette shows upon our books today, and to whom belongs much of the credit for the success of this meet. I wish to nominate a gentleman who has thrown wide open to the wheelmen of Wisconsin, both the gates of Marinette and the doors of his own home, and to whom we all owe thanks for our entertainment by the Marinette Cycling Club. That man, Mr. Chairman, is Mr. William A. Brown, of Marinette.

An interview with Mr. Morrison.

Chief Consul A. Cressy Morrison, who has recently returned from a trip through Colorado, was asked this morning if he would answer a few questions regarding the contest for the Chief Consulship of the Wisconsin Division. "What do you think of Mr. Brown as a candidate?" "I think he is a man of ability, intelligence, and with all the qualifications necessary to fit him to fill the office of Chief Consul, with credit to himself and the Division." "What do you think of Dr. McArthur as a candidate?" "I think he is a man of ability, intelligence, and with all the qualifications necessary to fit him to fill the office of Chief Consul, with credit to himself and the Division."

"Has Mr. Brown taken any active part in League work?" "Yes. Although he is a new acquisition to the League, he is properly credited with bringing in over a hundred new members this year. He was one of the prime movers in the very successful meet at Marinette, and has developed a strong enthusiasm for League work." "Has Dr. McArthur similar qualifications?" "Certainly. He is a League member of long standing, and is directly responsible, through his active work as Local Consul, for the gratifying showing which La Crosse makes in the Division. He is a conservative, thoughtful and conscientious worker for the League, and is most worthy of any compliment the League can pay him."

"Is not Dr. McArthur the logical candidate for the Chief Consulship this year?" "He was." "Then how is it that Mr. Brown became suddenly so powerful an opponent for the office?" "Dr. McArthur was approached some

weeks before the Marinette meeting, with the suggestion that La Crosse was in a strong position to present a candidate for the Chief Consulship and for the office of Secretary-Treasurer, and it was intimated to him, that as the Nestor of the League in La Crosse, the choice would naturally fall upon him; and the question was asked him, 'will you accept the nomination,' to which he replied that he could not possibly accept the nomination, as he had not the time to devote to the League work. This declination on his part, left the field open; and when the very strong membership in Marinette brought forward Mr. Brown as their candidate, it became apparent that he not only possessed all the qualifications, but in view of the declination of Dr. McArthur, he had practically no opposition. Some three days before the meeting at Marinette, I received a letter from Thompson, at La Crosse, asking why Dr. McArthur could not be a candidate. I responded that any League member could be a candidate, but stated that Dr. McArthur had declined when the suggestion was made to him. On the day before the Marinette meeting, I was informed that Mr. Thompson had induced Dr. McArthur to change his mind, and that he would be a candidate."

"Do you think that Dr. McArthur did right to change his mind at the eleventh hour?" "There is no question of right or wrong about it. However, it makes a difference with him, as he would probably have had no opposition had he accepted the suggestion and announced himself a candidate earlier in the campaign, besides, his declination made Brown the logical candidate."

"Do you think there will be any trouble in the League as an outgrowth of the campaign?" "Not in the least. It will really prove a benefit, for it will interest everybody more than ever, and the very fact that two such good men are anxious for the office shows that the organization is one to which it is an honor to belong."

"What do you think of the article which appeared in a Ripon paper, casting reflections upon one of the candidates for office?" "I consider it of no consequence whatever, as careful reading shows it to be written without any consideration or any knowledge of the facts. I wholly condemn this contemptible species of attack, which is beneath the notice of those affected and discreditable to its author."

"For whom will you vote?" "I do not consider that a very courteous question. As an executive officer, it is my duty to see that elections are conducted fairly and properly, and I am bound by probity and honor not to indicate any preference which would give direction to the efforts of the friends of the administration."

N. E. Lindquist, of the Marinette Cycling Club has, received Chairman Gideon's decision on the protested decision of the referee at the Marinette tournament. Johnson and Murphy were tied in the unpaced mile event in 2:16, and the referee awarded the race to Johnson, who made the time first. Chairman Gideon permits this ruling to stand, as there are no rules governing the case.

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H. M. TINDEL GOT FIRST PLACE.

Captured the Lover's Lane Road Race, in 37:40; While W. C. Neilson Gets Time, in 34:27.

The road race of the Badger Wheelmen, over the Lover's Lane course, on Labor Day, was the largest that has been held here this year. The course is a distance of twelve miles, the start and finish being at Twenty-eighth street and Grand avenue. The first to cross the tape was H. M. Tindel, an eight minute man, who led E. H. Krueger, of the Badger Wheelmen, by fully a block. H. Warnken, of the Niagara Wheelmen, finished third. Tindel, who has never ridden in a race, finished in 37:40. First time was won by W. C. Neilson, of the Milwaukee Wheelmen, who rode the course in 34:27. Con. G. Reinke, of the Badger Wheelmen, got second and H. A. Zerbel, of the Mercury club, third time.

The arrangements were perfect. Though there were 3,000 people at the start and finish, no trouble was experienced in keeping the course clear. After crossing the tape the riders rode into the school yard close by, where twenty-five cots had been placed in the basement of the school, which was used as the dressing room. Of the 118 entrées, ninety-one started and seventy-three finished in the race. The list is as follows:

Riders	Handicap	Time
1 H. M. Tindel, City	8:00	37:40
2 E. H. Krueger, B. W.	7:00	37:47
3 H. Warnken, N. W.	6:00	38:58
4 R. Bauman, B. C. C.	5:00	37:38
5 C. Wulder, B. W.	4:00	37:44
6 F. Abraham, B. W.	3:00	38:46
7 Ed. Aldridge, B. W.	2:00	38:50
8 J. W. Warnken, N. W.	1:00	38:02
9 Frank Coons, City	0:00	37:26
10 W. M. Baikia, D. W.	0:00	38:57
11 David Cole, City	7:00	38:08
12 Albert Miller, Nth C.	6:00	38:08
13 E. W. Worden, New London	5:00	37:04
14 W. C. Neilson, M. W.	4:00	34:27
15 H. B. Owens, City	3:00	40:08
16 H. Cotton, Palmyra	2:00	38:08
17 John Moss, City	1:00	38:09
18 John Miller, Cudahy	0:00	37:41
19 Peter Oile, Racine	0:00	36:13
20 E. F. Kothe, City	0:00	41:17
21 H. O. Williams, City	0:00	37:58
22 H. J. Schmitz, B. W.	0:00	37:26
23 E. A. Clifford, City	0:00	36:07
24 R. J. Froehbach, B. W.	0:00	40:44
25 E. M. Kelly, City	0:00	41:40
26 T. R. Boers, B. W.	0:00	42:46
27 F. Hennkens, M. C. C.	0:00	39:17
28 R. O. Lamke, A. S.	0:00	37:48
29 G. Arpa, City	0:00	40:50
30 George Schmidt, B. W.	0:00	37:21
31 Joseph Shurt, City	0:00	40:26
32 W. Keating, B. W.	0:00	41:00
33 H. W. Fry, B. W.	0:00	37:31
34 J. Wielep, O. C. C.	0:00	38:34
35 John Cruise, City	0:00	38:06
36 Con. G. Reinke, B. W.	scratch	34:38
37 H. A. Zerbel, City	scratch	34:37
38 Ed. Harnish, N. S. C. C.	1:30	39:00
39 H. Shiner, O. W., Chicago	1:30	38:21
40 L. J. Friend, M. W.	0:00	38:53
41 W. Roland, City	4:30	39:34
42 I. Eggert, City	0:00	41:06
43 P. J. Cass, City	0:00	41:08
44 L. P. Olson, O. C. C.	3:30	38:44
45 L. Shadel, B. W.	3:30	38:58
46 H. J. Orlona, City	4:30	38:57
47 W. A. Zesley, N. W.	4:00	39:38

Riders

Riders	Handicap	Time
48 F. Wesolik, Racine	0:00	41:30
49 F. Szaajinsky, Berlin	0:00	38:30
50 W. C. Cain, City	0:00	44:30
51 W. C. Kroening, City	0:00	44:46
52 E. J. Klefer, B. W.	0:00	46:36
53 J. Peterson, 10th C.	0:00	37:18
54 G. L. Zink, Menominee	0:00	37:57
55 W. C. Conger, C. W.	1:00	37:58
56 H. Kastenholz, City	0:00	49:07
57 L. O. Stiles, L. G. O. C.	4:00	41:40
58 H. Mubraht, M. C. C.	3:30	41:19
59 R. R. Phelps, Chicago	1:00	38:43
60 H. W. Harris, Chicago	1:00	39:17
61 O. O. Harvey, W. W.	2:00	41:25
62 W. Williams, City	3:30	47:18
63 A. Meyer, M. W.	0:00	49:08
64 B. Bothrell, B. W.	0:00	47:29
65 W. F. Wolter, S. C. C.	0:00	44:59
66 G. E. Dixon, L. G. O. C.	3:00	47:48
67 E. H. Stanwood, L. C. C.	1:00	46:41
68 H. Wheeler, W. W.	1:00	48:06
69 H. F. Andrews, M. W.	5:00	48:39
70 G. F. Funk, B. W.	4:00	52:16
71 O. L. Blund, B. W.	0:00	50:50
72 R. J. Parker, B. W.	7:30	50:30
73 W. A. Brenner, B. W.	3:30	51:55

South Side Road Race.

The South Side road race, from South Milwaukee to Lincoln and Kippickianic avenues, on August 24, was run over a muddy course. The distance was only seven and one-half miles and had the road been in good condition, it would have been one of the most interesting races of the season. John Cruise won first place. He had a handicap of 5:00 and finished in 25:00. H. A. Zerbel captured first time prize, scratch, in 21:45, while Anton Stoltz and Morgan O'Brien came in for second and third time. The race was witnessed by 2,000 people. Following is the order in which the riders finished:

Rider and Club	Handicap	Time
1 J. Cruise	5:00	25:00
2 A. Mueller, 10th C.	2:30	25:35
3 F. Harbach, M. C. C.	3:00	25:57
4 R. Bremner	5:00	30:00
5 W. C. Wulver, M. C. C.	3:00	24:15
6 J. Hansen	3:30	25:00
7 A. Stoltz, M. C. C.	1:30	22:04
8 W. Pritchard, M. C. C.	2:30	24:15
9 H. Zerbel, T. O. C.	scratch	21:45
10 M. O'Brien, B. W.	0:00	22:04
11 E. Aldridge, B. W.	3:00	26:31
12 J. Welley, B. V. W.	3:30	24:52
13 J. W. Reilly	2:30	25:05
14 L. F. Olson	3:30	24:05
15 W. A. Zesley, N. W.	3:00	25:27
16 J. Moss, M. C. C.	1:30	25:00
17 J. Miller	3:00	26:49
18 A. Welley, M. O. C.	scratch	22:44
19 H. J. Schmitz, B. W.	2:00	34:45
20 F. Conley	2:30	25:17
21 H. Bing, O. C. C.	2:00	24:25
22 W. Mueller	2:00	25:00
23 W. Davis, B. V. W.	1:00	23:07
24 F. Huchens, M. U. C.	4:00	25:02
25 C. Fredson	4:30	27:22
26 J. W. Warnken, N. W.	1:00	23:51
27 E. Bing, M. O. C.	5:00	27:05
28 H. J. Orlona, O. C. C.	2:30	25:25
29 E. Fry, B. V. W.	1:00	23:59
30 A. Hennkens, M. O. C.	3:00	25:10
31 B. W. Fugger, M. O. C.	2:30	25:45
32 H. Guderson, N. S. C. C.	1:30	24:59
33 M. J. Carney	3:30	25:57
34 E. Harnish, N. S. C. C.	1:30	25:07
35 G. Hoehner	3:00	26:32
36 J. Lemmer, M. O. C.	2:00	25:41
37 W. Stuhlein, B. V. W.	4:00	27:50
38 A. Van Ellis, M. C. C.	2:30	25:00
39 W. Roland, M. O. C.	2:00	25:00
40 B. W. Twyman, M. & W.	pen 30	26:30

Won By Frank Harbach.

The North Side club's road race for members only, on August 30, was won by Frank Harbach, who had a handicap of six minutes and who covered the triangular Silver Spring course, a distance of ten miles, in 32:35. Harbach and H. Warnken rode side by side until within three blocks of the finish when Harbach sprinted and finished nearly a block ahead of him. J. Miller finished third. A. J. Weilep, who started from scratch, won first time in 31:27 and E. Harnish, also a scratch man, captured second time. The course was in a good condition. About 1,000 people saw the finish.

Niagara Wheelmen's Race.

The last road race of the year will be held on September 22, when the first annual event of the Niagara Wheelmen will be conducted. The start will be at Mequon and the finish at Burleigh and Teutonia streets. Nearly all of the members of the Niagara Wheelmen, will enter and there is no doubt but what the race will be hotly contested.

To Stimulate Interest.

Gerhard Aussem, of the North Side Cycling Club, has a newscheme whereby he hopes to stimulate interest in racing in his club. He proposes to divide the members into teams of five riders each. In running over a course he proposes to start each team separately, say fifteen minutes apart. The team which aggregates the fastest time shall be declared the winner of the race. The question which is worrying Mr. Aussem, however, is how to divide the teams and get them all evenly matched. It is proposed to award small medals to the winning team members.

Thief Chased on a Bicycle.

On Labor Day a burglar broke into a warehouse at Colby and stole a wheel belonging to Henry Eder. When the theft was discovered the next day, Eder borrowed a wheel, put a revolver in his pocket and gave the thief a chase. He tracked him to a woods, where he met the thief, scared him away and recovered his bicycle.

An Extended Trip.

Local Consul R. F. Myers, of Hillsboro, Wis., has returned from a bicycle tour of about six weeks. He rode through Minnesota and South Dakota, to the Black Hills, and returned via Nebraska and Iowa, making 1,470 miles on wheel and about 175 on train through the sand hills of Nebraska.

Society Ladies Organize.

At Green Bay last month a number of ladies who are spending the summer there from Chicago and those of Green Bay, organized a ladies' cycling club. They call themselves the S. C.'s. The following officers were elected: President, Mrs. M. Joannes; vice-president, Mrs. Neeves; secretary, Mrs. Murry, of Chicago; treasurer, Mrs. Van der Zee. The club takes an early morning run every day and has a membership of about twenty.

Winners of the Racine Race.

Herbert W. Crane, of Racine, with a handicap of 7½ minutes, won the Racine road race. He covered the thirteen miles in 38:40. The first time prize was taken by J. Dolister, of Burlington, from scratch. His time was 35:35. The second time prize was won by H. E. Zerbel, of Milwaukee, also scratch, in 36:46. Morgan S. O'Brien, Milwaukee, scratch, won the third time prize in 36:56. Out of forty-two starters, thirty-nine finished. A large crowd witnessed the finish and the race was a success in every detail. "Senator" Jones attended to all the arrangements and did the handicapping as well.

To Unite Both Clubs.

A scheme is now on foot to unite the Badger Wheelmen and the Milwaukee Wheelmen into one club. It is doubtful if the consolidation will be made.

Transferred To Class B.

There has been a decided shake-up among Class A riders during the past few weeks. As a result of an investigation by Frederick Gerlach, the western representative of the National Racing Board, the following riders have been transferred: W. C. Schrader, W. F. Sanger, A. F. Bingenheimer, Edward Roth, Harry Crocker, H. Zerbel and J. C. Schmidtbauer, all of this city. It is reported that several riders in the interior of the state may also receive their notice some time or other. Over a month ago Crocker, Roth and Sanger, were notified that they were being investigated. As was predicted, the investigation was extended to other riders. It was ascertained that all riders had received expense money from either the Andrae or the Telegram companies and thereupon Mr. Gerlach recommended their transfer. When in the city, Mr. Gerlach stated that he would have suspended the riders from the track but he thought no good would come from such action. Schrader and Sanger entered Class B before they were officially notified of their transfer.

No Professional Races.

As was predicted in the last issue of THE PNEUMATIC, there will be no races here this season. The semi-professional races, for which the North Side club secured a sanction, have been abandoned. Several weeks ago the officials of the club began to correspond with the leading professionals in the country, with the view of getting them to race here. The riders all wanted their expenses paid and a big guarantee posted, and when the members figured up what the total expense would amount to, including park hire, advertising, etc., they held their breath. It was estimated that about \$4,000 was the lowest figure at which the race could be conducted. It would require a crowd of from 8,000 to 10,000 to pay for the running expenses of the meet, and that such a number cannot be secured in this city, is well-known to cyclists. Consequently, it was decided to surrender the sanctioned.

Walter Sanger In His Old Form.

There was unusual enthusiasm displayed at the Springfield tournament when Sanger, Tyler and the other fast men came out for the mile international professional race. Although Walter had been losing at most meets through the season at which he rode, it was rumored that he was now in the pink of condition and that there would be a close contest. A tandem paced and Tyler and Sanger kept it well in sight. As the tandem dropped at the last quarter Tyler shot out and led into the homestretch and the crowd arose and greeted the Springfield man with a tremendous shout. But the shout momentarily ceased and the crowd became breathless for an instant as they saw Sanger, with one of his old-time sprints, coming up, nip Tyler fifty yards from the finish and beat him out by two lengths at the tape. The race was the prettiest of the meet and the audience gave vent to their appreciation by a long continued shout.

May Build a Cycle Path.

Milwaukee is to have a cycle path. The park commissioners are now figuring on the cost of the construction of a path for wheelmen along Park avenue, from the northern end at Terrace avenue to a point near the intersection of North avenue. The idea is to have a cycle path three feet in width on each side of the street. The roadway will be macadamized and the cycle road will be made of cement, so that at all times the wheelmen will have a clear right-of-way over a smooth and even road. Cyclists will keep to the right and there will be no danger of collisions, for those who are going in the opposite direction will be upon the opposite side of the street.

Bicycle Ordinance Not Passed.

That bicycle ordinance which Alderman Starkweather introduced in the common council over a month ago, still hangs fire. The wheelmen have taken up the fight and every alderman in the city has heard from them. There was some talk of incorporating sections providing that lanterns must be carried and that a wheelman, even when dismounted, should not push his machine on the sidewalk. These two obnoxious provisions caused the rights and privileges committee of the L. A. W. with W. L. Simonds chairman to take hold of the matter. Petition blanks were sent to every League member in the city and circulated among riders. The names and the protest was then sent to the judiciary committee of the council and before the aldermen knew what had happened they had a stack of petitions signed by thousands of wheelmen before them. Then it was announced that there was no intention to incorporate the lantern clause and prohibit wheels from being pushed on sidewalks. The city fathers have promised the wheelmen an opportunity to address them before final action is taken on any measure regulating them. It now seems that if the ordinance is ever passed it will contain provisions to which sensible wheelmen do not object.

Married in Bloomers.

James Gill and Regina Benson, both of Chicago, were married on August 27, by the Rev. E. D. Huntley. Both are enthusiastic cyclists. Dressed in bloomers, Miss Benson rode up to Milwaukee with Gill, who wore "knickerbockers" and rode straight for the minister's house. They then rode back to the Whaleback Columbus, on which they returned home. The wedding caused a good deal of comment.

A Toll Gate Keeper's Blunder.

The company owning the Whitefish Bay road, will probably be made defendant in a damage suit, to be instituted by Mrs. R. A. Mallory. Recently, Mrs. Mallory and a party of friends were returning home in the evening from the Country Club. The woman in charge of the gate stretched a heavy chain across the road, just before the party passed, and not seeing the obstruction, Mrs. Mallory ran into it with full force. She was hurled to the ground and painfully injured, while the other members of the party, who were behind her, narrowly escaped riding over her. The woman in charge of the gate then explained that shortly before, a man had passed, who insulted her, and that she was watching for him to return. This is not the first time that cyclists have been bothered by the chain at the gate. It is a common occurrence for the gate keeper to stretch the chain over the road and leave it there without displaying a signal. The L. A. W. has taken the matter in hand and will see what can be done to have the present keeper removed.

Milwaukee Wheelmen's Hop.

The Milwaukee Wheelmen have arranged an informal hop at Tippecanoe lake for September 25. Chartered cars will bring the dancers home. The cars will leave the lake at 11 P. M. The following schedule of amusements has been arranged:

September 15 - Elm Grove and Butler Post-Office, start 1:30 P. M.
September 22 - Second annual basket picnic at Fish Creek, start 8 A. M.
September 27 - Informal Hop at Lake Tippecanoe.
September 30 - Chicago by Steamer Nyack, start 8 P. M., on Saturday.
October 6 - Tour through City Parks, start 1:45 P. M.
October 13 - Oconomowoc, start 8 A. M.
October 20 - Cedarburg, start 9 A. M.
October 27 - Racine, start 8 A. M.

Dorner As a Tourist.

Otto Dorner, the hustling secretary of the Wisconsin League for Good Roads, is fond of touring and making long runs. Scarcely a Sunday passes that he does not reel off fifty miles in the country, weather permitting. After the state meet, he rode down to Appleton from Marinette where he met by appointment C. H. Sheldon, of that place who accompanied him on a jaunt around the state on his bicycle and returned with a long list of roads which he thinks ought to be improved. As soon as the fall sets in Mr. Dorner will open up an active campaign. He has been gathering material for his arguments in favor of highway improvements during the summer months and if he meets anyone who opposes the movement now, woe befall the man, for Dorner is loaded up to the handle.

Chandler's Protest Not Sustained.

A. M. Chandler, of Waupaca, several days ago filed a protest with Secretary-Treasurer M. C. Rotier against Arthur Weilep, of Milwaukee, who won the second prize in the five mile championship at the state meet. Chandler finished third in the race. He now contends that Weilep was not a League member and therefore could not compete in the race. Secretary-Treasurer Rotier says that Weilep did not hold a regular card, but several days before the meet he filed his application for League membership, paid his dues, and was issued a temporary membership card. This entitled him to race in championship events. Frederick Gerlach, the western representative of the racing board, when in the city several days ago, was asked about the protest and he sustained Mr. Rotier. Mr. Gerlach contends that it is to the interest of the League to allow riders to compete as soon as their applications have been filed. There is considerable delay before a membership is accepted and were a rider to wait for his card before he could enter a championship race, many League members would be lost yearly. At every state meet from five to fifteen riders usually file their applications several days before the races so that they can compete in the championship events. This was done by Weilep, Zerbel and Clifford and the proceeding is a regular one.

Charging For Bicycle Baggage.

The rule of charging for the baggage transportation of bicycles has gone into effect on some of the western roads. This will, for the present, effect lines running out of St. Paul only, but that it will extend and become universal, now that the Western roads have broken the ice, is admitted by railway officials. By the rule which has gone into effect from St. Paul, the two divisions of the Chicago, Milwaukee & St. Paul from that city will be included, but it will not have any effect on all other divisions of the St. Paul until the rules are extended to other territory, which will probably be at an early date. The price to be charged for bicycles will be the same as the excess baggage charges now in vogue on all lines of railroads.

General Baggage Agent Carriek of the St. Paul railway says that the railroads in the West were being forced into charging for bicycles as a natural result of the numerous demands being made on the average road for the transportation of wheels for passengers. In every small town, as well as in all cities, baggage cars of nearly every regular passenger train are now crowded with wheels going as baggage. As a wheel takes up considerable more space than the average trunk, there is no room for other baggage.

Rev. J. Faville Joins the L. A. W.

Among the many distinguished men who are members of the Wisconsin Division, L. A. W. is the Rev. John Faville, of Appleton, who has recently joined. Mr. Faville is perhaps the most popular preacher in the state today, with the possible exception of Rev. Judson Tittsworth.

Wausau.

At the races of the Marathon County Fair, held in Wausau, September 14, the mile novice was won by M. Leistikow in 2:55½; the half mile open by O. E. Virum in 1:44; half mile county handicap by Joe Stevens, thirty-five yards; mile open by Chandler, Virum second, time, 2:28; mile club handicap, by Joe Stevens, 100 yards; half mile boys' by Bert Pierce in 2:20; quarter mile for Wausau riders by Wilson in :38½; the two mile handicap by E. E. Harkins, 100 yards.

Phillips Will Hold Races.

Phillips will have two days of racing on September 18 and 19. The races will be held under the auspices of the Price County Agricultural Society and are being arranged by David Myers, of Prentice. A valuable list of prizes has been secured and most of the fast riders of the state will be present. Several Class B events will be included in the program.

Chairman Gideon Calls Attention.

In the last Gideon Bulletin issued, the chairman says: The attention of racing men is called to the necessity of properly filling out entry blanks, stating thereon the best times made by the rider, as required by the rules. Handicappers are instructed to report to the Board improperly filled blanks, and the riders will be promptly disciplined. Entries by wire must be followed by a properly filled blank, else they cannot be considered.

200 L. A. W. Buttons Left.

M. C. Rotier, secretary-treasurer of the Wisconsin Division, wishes to make known that 200 L. A. W. lapel buttons, and as many badges are left over from the state meet, held at Marinette, and all those desiring one of each can do so, as long as the supply lasts, by writing to him and enclosing a two cent stamp for return postage.

L. A. W. Application Lost.

Will the person who sent in his L. A. W. application to M. C. Rotier, secretary-treasurer of the Wisconsin Division, about two months ago, and has not received his membership ticket, please communicate with him? The application was forwarded to the national headquarters at Boston, but did not reach its destination and no trace can be found of the name or address.

Want the State Meet.

Though the annual meeting of the division will not be held before December, there is considerable rivalry already for the state meet. La Crosse, Appleton, Eau Claire and Neenah have already come out for it. Kenosha also wants it and says that with the assistance of H. E. Raymond, ex-chairman of the National Racing Board, who will be located there with the Sterling Cycle Company, it could get up a big meet. Several other cities will probably come in the race before the meeting is held.

Brief State Notes.

Menominee, Mich., will have a meet on September 18 and 19.

Ernie Falls, formerly of the Telegram team, has been training Oshkosh wheelmen.

Miss Edna Sweet was the first young lady who dared appear in bloomer costume in Green Bay.

Harry Hewitt, of Menasha, will, with one more season's work, be able to hold his own with the best state riders.

The Neenah club is now a branch of the L. A. W., a charter having been granted them last month. It has twenty-two League members.

Inducements will be offered by the semi-centennial committee to wheelmen to enter the parade to celebrate the fiftieth anniversary of the city of Milwaukee.

Marinette officials are determined to enforce the bicycle ordinance prohibiting the riding of a wheel at night unless a lantern is carried. Recently several arrests have been made for violating the ordinance.

Jacob Linden, of Marinette, has ridden a wheel for twenty-five years. Fifteen years ago he rode a safety to and from his work and twenty-five years ago he used one in Norway to ride to and from his work. The wheel used at Marinette was made by him and was of wood.

On September 8, members of the Niagara Wheelmen held a road race over the Whitefish Bay course. H. Warnken won first place, in 16:00. First time was won by Morgan S. O'Brien, in 15:13, while J. W. Warnken captured second time. There were eleven starters in the race.

The Racine wheelmen are up in arms against an ordinance which the city council proposes to adopt. It prevents wheelmen from riding on sidewalks, requires them to place an alarm upon the wheels, sound them when approaching a crossing and that lanterns be attached and lighted at night.

Charles B. Thwing, assistant professor of physics at the state university, paid a fine of \$5 and costs, in the Municipal court, on August 27, for riding a bicycle on the city streets after dark without a lantern. The ordinance went into effect August 1, and this is the second conviction under it.

M. B. Nute, of Columbus, last month made a trip to Cleveland, O., and return, making the entire journey by wheel. He was gone from home about three weeks, but spent only fourteen days in the saddle, and in that time his cyclometer registered 1,278 miles, an average of 91 2-7 miles per day. His largest run was 191 miles in one day.

Wear Coats While Dining.

Many hotel proprietors are complaining of the slovenly, neglectful appearance of some of the wheelmen who stop at their hotels. In many cases wheelmen are requested to wear their coats when in the dining room.

Menominee's Races.

At the County Fair, held in Menominee, Michigan, the principal feature of amusement was the bicycle races, on September 18 and 19. The Milwaukee delegation took most of the prizes, and Milwaukee Class B men competed for the first time in the class to which they but recently graduated. The first day the mile novice was won by Quimby, time, 2:47; quarter mile open, Class A, won by F. R. Chase, Marinette, in 35 1/4 seconds; quarter mile open, Class B, by Zerbel, Schrader second, time, 34 4-5 seconds; two mile open, Class A, by Arthur Weilep, Stolz second, time, 4:59; unpaced mile, flying start, Class B, Zerbel's time, 2:19 4-5; Sanger, 2:26 1/4; Schrader, 2:28; Bingenheimer, 2:28 1-5; Crocker, 2:28 1/2; the mile, Class A handicap was won by Quimby, 100 yards, in 2:24; two mile, Class B, Zerbel first, Schrader second, time, 4:49 2-5; five mile handicap, Class A, won by Harkins, in 13:00. The track the first day was heavy, which pleased Zerbel, as he is a hard road rider, and consequently had a decided advantage over the other riders, who were trained only for fast pedalling.

The second day's races were more spirited and the track in much better shape. A new Michigan record was established by O. E. Virum, of Stevens Point, who rode a half in competition, in 1:08 1/2. In the Class A tandem race, four teams started, Harkins and O'Brien on a Telegram, finished first, in 2:25. In the mile open, Class B, Zerbel won in 2:08 1/4, being the fastest mile ever ridden in competition by a Wisconsin rider. The two mile, Class A handicap was won by Chase, in 4:47. The half mile open was the hottest race of the meet. Four starters, Sanger first, Zerbel second, Schrader third, time, 1:13. The mile, Class A, flying start, paced, was won by Anton Stolz, in 2:21 1/4. Zerbel rode a half mile, unpaced, in 1:04 1-5, which is near the world's record. Sanger was paced in a mile, which he rode in 2:10 1-5. While Schrader was pacing Sanger, he met with a serious accident, falling against a fence, which rendered him unconscious for some time. The two mile, Class A tandem was won by Harkins and O'Brien, in 5:19, and the five mile open, Class A, by Stoltz, in 12:17.

At the Inter-County Fair, held in Cumberland, Wisconsin, September 19, a three mile handicap race was run and the time prize was won by C. C. Taylor, with H. M. Bird a close second, in 8:04 1-5. O. D. Edgbert finished first.



Andrae's New Machinery.

The Julius Andrae & Sons Company's removal to larger quarters is now a certainty. The preparations have been completed. F. Terry Andrae while East contracted for ten new Cleveland automatic machines which make cones, a new hub blanking and screw machine, which was purchased from Pratt & Whitney at Hartford, Conn., a Brown & Sharp milling machine and a ball bearing grinding machine. It is the intention of the firm to hereafter grind every ball before it is placed in the machine and see that they are of true size. Contracts have also been closed with the Sanderson Steel Company, at Syracuse, for tool steel. Hereafter all cones will be made entirely of tool steel which will be tempered and ground. This will be a new innovation in the building of Andrae wheels. With these new machines and the ones in the present factory the company will be thoroughly equipped. Material for 5,000 wheels is ordered and there will be no delay in transforming the material into bicycles. In fact the work is already under way. The plant is now running to its full capacity making tools.

Two new departments will be added to the plant. These are the enameling plant and the nickel plating department. All enameling and nickel plating will be done by the company itself next year. While east Mr. Andrae secured the services of George Peters, a skilled mechanic in bicycle building, who will be the superintendent of the tool department of the works. The screw and machine department will be in charge of Charles Hardy, who was formerly connected with the Grand Rapids Cycle Company and the Standard Sewing Machine Company. The entire factory, of course, will be under the direction of F. Terry Andrae. At present the firm is making tools and gigs for next year's supply of wheels.

The firm will pay considerable attention to tandems next year. The tandem now ridden by Schmidbauer and Nielson is considered one of the finest in the Northwest and a number of orders for next year's delivery are already on file. The build of the Andrae will be nearly the same as in '95. It is not likely that the wheels will be lighter but they will be considerable stronger. The prices will remain unchanged.

At New London four bicycle races were conducted under L. A. W. auspices, on September 18 and 19.



Displaying Their Wheels.

At the Exposition the Andrae people have, what is generally considered, the finest display of wheels and decorations, the Bolte company, across the isle are, however, making an effort to eclipse them. Cribb Carriage Company, Thistle Company, Benzemaker Brothers, Clement, Williams & Company and others are well represented with a line of machines. The Mystic Cyle Works, of Mukwonago, occupy a conspicuous booth, in charge of Mr. Palmer, the secretary of the company.



WM. POLLITT
Mounted on his "66 Model" Only.

Another New Club.

A number of local wheelmen met at No. 25 Juneau Ave. and organized a new cycling club, to be known as Cream City Wheelmen. The club has virtually existed for four years and upwards, lacking however a permanent organization. The ultimate success of the new club is earnestly hoped for by the members and is rendered almost certain by the zeal and personal interest manifested at their first meeting.

The officers elected are: Robert Wittig, president; Gustave G. Gehrs, vice president; Emil J. Ludwig, secretary and treasurer; Len. P. Bellinghausen, captain; John Rafenstein, first lieutenant; Frank J. Zander, second lieutenant; John Rafenstein, Gustave G. Gehrs and C. Van Ess, board of directors. Meetings of the club will be held monthly at the place above indicated.

The bicycle races at the Chetek Fair were declared off on account of bad weather, which made the track too heavy, Clarence Taylor, of Barron, however, rode an exhibition half and quarter mile in slow time.

See the Wonders of the Day.

The Milwaukee Exposition opened this year more grandly than ever, and thousands of delighted people are daily visiting the building. No intelligent citizen can afford to miss seeing the thousand and one mechanical and scientific wonders. Wheelmen, especially, will be interested this year in the display as many makes of bicycles are on exhibition, with many curious attachments. The price of admission, including the great art gallery, is but twenty-five cents, and no one can afford to miss this opportunity at so small a cost.

Brief Trade Notes.

All the local manufacturers are getting up their '96 catalogues.

The Meiselbach Manufacturing Company is now running with a full force, preparing for the '96 market.

The first lot of '96 wheels of the Bolte Manufacturing Company will be placed on the market in a few weeks.

"Snowflake" lubricant is a new composition used for chains. It is light in color, highly perfumed and will not soil the hands.

The Telegram Cycle Manufacturing Company already has a supply of orders for '96 wheels on hand. Their model will be up to date in all respects.

The Chief Cycle Manufacturing Company, of this city, is preparing for the manufacture of wheels. A factory is now being furnished with machinery by the company.

J. Wick Cycle Company has succeeded Reitzner & Wicks in the cycle business on National avenue. Mr. Reitzner is now entirely interested in the Milwaukee Japan Enameling Company.

The D. D. Warner Company, of Madison, will manufacture wheels during the winter. A large two story plant is being built, and it is expected that the factory will be in operation by October 1.

Wm. Pollitt has just completed a sample wheel for the '96 trade which weighs twelve pounds. He has given it severe tests and the wheel seems as strong as the average 20-pound machines. It is enameled in orange color.

The rush at the factory of Julius Andrae & Sons Company has been so great during the past month that the firm has been unable to move its factory to larger quarters. As soon as the business permits, the change will be made.

J. W. Warnken, formerly manager of the cycle department of Benzemaker Brothers, has resigned to accept the local agency of the Thistle wheels. Mr. Warnken is a hustler, has many friends and if anybody can sell Thistles here, he is the one.

F. H. Bolte's New Job.

An important change has taken place in the office of the Bolte Cycle Manufacturing Company. Frank H. Bolte, who has had charge of the mechanical department, has withdrawn from the active management in the factory, and J. R. Connell and D. A. Donlevy will succeed him. Mr. Bolte, however still retains his interest in the firm. He has accepted a position as manager of the Peoria Rubber & Manufacturing Company, of Peoria, Ill., a large bicycle plant, which is now being built there. The plant will be in operation by November 1, and Mr. Bolte says that 15,000 wheels will be placed on the market. The tools of the new concern are now being made at the Bolte factory, in this city. Mr. Bolte says that the firm at Peoria intends to manufacture its own tires. It is stocked for \$200,000. The Seiberling syndicate is at the head of the project. All of the Bolte patents will be used in the manufacture of the new machine, and it is understood that, a large bonus was paid the Bolte company for this privilege.

Great Work at Springfield.

Nearly all records were cut at the Springfield meet. Sanger rode two miles in competition in 4:24 $\frac{2}{5}$, breaking the world's professional record. Titus went against his hour record and covered twenty-seven miles and 185 yards. This is a new American record. Starbuck broke the five mile professional record paced by a quad and also the Class B record, covering the distance in 10:11 $\frac{1}{5}$. E. C. Bald made a mile in competition in 2:00 $\frac{3}{5}$.

Schmidbauer and Bingenheimer will be the Andrae Class B tandem team in the future.

Bloomers Just the Thing.

Judge Wilson, of Little Rock, Ark., has rendered an interesting decision for wheelwomen. After carefully reading books on dress reform, he decided that bloomers are not indecent dress and dismissed the case. Mrs. Noc, the defendant, failed to appear in court, and a large crowd of spectators were disappointed. In rendering his decision, Judge Wilson said that women are going to ride bicycles and they were bound to have some comfortable and appropriate dress. Bloomers were just the thing.

\$100 Reward, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

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LIST OF RELIABLE REPAIR MEN IN THE STATE.

Bicycle riders when in need of repairs or cycle sundries, while touring, will find the firms listed below, worthy of patronage.

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WM. GROTH,
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ALL KINDS OF CYCLE SUNDRIES.

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M. B. NUTE,
HANDLING ANDREAS AND BUNDEMAN CYCLES,
REPAIRS AND SPECIALTY.

FOND DU LAC

CHAS. YERS,
—PRACTICAL CYCLE REPAIRER,
GOOD WORK, REASONABLE PRICES.

FORT HOWARD

CHAS. S. KERR,
High Grade Bicycles
Wheels to Rent. Wheels Repaired.

LA CROSSE

C. A. KREBAUM,
REPAIRS AND SUNDRIES PERMANENT REPAIRS
L. A. W. No. 6628. 221 N. 24 St.

MADISON

D. D. WARNER CO.,
Cycle Agency and Repair Shop.
Fully Equipped to give Satisfaction.

MILWAUKEE

WM. POLLITT,
Experienced Cycle Repairer. 701-706 Chestnut Street.
MAKER OF "THE ONLY" BICYCLE.

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Julius Andrae & Sons Co's Repair Dept.
Equipped to the most complete manner. 225 W. Water St.

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E. S. POTTER & CO.
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WHEELS FOR RENT
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NEW RICHMOND

J. W. RIDINGER,
GUE AND CYCLE SHOP... The only reliable
repairer in the city. We carry a line of Bicycle
Sundries and Sporting Goods. ...Main Street.

OSHKOSH

J. W. WAGNER
Exclusive Cycle Repair Shop. Main Street.

SUPERIOR

DODGE & PEARSON.
Bicycles and Sporting Goods
1123 Tower Avenue

WATERLOO

JANISCH BROS.
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BICYCLE REPAIRING A SPECIALTY.

E. A. WILLIAMS,

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W. H. NEWMAN, J. K. WHITMAN,
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W. A. TERALL, Gen'l Passenger and Ticket Agt.



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Sanger Racer, with Harry Crocker and Edward Roth pacing
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Large shipments of bicycles are still being made out of Milwaukee,
and the bulk of them bear the Telegram name plate. The demand for
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* * * *

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THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

VOL. VI.

MILWAUKEE, WIS., OCTOBER, 1895.

No. 7.



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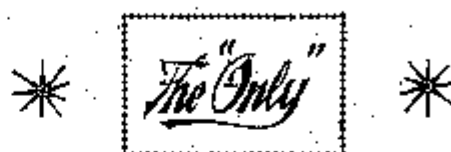


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J. POPPENDIECK, JR., Editor.

CON. KNUDSON, M. C. ROTIER, Associate Editors.

M. C. ROTIER, Business Manager.

Eastern Representative: S. Koppel, 31 Times Building, New York.

THE PNEUMATIC ABSORBS THE CYCLIST.

THE PNEUMATIC with this issue, absorbs the *Madison Cyclist*, which has been published by Con. Knudson. Subscribers to the *Cyclist* will receive THE PNEUMATIC until their subscriptions expire without any extra charge. Mr. Knudson will from time to time contribute to this paper and help make it bright and new.

INTEREST BEGINNING TO LAZE.

Now that the winter is on hand, interest is beginning to wane in some of the clubs, and it is reported that it is hard to secure a full attendance at any of the meetings. Steps should be taken by all the clubs to keep the interest up during the winter as well as the summer, and members individually ought to work in this direction.

STOP SUNDAY RACING.

During the past few months there has been considerable Sunday racing in the state and city. This should be avoided as much as possible, because it causes prejudice to arise against cycling from certain quarters. A race that is worth holding at all can just as well be conducted on a Saturday afternoon, or some other week day as on Sunday.

TWO CLASSES OF RACES.

No matter what action is taken at the next meeting of the League with reference to classes, race promoters hereafter in this state will have to arrange at least two classes of races. This year, except toward the latter part of the season, all races that have been held on the circuit have been Class A events. Some provision will now have to be

made for the men who have been transferred from that class for accepting expenses from local manufacturers. The men are riders of too great speed to debar from Wisconsin racing events, and as they can not compete in Class A events it is very probable that at all large meets nearly one-half of the races will be for Class B men only—that is if Class B remains in existence next year. Should the League decide to drop Class B, races will have to be arranged for amateurs and professionals. Under such conditions the riders who have been transferred will not find their positions so hard as they imagined when the order came from Chairman Gideon.

FUTURE OF CLASS B.

Milwaukee now has but two professional riders—Walter C. Sanger and Henry Kanaska. Sanger has been a professional of less than a year's standing, while Kanaska has been out for the cash for several years. Both seem well pleased with their lot. Walter Sanger in a recent interview, declared that William Sanger, his younger brother, who is now riding in Class B, will ride for cash next year. There are a number of riders in the state of nearly equal speed to that possessed by William Sanger, and just what they will do will be watched with much interest. It will not be at all surprising if several of them follow into the professional ranks. If Class B remains, and they are allowed to only compete for prizes in that class, there are few perhaps, who will resist the temptation of entering races in which cash is offered. With the hold that professional racing has secured, it is only a matter of time when Class B will have to go. This is realized by most of the Class B men, and therefore it is probable that the ranks of the professionals will be greatly swelled next season.

WHEELMEN HAVE POLITICAL INFLUENCE.

That the time has come when the wheelman plays a part in politics has recently been made apparent from the delay caused in passing the bicycle ordinance now pending in the local council and at Racine. In both cities the ordinances as introduced by the aldermen have been objectionable to wheelmen and they have protested against the passage of the measure. So strong has been the pressure that has been brought to bear on the aldermen that they have been very careful in their deliberations. Section after section has been carefully weighed and the wheelmen have been consulted on every detail of the ordinance. This action on the part of the aldermen is proof that wheelmen have influence. The time is at hand when politicians begin to count on their votes. In Pennsylvania the Republicans have inserted a plank in their platform favoring improved highways which also is the outgrowth of an agitation on the part of the wheelmen. The wheelmen in Pennsylvania number many thousands and most of them will no doubt vote for "better roads." Wheelmen in this state ought not to be backward. There are many things in the line of legislation which wheelmen want and can get if they will

only press their demands. They should come out and declare themselves in favor of such men who will support the legislation they desire. If this is done the result will be the same as in Pennsylvania, and this is one of the ways in which the extension of the Sheridan drive from the Wisconsin line can be secured. Wheelmen can secure any reasonable demand but they must work as a body and show their strength.

The Prediction Came True.

Early in the spring it was predicted by the present officers of the Wisconsin division that the membership of the League in this state would climb to the 1,000 mark. At that time the officers were just laying their plans for securing members and each membership had just expired. The highest number before this was 426. Not only most of the last year's members have renewed their cards but enough new members have been secured during the summer to make good the prediction of the officers. The division now numbers 997. In voting for new officers, members of the League should not fail to look over the record of the present officers, and those who are up for re-election should not be forgotten. If efficient officers are placed at the head of the division next year the membership of the state can again be increased over 100 per cent.

Good Results From The Circuit.

With the close of the season a glance at what has been accomplished by the state circuit is appropriate. The races conducted this year on the circuit have all been very successful. The attendance at the meets has been large, and there has been no scarcity of riders to compete for honors. There is, however, one feature that is to be regretted, and that is that the racing board did not take action sooner in relation to a number of riders who were in the employ of manufacturers, and who followed the races and won all there was in sight. Until the transfer of those riders was made, there was little show for the majority of the pure amateurs to win any of the open events. The Class B men in question, who rode under Class A colors, devoted all their time to racing and consequently were not only in good condition all the time, but with all the practice they received were able to ride much faster and to show greater generalship than riders who did not constantly follow the circuit. But there is no danger of a repetition of this next year.

The circuit has done much good, however. It has brought out many new riders who, heretofore, did not have confidence in themselves to take part in a track event. Morgan S. O'Brien, Milwaukee, Edward Harkins, Marshfield, and a number of others have been pushed to the front since they followed the circuit. William Sanger, Edward Roth, Harry Crocker, A. F. Bingenheimer, H. C. Zerbel, W. C. Schrader and J. C. Schmidtbauer, who have been placed in Class B, have played active parts in the circuit of this year, and have done much to add to its success by following it to all meets. Though the riders ought not to

have been allowed to ride in any Class A events from the very start of the season, yet they have been a drawing card, and without them many people would undoubtedly not have patronized the meets. The circuit has also brought riders in closer contact with each other, and cycling has been given a big boom in all towns in the state. The circuit feature of racing in Wisconsin will be repeated next year.

Trouble Ahead For Riders.

Early in the season the chairman of the state racing board sent out notice that all riders participating in meets that were held without a sanction from the League, would make themselves liable to suspension from the track. The season which has just closed in Wisconsin has been a remarkable one. There is scarcely a town of over 2,000 inhabitants at which a race meet of some kind has not been conducted. Besides all the meets on the state circuit, bicycle races have been held at nearly all the county fairs. But there have been a number of unsanctioned meets in the state and this is going to be the cause of serious trouble for a number of riders. P. R. Linker and Blaine Thompson, of La Crosse; A. R. Paulson, of Onalaska; J. C. Flood, of Tomah; Guy Poole, Clarke McCoy, E. Schram and H. Olson, of Sparta, have been suspended for sixty days by Chairman Gideon for competing in unsanctioned races and a dozen or two more riders may find themselves under the ban before long. Frederick Gerlach, the western representative of the racing board, has been very active in Wisconsin and he is endeavoring to find out the unsanctioned meets in the state and the names of all riders who participated in the events. No distinction will be made as to who the riders are. All are to be suspended for a period and the racing board hopes that this lesson will serve to keep all riders out of unsanctioned meets next year. When the list of suspended riders is announced it is very likely that among them will be found some of the fast men in the state.

There are also likely to be several more transfers made from Class A to Class B. It is reported that A. M. Chandler, the speedy Waupaca man, is being investigated and that a number of local flyers may also be included in the list. Chandler rode in races with Zerbel after it was known that the Milwaukee rider had been transferred to Class B and this may cause him some trouble. Since the last batch of local riders have been transferred a number of others have been in pretty close relations with local manufacturers and if Mr. Gerlach does not get after them it will be surprising.

Henry Zerbel's Close Call.

It has just been learned that Henry Zerbel, who was transferred from Class A to Class B, had a close call from being suspended from the track for a year. He continued to race in Class A events until he received official notice, though it was generally known that he had been transferred. The members of the racing board thought that Zerbel ought not to have done this, but in view of his clean racing record the matter will be overlooked.

Edgar S. Comstock.

Edgar S. Comstock, of Oshkosh, is one of those riders who has pushed himself in the front ranks of state racing men during the past summer. Though this was his first season on the track he has won a place in nearly every race in which he competed and at present is the champion of the Saw-dust City.



Comstock is seventeen years of age and has lived in Oshkosh since 1886, when his parents moved from Adrian, Mich., where he was born. He first began to ride in the fall of '93 but never did any fast riding until last spring when he began to train under the direction of a book on training. On May 30 he rode his first race in the high school field day exercises at Fond du Lac and finished second. At the Marinette meet he won the mile novice in 2:41 and the half mile handicap, with a handicap of seventy-five yards, in 1:03 3/4. In the Oshkosh races during the fair last month he also captured a number of events. He and a number of other Oshkosh riders had previously trained under E. J. Falls and were in good condition. He won every race in which he started. On September 10 he won the mile handicap from scratch in 2:27 3/4. On the next day he captured the three mile handicap from the 225 mark in 7:25 and the two mile handicap in 5:02 with a 150 yard handicap.

Comstock is a member of the junior class of the Oshkosh high school.

Refused to Refund His Money.

A queer case has been laid before the officers of the Wisconsin Division. On September 26, the Walworth county fair was held at Whitewater, at which several bicycle races were held. Several days before the meet, Anton Stoltz, of this city, forwarded his entry fee to the managers of the races. When Stoltz arrived at the track he was told that he would not be allowed to race. He demanded an explanation and was told that his entry fee had been received too late and therefore he was debarred from the races.

He then demanded that the money be refunded to him, but according to Stoltz, this also was refused him. Stoltz is one of the fastest riders in the state and had a good chance of winning several good prizes at the meet, and he thinks that this is the reason he was debarred. The action of the managers in refusing to refund the money has caused much comment among wheelmen.

Could Not Get Pacemakers.

The attempt of Henry A. Zerbel, of the Telegram, team to lower the 100 mile record was postponed last Wednesday, because no sanctions for pacemakers could be secured from Chairman Gideon. Zerbel was to ride the race over the National park track. He is a Class B man and as there are not enough class B men in the city to pace him a letter was sent to Chairman Gideon, of the racing board, asking permission to have a number of speedy Class A men pace Zerbel in the trial. No answer was received to this letter in time to make arrangements for the race. If the weather permits and the chairman grants the sanction for pacemakers, Zerbel may go against the record October 23. His friends are positive that he can lower it. Morgan O'Brien who was to try and lower the Whitefish Bay contract record, which he established several weeks ago, also failed to make a trial.

May Build a New Track.

Milwaukee may have another track next year. The directors of the Milwaukee Base Ball Club are figuring on the expense of building one in the base ball park. If a good track was constructed on the grounds it would make a fine place for holding race meets. There is a large seating capacity in the park, and patrons of races could receive good accommodations. With a new track in the city the prospects for having big races next year would also be brighter.

Henry Kanaska Doing Well.

Henry Kanaska, the local professional rider who has been in Europe all summer, has been heard from. In a recent letter received in this city from Paris he gives an account of his movements since he left the city. He has been riding well and when he again puts his foot on American soil he will bring back with him considerable European gold. According to his letter he has been making it extremely interesting for French riders. On September 15 he won the international 3,000 metres scratch race at Paris in which all the leading riders of Europe were entered. His time was 5:55 1/2, the last quarter being made in 28 1/2 seconds. On August 25 he captured the 900 metres race on the Buffalo race in Paris in 1:10 1/2. In this race he defeated Mercier. The first race he was entered in across the water was at Anvers, Belgium, on August 11 in which he finished third. In this race Huet won and Gougoltz was second. On August 17 he went against the one mile record of Belgium at Ostende and came within one second of it,

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his time being 1:55 $\frac{1}{2}$. This shows how fast he is riding. He says that a wind was blowing and his pacemakers were slow. On the following day he rode a quarter, unpaced, in 26 $\frac{1}{2}$, one-fifth of a second within European record time.

Henry writes that he is now riding faster than ever before and is well pleased with himself. He does not like the country, however, because he can not converse with the people and must constantly have an interpreter with him. He says that he has met many Americans and all have treated him well and cheered him at all races. He says that if he were not under contract he would come to his native country at once, and he thinks that he will make his departure shortly after his contract expires. He writes that during the first month he was in Europe he was sick, owing to the change of climate. As soon as he comes back to America he intends to go against the one-hour record, either at Chicago or Milwaukee, and he is confident he can lower it. He is under contract with the Whitworth Cycle Company.

Established a New Road Record.

The road race of the Junior North Side Cycling Club on October 5, over the Whitefish Bay course was won by B. Friesecke, who had a handicap of 3 $\frac{1}{2}$ minutes. J. Bensley, with a handicap of 2 minutes, finished a close second. The time prize was won by Morgan S. O'Brien, scratch, who rode the course in 14:46, breaking the course record which previously was 15:10. J. W. Warnken, who also started from scratch, secured second time. There were thirty-five starters. The following is the order in which the riders finished:

Rider.	Handicap.	Time.
1. B. Friesecke.....	3 $\frac{1}{2}$	17:50
2. J. Bensley.....	2	17:14
3. W. Zwalley.....	2 $\frac{1}{2}$	16:45
4. H. Mel.....	2	17:33
5. W. Rothman.....	2	16:44
6. M. S. O'Brien.....	Scratch	14:46
7. G. Fickhardt.....	2 $\frac{1}{2}$	17:59
8. J. Peterson.....	1 $\frac{1}{2}$	16:50
9. H. Warnken.....	1	16:33
10. G. Schindels.....	2 $\frac{1}{2}$	18:00
11. J. Flambroek.....	2	18:33
12. E. Schmidt.....	3 $\frac{1}{2}$	18:04
13. J. W. Warnken.....	Scratch	16:10
14. W. Miller.....	2 $\frac{1}{2}$	19:20
15. A. Siegel.....	1 $\frac{1}{2}$	18:45
16. G. Schmidt.....	Scratch	17:30

Broke Several State Records.

During the latter part of last month, members of the Telegram team made several attempts to lower world's records, but the conditions were against them. They succeeded, however, in making some very fast time, and in breaking several state records. On the first day, September 24, Harry Crocker rode a quarter, paced, in 26 seconds flat, at State Fair park track. He also covered a half-mile in 59 seconds, both of which are new records for Class B in this state. Henry Zerbel rode a quarter in 27 seconds, and a half in 59 $\frac{1}{2}$ seconds; while Edward Roth rode a quarter in 28 seconds, and William F. Sanger the same distance in 26 $\frac{3}{4}$. All were made with a flying start and there is no doubt about the distance and the time. On the next day

and several following they rode against time, but the wind was unfavorable and they failed to do better than on the first day.

List of State Records.

Nearly all the state records have been lowered during the past summer. The following is a list of state records for Wisconsin riders up to date, as compiled by Secretary-Treasurer M. C. Rotier:

CLASS A RECORDS.

Quarter mile competition, W. F. Sanger, of Milwaukee, at Janesville, August 20, 1895, time 31 seconds.

Half mile competition, Louis Reed, of Ripon, at 1894 state meet, time 1:00.

Mile competition, W. C. Schrader, of Milwaukee, at Waukesha, August 17, 1895, time 3:12.

Mile tandem competition, W. C. Schrader and A. F. Blumheller, of Milwaukee, at Janesville, August 20, 1895, time 9:15.

Five mile competition, W. C. Schrader, of Milwaukee, at Marinette, August 17, 1895, time 11:33 $\frac{1}{2}$.

Mile without use of handlebars, Andrew Anderson, of Neenah, 8:11.

CLASS B RECORDS.

Mile paced against time, W. F. Sanger, of Milwaukee, at Stevens Point, September 4, 1895, time 3:08 $\frac{1}{2}$.

Quarter mile paced against time, Harry Crocker, of Milwaukee, at State Fair park, September 24, 1895, time 26 seconds.

Half mile paced against time, Harry Crocker, of Milwaukee, September 25, 1895, at State Fair park, 60:00.

Some of the records are within a few notches of world's records, which is proof that Wisconsin has some of the fastest riders in the country.

Big Road Race Planned.

The *Evening Wisconsin* will conduct a large road race next June. It is proposed to make the event the largest that has ever been held in the city, and it is probable that all the fastest men in the northwest will be entered. While the arrangements have not been fully decided upon, it is the intention to have at least twenty wheels head the list of prizes. It is thought that no less than 100 good prizes will be secured. The entry fee will only be \$1, and this small expense will induce many riders to come in and compete for the prizes. The course has not been selected but it will either be a twenty or a twenty-five mile course. The finish will probably be somewhere near Grand avenue and fifteenth street. The affair will be managed by the officers of cycling clubs of this city.

May Hold An Indoor Meet.

The proposition of holding an indoor meet next month, is again under consideration by the Milwaukee Wheelmen. It is proposed to hold the meet at the Exposition building, from Thanksgiving, November 28, to December 1. If it is decided to hold the races, an effort will be made to get Sanger and Johnson to compete for a cash prize. A number of speedy Class B men are also to be secured.

No Consolidation Probable.

It is not probable that the Badger Wheelmen and Milwaukee Wheelmen will be consolidated into one club. Members of the former club do not look with favor on the scheme though the Milwaukee Wheelmen do.

Niagara Wheelmen's Road Race.

H. Warnken won the Niagara Wheelmen's road race from Mequon to the corner of Barleigh street and Tautonia avenue on the afternoon of September 22. Warnken had a handicap of one minute and covered the twelve miles in 41:48 in a hard wind. W. C. Williams, one of the scratch



H. WARNKEN, Winner.

men, finished second in 41:50 and captured first time, while J. W. Warnken and F. C. Leimbach won second and third time respectively. It is claimed that Williams won first time because he took Warnken's pace all the way thus being protected from the severe gale of head wind. There were no serious accidents. Frank Harbach, who was looked upon as one of the probable winners of the race, took a fall and finished eighth. The riders finished in the following order:

Posi- tion.	Rider.	Handi- cap.	Time.
1.	H. Warnken	1	41:48
2.	W. C. Williams	scratch	41:50
3.	J. W. Warnken	scratch	41:51
4.	F. C. Leimbach	scratch	41:51 1/2
5.	W. C. Zentley	4	42:15
6.	T. Baum	4	42:18
7.	W. Bensch	5	42:20
8.	F. Harbach	2	42:39
9.	L. Kramer	7	42:47
10.	A. E. Klug	9	42:54
11.	H. P. Barthel	10	43:25
12.	A. W. Bender	4	43:26
13.	A. C. Siegel	3	43:37
14.	F. Marquardt	5	43:43 1/2
15.	W. Mueller	6	43:50
16.	R. Warner	7	43:56
17.	H. Elsbach	1	44:46
18.	E. Friesenke	10	45:50
19.	F. Thiele	8	46:30
20.	O. Klinge	6	47:50
21.	R. Schulte	10	48:50
22.	A. C. Miller	9	48:52 1/2
23.	A. Schunck	9	49:00
24.	P. Krosning	8	49:31
25.	P. Berghauer	9	49:40

Lillian Russell now rides a wheel.

Races in the State.

There were but few races conducted during the past four weeks. The only races of any consequence were those at some of the county fairs, and most of these were slow affairs. At the New London fair A. M. Chandler, of Waupaca, won a mile open in 2:57 while Edward Worden, of New London, captured the two mile handicap in 6:41 1/2.

At Elkhorn the mile open was won by W. C. Bode, of Chicago, in 2:46, and the five-mile handicap from scratch by W. C. Bode in 13:56.

At Waupaca, the three mile handicap was won by Edward Worden, 125 yards, in 8:59 1/2; the two mile novice by Alfred Bailey, in 7:05; the three mile open by A. M. Chandler, in 8:56.

At Weyanwega, on September 26, Edward Worden, of New London, won the three mile handicap in 8:59, and A. M. Chandler, of Waupaca, the three mile open in 8:56.

On September 27, at Baraboo, Louis Helm won the mile open at the fair in 2:44, Ross Kellogg the half mile open in 1:17 and, A. Nesvack the three mile handicap in 8:41. Louis Helm and Ross Kellogg rode a half mile on a tandem against time and made the distance in 1:18 1/2.

At the Ozaukee county fair at Cedarburg, on September 27, Clarence Kenney won the mile boys' race in 3:50, and Albert Joachim the two mile race in 6:42. John C. Schmidt-bauer and W. C. Neilson, of Milwaukee, paraded around the track on a tandem.

At Keweenaw, on the same day, Anton Dishmaker, of Keweenaw, won the county championship in 2:35 4-5, and John Molle the one mile open in 2:44.

The La Crosse county fair races, on September 28, were won as follows: The two mile handicap by W. R. Ellers, in 5:35 1/2; the half mile by Otto Gudenschwager, in 1:20 1/2; the mile handicap by A. James, 175 yards, in 2:53 1/2; the mile tandem by L. Funk and F. Cutler, in 9:05; the five mile handicap by W. R. Ellers, 700 yards, in 14:41 1/2 and the half mile consolation by L. Funk, in 1:23 1/2. On October 3, O. Gudenschwager won the half mile, in 1:25.

At Jefferson, on October 4, the one mile novice, at the fair races, was won by C. N. Crittenden, of Hebron, in 2:56 1/2; the mile handicap by F. N. Hackett, of Palmyra, 75 yards, in 2:31; the half mile boys' race by H. L. Mack, of Fort Atkinson, in 1:48, and the two mile handicap by Anton Stoltz, of Milwaukee, scratch, in 6:29.

At Reedsburg, on October 9, the three mile handicap bicycle race was won by Helm, in 9:15.

On October 12 the Sparta Cycling Club held races which resulted as follows: The one mile novice was won by Carl Foster in 2:52; the mile open by C. O. Stimson in 2:18; the three mile handicap by C. Foster, 125 yards, in 8:51; the mile handicap by Carl Foster, 50 yards, in 2:45; the half mile boys' race by H. Olson in 1:37 1/2; the five mile handicap by H. Olson, scratch, in 14:45.

Tomah Races.

At Tomah, on October 18, the races resulted as follows: W. B. Pengilly, of Sparta, won the half mile novice in 1:25 $\frac{1}{4}$; C. S. McCoy, of Sparta, the mile handicap in 3:26 $\frac{1}{4}$; C. F. Foster, of Sparta, the mile Monroe County championship in 3:28 $\frac{1}{4}$; G. H. Anderson, of Wausau, the half mile open in 1:19; George Tower, of Tomah, the half mile boys' race in 1:28 $\frac{1}{4}$, and L. W. Bailey, of Tomah, the five mile handicap in 17:14.

The Fond du Lac Road Race.

The Fond du Lac road race on September 25, was won by Plank, who had a handicap of 45 seconds. He covered the course, nine and one-half miles, in 28:12. Trelevan, who started from scratch, finished in fifth place, and made the course in 27:47, winning first time. The race was witnessed by 5,000 people.

The Andrae Road Race.

The road race given by the employees of the factory of Julius Andrae & Sons Co., on September 29, over the Whitefish Bay course, was won by John Peterson, who had a handicap of one and one-half minutes, and covered the course in 17:09. George Schmidt, scratch, won the time prize in 16:52.

Columbus Road Race.

The first time prize in the Columbus road race was won by Albert Waltersdorf who rode ten miles in 32:10. E. Blumenthal finished first in 34:35.

North Side Team Race.

The first team road race ever conducted in this state was held on October 13, by the members of the North Side club, over the triangular Silver Springs course. The distance was not quite ten miles. Only two teams started in the race. All started from scratch, the members of each team starting fifteen minutes apart to prevent any bunching. From the fastest men in the race the club's next year's racing team will be selected. The result of the race is as follows:

FIRST TEAM.		SECOND TEAM.	
H. Guderson.....	32:50	Henry Warrick.....	34:00
J. W. Warrick.....	33:30	Joseph Miller.....	33:00
Emil Buehner.....	36:55	Hugo Reiter.....	35:05
W. Hamann.....	37:30	Henry Pierson.....	37:30
Dr. Kellerman.....	41:30	Charles Dehn.....	40:14

There were no accidents of any consequence, though Hugo Reiter and a cow did collide on the course. Neither Reiter nor the cow were hurt.

Niagara Wheelmen's New Home.

The Niagara Wheelmen, one of the youngest clubs in the city, has secured a fine club house. The new home is at Twelfth street and North avenue in a three story building, and the club is to occupy the upper two floors. The home is well lighted and ventilated and will contain a gymnasium, a reading room, a library and baths and lockers. The quarters are among the finest in the city.

Country Club Interested.

Cycling has become such an interesting sport among the members of the Country Club, that the question of holding a road race has come up for consideration. Some favor the matter but it is not likely that any action will be taken this year on account of the lateness of the season.

New West Side Club.

The West Side Wheelmen have organized and elected the following officers: President, Louis Hahn; vice-president, Gustave Berg; secretary, Henry Hahn; treasurer, William Wolters; captain, George Schmidt. The club has rented quarters at 501 North avenue and is rapidly increasing in members.

Will Have A Cycle Show.

The North Side club is now making arrangements to give a local cycle show at its club house on Reservoir avenue, from December 30 to January 4. A committee of Louis Pierron, P. A. Roth, W. W. Dusold, E. E. Harnish and H. Pierron has been appointed to take charge of the matter, and they report that the success of the show is already assured from the number of applications for space at the show which they have already received. All the local dealers will have exhibits. This is the first show of its kind that has been held in this city, and it will no doubt prove a novelty. If it is received with favor by the local wheelmen it is very probable that a large show will be arranged here next year. This show will be mainly for local dealers, though some outside firms will have space.

New South Side Club.

The south side, which since the disbandment of the Mercury Cycling Club, has been without a club, is again represented among local cycle organizations. The riders on that side of the river have organized what will be known as the South Side Cycling Club. The organization is nearly 100 strong and it is expected that next spring it will be one of the largest in the city. Wheelmen are daily joining and arrangements are now being made to provide a program of amusement for the winter. The following permanent officers have been elected: Gustave Simmerling, president; E. A. Clifford, vice-president; William B. Milbrath, corresponding secretary; Herman Helling, financial secretary; John F. Reitzner, treasurer; George H. Bender, captain; W. G. Fry, first lieutenant; G. Steinkopf, second lieutenant; Gustave Simmerling, Joseph C. Cordes, Dr. Southwell, I. A. Landy, J. M. Connell, board of directors; Herman Winthers and Adolph Manasse, committee on club colors.

Rex Reinertson's Steam Engine.

Eighteen year old Rex Reinertson, one of the speediest riders in his class, has on exhibition at the Exposition a steam engine and dynamo which he made and designed himself. The engine is a half-horse power machine and has attracted much attention owing to the youthful designer of it.

Election Now In Progress.

The annual election of officers of the Wisconsin Division is now in progress, and during the next few weeks the members will decide who shall conduct the affairs of the division for the ensuing year. The vote will be in progress from October 15 to November 15, and it is expected that the contest will be spirited and that nearly every one of the 1,000 League members will vote. The ballots have already been mailed to the members and all that remains for them to do is to fill them out and return them. The following committee has been appointed to act as tellers of the vote: Henry Van Arsdale and W. B. Hopkins, of Racine, and H. J. Paine, of Milwaukee. On the evening of November 15 the committee will count the votes and report the result to the officers of the division.

This is the first year in the history of the League that there has been a spirited contest for office. While it is desirable that the election should be spirited, yet some of the tactics that have been resorted to by certain members of the League, who were not successful in being nominated, have not been approved of by the majority of wheelmen in the state. An attempt was made to cast reflection and suspicion on some of the present officers but those efforts failed and the projectors of the move heaped upon themselves the wrath of members in all quarters. Many letters were received by them and since then the agitation has entirely died out.

While it is impossible to say who will be elected, yet the sentiment seems to be strongly in favor of W. A. Brown for chief consul. Dr. D. S. McArthur will have a strong following, but his declining to run when he was first asked has hurt his chances for election. The contest for secretary-treasurer is not so spirited and there is little doubt that M. C. Rotier will have an easy victory over his opponent B. L. Spicer, if the members will take the proper interest. Ben. Park will be unanimously chosen vice-consul.

The vote for state representatives will be interesting as six excellent men are up for election and but four of them

can be elected although it is expected that the division will be entitled to five when the voting closes as it has now within two or three of a thousand members. The candidates are: S. J. Ryan, Appleton; S. C. Newman, Kenosha; H. P. Andrac, Milwaukee; H. J. Baldwin, Kenosha; Geo. K. Mead, Sheboygan; N. E. Lindquist, Marinette.

Another question to be voted upon will be the recommendation of Irvin F. Strauss, chairman of the racing board, who at the state meet reported in favor of recommending to the League the abolition of Class B, and also that the League only assume the control of pure amateur racing. If the members think that this recommendation

ought to be made, whoever represents the state at the League meeting will be instructed to do so. The sentiment of the League members in Wisconsin will also serve as a guide for the state representatives to vote upon when the question of classes is considered.

General News Notes.

Louisville and Toledo are working hard for the '96 meet.

The Pope Manufacturing Company is preparing to make road motors.

Harry Wright, the cyclist and base ball enthusiast, died at Philadelphia this month.

It is reported that Titus and Cuhanne will next year join the professionals in England.

Parker H. Sercombe,

formerly of Milwaukee, is arranging to have a large meet at Laredo.

New York Democrats and Pennsylvania Republicans have come out for good roads in their platforms.

Class B will probably be continued for another season. If it is dropped riders of that class will be permitted to choose between amateurism or professionalism Chairman Gideon says.

Dave Shafer is no longer Walter C. Sanger's trainer. The Milwaukeean is again in charge of E. C. Dumbleton, who served as his trainer last year while he was with the Union people.



THE THISTLE RACING TEAM.

J. W. WARREN.

F. C. LEIBACH.

H. WARREN.

WHEELMEN IN PARADE.

The Semi-Centennial Parade of Local Wheelmen Was a Success—Crowds Were So Great That the Progress of the Riders Was Interfered With—It Is Estimated That There Were 2,500 Riders in Line.

When the Semi-Centennial celebration was planned some time ago, it was agreed upon by the various committees to hold a large cycle parade on the evening of October 16. It was given out that the parade was to be one of the features of the celebration. The wheelmen in whose care the arrangements were placed worked with this object in view, and that they succeeded in what they undertook no one doubts who saw the parade. That the turnout was the most interesting event of the celebration has been proved by the crowds that gathered along the line of march. The hopes of the local cyclists to fully demonstrate their strength was realized, but their arrangements were sadly interrupted by the crowds which completely blockaded part of the route and spoiled what would have been the finest pageant ever seen in the state. It is estimated that over 2,500 wheelmen were in the procession, which was several miles in length.

Long before the time appointed for the parade to move there were active scenes down town such as are only seen on occasions like the celebration. Thousands of people streamed toward Grand avenue and Wisconsin street from all parts of the city, and the sidewalks were so crowded that the entire streets were used by pedestrians. Companies of college boys with tin horns paraded up and down Grand avenue and such boring of horns and trumpets has never been heard here except on election nights. By eight o'clock the crowd of people completely blockaded Grand avenue from Eighth street to the river, and Wisconsin street up as far as Jefferson street. It is estimated that between Jefferson and Eighth streets no less than 150,000 people were assembled, and street car traffic was nearly suspended. Under such conditions the cyclists had no easy time in riding through the crowds. The police were unable to handle the multitudes which continued to jostle and refused to move and make room for the parade.

The pageant was formed at Twenty-ninth and Cedar streets, between 7 and 8 o'clock. During this time the marshals were kept busy arranging the divisions. Shortly after 8 o'clock all was in readiness for the start, and Grand Marshal A. Cressy Morrison gave the word. As the pageant began to move down Grand avenue under the electric lights and the glare of red fire, which residents along the line of march lighted, a grand spectacle was presented. The parade moved down the boulevard without any interruption until Twelfth street was reached. Here a trolley car decorated with bunting and several hundred colored incandescent lights was met. The car contained the Hartford Military Band and led the pageant. As the car came in sight on upper Grand avenue a cheer went up from the crowds down town. The parade then slowly moved down the avenue. At Eighth street the first serious

trouble was encountered on account of the jam of people. The riders were only given a few feet of the road and the car with the band made such slow progress in getting through that stops had to be made frequently. It took the head of the parade over an hour to move from Eighth street to the river.

There was not a hitch in the arrangements, as far as the wheelmen were concerned, and had they been given the right-of-way, the pageant would have been the success of the celebration. Directly behind the car and band came Captain Birkhauser's 100 mounted soldiers, with their guns strapped across their backs and thousands of spectators for the first time realized that the bicycle will soon become an important implement of war. The soldiers rode four abreast, but later were obliged to ride in ranks of two, on account of the crowds. Then came Grand Marshal A. Cressy Morrison and his aids, Spencer Isley, Frank T. Furlong, Frank R. Bacon, Rollin B. Mallory, M. C. Rotier and Franklin T. Smith. They were distinguished from the others by a band of wide red and white satin from the right shoulder to the left hip. Before they had gone far on the main portion of Grand avenue it became their principal duty to assist the officers in keeping the great crowd back, which they succeeded in doing. Next to the marshals came a dozen wheelwomen, in charge of Marshal Geo. W. Peck, Jr., seemingly to tell the crowds that there were more of them to come later. Then came the parade proper, and in the first division was the Milwaukee Wheelmen, the city's oldest cycling organization. There were about sixty of the members in line, dressed in white duck trousers and wearing white caps, and presenting a very fine appearance. The Wheelmen gave some idea of what was to be expected later, in the line of floats and decorations, at least a dozen wheels and their riders being almost hidden from view by bunting and Chinese lanterns, swaying and flickering in the night breeze, from gaily colored umbrellas or network of bamboo poles. The features of the Wheelmen's division were the float, "Time and Progress," and Terry Andrae on a high wheel reminded the spectators of the days when he was champion. J. C. Wall was marshal of this division.

The North Side club made a creditable showing. The club was led by the Ladies' Auxiliary. The ladies wore white caps, decorated with the club color of blue. The wheels were all decorated with bunting. None of the ladies wore bloomers. The male members of the club represented a menagerie. There were wolves, bears, dogs and monkeys in the line. Gerhard Aussem and Alexander Bunke represented wolves on a tandem. Marshal Frank Lewis had charge of this division.

The Badger Wheelmen are generally believed to have made the best showing as a club, though the judges awarded the prize to the South Side club. The club members wore white duck suits and caps and black stockings. They rode two abreast and all had their machines finished

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up in white. There were a number of interesting illuminated floats in the division, which was in charge of Marshal Samuel Pierce.

The Niagara Wheelmen, in charge of Marshal Walter Cary, made a creditable appearance. The club was only recently organized, but the showing it made in the pageant, proves that it is prosperous. There were several floats in the division. All the members were dressed in red sweaters and wore gold colored jackets and red collars and caps. Then followed the Cream City Wheelmen, in charge of Marshal F. P. Zettler, who had fifty men in command. They wore an oriental costume, on the style of the Turks, with red bloomers.

Making the sixth division and composing the largest body in the pageant, were the members of the South Side Cycling Club, about 150 strong. The club was organized but three weeks ago, and since its organization, its membership has increased at a rapid rate. The riders were distinguished from the others by white caps and stockings. The feature of the South Side club's part in the parade was the float, "1845, Progress, 1895." It was devised and taken in the parade by E. A. Clifford and I. Lundy. Its forward part consisted in a high grade wheel of today and representing the figures "1895." At the rear and giving the meaning of "1845" was a velocipede. The name "Defender" was also on the sides in big letters. The division was in charge of Marshal Fred Rockwell. The seventh division in charge of Marshal Geo. Moss was the West Side Cycling Club which was organized but a week before the parade. The Business Men's division came next to the South Side Cycling Club. It was in charge of Marshals W. Bloodgood and Frank Pingree, and had nearly 100 men in line. The East Side High School riders followed the business men and received an ovation for their victory at football over Marquette College in the afternoon. There were also many unattached riders among whom were college students, messenger boys and clerks. All rode decorated wheels and many carried Chinese lanterns. Marshal W. G. Birkhauser had charge of the riders representing the Northwestern Mutual Life Insurance Company, while Timothy Higgins led his squad of forty-five Western Union messenger boys dressed in full uniform, which was in charge of Marshal Otto Dorner.

Miss Roth, a sister of Edward Roth, was the only lady rider who wore bloomers. She sat on a pneumatic sulky decorated with bunting and lanterns. The sulky was drawn by a tandem ridden by E. Harkins and M. S. O'Brien. Ed. Roth and R. Becker represented "Mr. and Mrs. O'Hoolihan" going to a picnic on a tandem. No less than nine young O'Hoolihans were provided a seat somewhere on the tandem, and the float caused much laughter. William Sanger and John Rappel were fat men dressed in gaudy colors. There were a number of other interesting floats and decorations.

After the line had reached the Pfister hotel there was no

more interference from the crowds, and the parade went on without interruption. Many of the wheelmen, however, had gotten tired of the delay and dropped out but fully 1,000 rode all way around the route, which had been mapped out by the marshals.

The following prizes were offered by the Semi-Centennial committee:

- For the best appearing male club of Milwaukee, \$50 in cash.
- For the best appearing female club of Milwaukee, \$50 in cash.
- For the best appearing out of the city male club, \$30 in cash.
- For the best appearing out of the city female club, \$30 in cash.
- For the best float, \$100 in cash if to a club, but in merchandise if to an individual. For the second best float, \$50.
- For the best decorated bicycle, single rider, a diamond medal, and medals for the second, third, fourth and fifth.
- Diamond medal for the most comical rider, and four other medals.
- For the best appearing school, a banner.
- For the best appearing school boy rider, a gold medal.

The report of the judges who were appointed to award the prizes is as follows:

A. C. MORRISON, GRAND MARSHAL WHEELMEN'S PARADE, SEMI-CENTENNIAL CELEBRATION.

Dear Sir: Thanking you for the unexpected honor of being appointed chairman of the judges of the parade of wheelmen, I beg to say I appointed judges of the different subjects competing for prizes. Their decisions are as follows:

For the best appearing male Milwaukee club, awarded to the South Side club (the Badger's were a close second.)

No out of town male club competed. No out of town female club competed.

First prize for best float, more than one bicycle to be used, but a tandem to count in the competition, was awarded to "Time and Progress," Milwaukee Wheelmen.

Second prize, for second best float, more than one bicycle to be used, but a tandem to count in competition, was awarded to the Niagara Wheelmen, for "Lantern float."

The following awards were made for the best decorated bicycles:

First—Jason Church, fifty years' progress, represented by canoe and steamboat.

Second—Herman Gildrey, of North Side Cycling Club, representing five ladies.

Third—Phil Schaeffer, of North Side Cycling Club, representing sailboat.

Fourth—G. Schweitzer, of North Side Cycling Club, representing illuminated umbrella.

Fifth—Schmittz, of Badger Wheelmen.

Sixth—J. W. Warkes, Niagara Club.

For the most comical riders the following awards were made:

First and second prize—Hoolihan combination, Ed. Roth and Geo. Becker.

Third prize—Donkey with cat in cage, E. S. Potter.

Fourth prize—to the biggest clown in white, nearest the head of the procession, Phil Roth.

Fifth and sixth prizes—The two Zulus, J. W. Reilly and C. D. Chase.

The award for the best appearing school was allowed for the East Side High School.

It was impossible owing to the confusion and the crowd to make any award as to the best appearing schoolboy on decorated wheel.

Very respectfully yours,

H. B. WILKINS,
Chairman.

The confusion also caused the judges to overlook the North Side ladies' auxiliary, but the executive committee has awarded it the \$50 prize for the best appearing city female club.

The Badger Wheelmen have protested the awarding of the prize to the South Side club for making the best showing as a club. Members of the former club believe that they are entitled to the prize and the decision of the judges may be changed.

THE D. D. WARNER COMPANY.

The Madison Cycle Firm Now in Full Operation—Arrangements Have Been Made to Manufacture 5,000 Wheels.

The D. D. Warner Company, at Madison, is now in full operation. All the machinery of the new firm has been placed in position and the plant is now one of the finest in the northwest. The machinery has been furnished by the J.



D. D. WARNER, President.

agents who have been put on the road are already sending in large orders.

The shops are well adapted for a cycle plant. The machine shop is 40x120 feet and is well lighted. An annex of 20 x 40 feet, two stories high, has been built, and is used as a carpenter shop and assembling room. Besides these there is another building 40-x 60 feet, which contains the enameling room, three ovens, brazing, nickel-plating and polishing and boiler rooms, as well as a wash room and lockers for the men. The entire factory is heated by steam and electricity is used for power and lighting purposes.

The firm contemplates the manufacture of 5,000 wheels for next year. The line will consist of a 22-pound roadster, a 24-pound ladies' wheel; racers built to weight and a diamond and drop frame tandem of from 35 to 40 pounds. The "Warner Special" is finished in mahogany enamel with mahogany finished rims. The firm will also manufacture a medium grade machine, with diamond and drop frame, which will be known as the "Madison." One of the feat-

S. & John Barnes Company, Hill, Clark & Company, and Gaines, and is the best and latest to be found in any cycle factory. A full force of experienced men have been put to work and the firm will be one of the most active in the state when the spring trade opens, and

ures of the machine is the novel name plate which the firm has designed and the adjustable handlebar, which is Mr. Warner's own invention. One and one-eighth inch tubing and Aurora hubs will be used. Besides the factory, the company has opened offices and show rooms at 219, 221, 223 East Main street in Madison. The firm will occupy two stories, and its display of wheels and sundries will be one of the best in the state.

D. D. Warner, who is now on his way to the Pacific coast, and who reports a good business, is the president and manager of the firm. He started in business in Bloomington, Ill., where he was the agent of the Columbia, eight years ago. He moved to Madison, still retaining the agency, and to this line was added the



B. W. PARK, Vice-President.

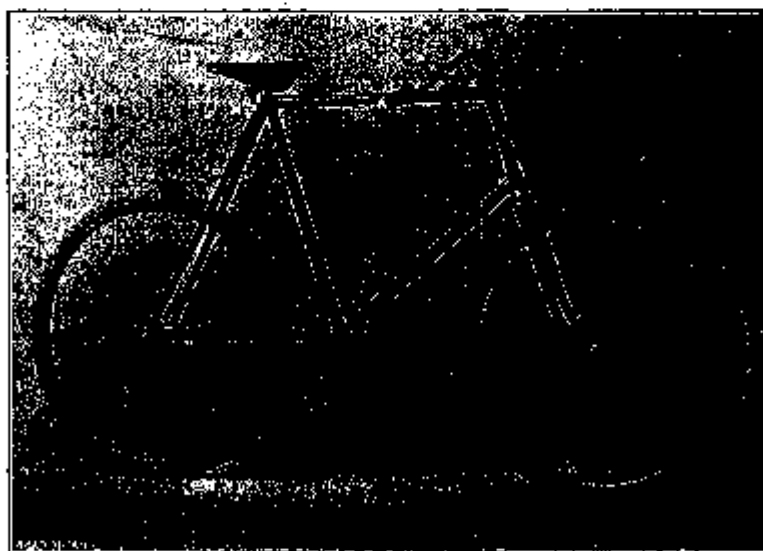
Andrae, Crawford, and Crescent. Mr. Warner is an old member of the League, has been local consul for years, and is now the official handicapper. The officers of the company are D. D. Warner, president; Ben. W. Park, vice-president; L. P. Holmes, secretary; C. B. Chapman, treasurer; Frank M. Wooton, attorney. Mr. Park, the vice-president of

the company, is one of the popular and old time members of the League, having been unanimously re-elected vice-consul of the Wisconsin Division L. A. W., at the last election. He is a valuable man in the management and will be in charge of the down town sales department.

Crocker Going to Cleveland.

Harry Crocker will not be seen on the track again after he leaves it this season. He has resigned his position with

the Telegram Cycle Manufacturing Company, and will soon take up his residence in Cleveland, where he will establish himself in business. Crocker is one of the most enthusiastic cyclists in the city, and by his retirement from the track a valuable racing man will be missed. Edward Roth will succeed him in his position with the Telegram company.



WARNER SPECIAL ROADSTER. WEIGHT 22 LBS.

Madison Cycling Notes.

A bicycle lamp exploded one night recently, damaging the rider's front tire.

D. D. Warner is now on a trip to the Pacific coast introducing the '96 Warner Special.

Madison furnishes several very good specimens of "bicycle faces." They are not the anxious watchful faces of those who ride bicycles, but are the eager, longing faces of those who wish they had bicycles to ride.

It has been the desire of a number of the members of the Madison Cycling Club for some time past, to take a club run to Rockford to visit Frank S. Horner, their last year's president. Recently an attempt was made to hold this run during the absence of the captain, but it proved a failure.

Now, that the secretary of the Madison Cycling Club has associated himself with THE PNEUMATIC and discontinued the publication of *The Cyclist*, the editor of the *Deerfield Enterprise* gleefully informs his readers that "*The Madison Cyclist* has already given up the ghost, and the farmers will in the future have to rely on other sources for information concerning the need of macadamized roads." This enterprising editor is one of the kind who is so alarmed lest the wheelmen should be successful in securing better roads, that he invariably has a fit upon seeing an argument in favor of good roads, and spasmodically attempts to express himself in words several sizes too large for his mental calibre. The *Enterprise* is the same little organ that contained the remarkable statement that "the necessity for better roads is fast decreasing."

The Tychoperah Cycling Club, organized last summer by twelve of Madison's fair riders, is now making a special effort to increase its membership. The members have been given the use of the Madison Cycling Club's rooms for their meetings, receptions and parties, and the club has taken new life. The Madison Cycling Club too, is making preparations for a series of entertainments, by which to secure new members as well as to retain the old ones. It is a noticeable fact that the club is more active during the social season, and it is at this time that it has the largest membership. The want of a good track is the cause of a lack of interest in cycling affairs during the summer season, and to the reputation of the club as entertainers, and for sociability and good fellowship, is due the success and prosperity of the club during the winter months.

She Is Opposed to Bloomers.

Miss Elizabeth Jordon, editor of the woman's and children's department of *The New York World*, is spending several weeks in the city visiting her parents. In an interview several days ago, Miss Jordon expressed herself as displeased with the way in which women ride the bicycle, and thought that the fair sex ride to excess. She thinks that bloomers are immodest and inartistic.

Why Bloomers Are Unpopular.

Henry P. Andrac is reported to have recently said that the reason the bloomers are not popular in Milwaukee is because everybody has become prejudiced on account of the hideous costumes worn by some of the Chicago wheelwomen who were seen in this city during the summer. There are only fifteen or twenty women in the city who wear bloomers.

To Build a Track.

At a banquet of twenty-eight business men of Fond du Lac, on October 2, at the Palmer House, it was decided to form an association which will purchase grounds for a cycle track. The grounds will also be used as a base ball park and a grid iron for foot ball players. A committee was appointed to perfect plans. Prior to the banquet a road race was held which was won by H. J. Yopp.

Waupaca Club's Officers.

The Waupaca Cycling Club has elected the following officers: President, E. H. Knapp; vice-president, George Ghoca; secretary, Jeff Woodworth; treasurer, Frank Whipple.

Rode Into The River.

At Sheboygan on October 9, Peter Smeiss, a teamster, was riding home on his wheel and did not notice that the bridge was open. He came along on Eighth street at a good clip and rode into the water. Not being able to swim he drowned before assistance could come to him.

Chased a Bloomer Girl.

A Superior bloomer girl cut a great dash on the afternoon of October 5 by appearing on the streets in light bloomers. She rode along undisturbed until a policeman spied her and gave her a chase. He asked her to dismount and follow him, but the bloomer girl ignored the order and rode down the street as fast as she could. The policeman then ran after her but she outrode him. Three other police officers took up the chase but she fooled them all by riding up a side street.

Riding on the Lake Beach.

Riders living along the lake shore above Milwaukee, have enjoyed one of the best courses in the country at times during the summer. They have ridden on the beach for miles. The sand, near the water's edge, makes it good riding after a storm, by packing the sand smooth and hard. The scenery along the shore is pretty and during the season many riders have made trips as long as fifty miles. Several Milwaukee riders have gone to Sheboygan by this route during the last few months.

Wheelmen Played Base Ball.

The North Side and the Badger Wheelmen clubs recently played a game of base ball at Athletic park, which was won by the former club by a score of 9 to 6. Owing to darkness only five innings were played. Thomsen pitched for the North Side and Shape for the Badger Wheelmen.

THE PNEUMATIC.

May Engage An Instructor.

The North Side club is considering the advisability of engaging an instructor for its gymnasium. Now, that the riding season is almost over, the members are beginning to look after gymnastic work again, and a number of the members think that it would be to the advantage of the club to hire an instructor. The Nonpareil Boat Club has submitted a proposition to the club, that if the members will engage an instructor, the rowing club will join in a body. The business men of the club are especially in favor of an instructor.

Preparing for Winter Amusements.

All the clubs in the city are beginning to make arrangements for the winter entertainment of its members. Some of the clubs have already partly mapped out a line of amusement. The Niagara Wheelmen have arranged several balls, and the Milwaukee Wheelmen will hold its usual parties as soon as the cold weather sets in. The North Side club also will have several entertainments, as well as the Badger Wheelmen. The plans of the South Side club, which was organized the other evening, are yet incomplete, but the officers will take care to provide plenty of amusement for the members.

May Kill the Ordinance.

Never before have cyclists in this city made such a determined fight on any legislation as is now being made on the bicycle ordinance which has been introduced in the council by Alderman Starkweather. Though the measure has been pending for nearly three months, it is no nearer a law than it was when the Sixteenth ward alderman drew up the measure. Every club in the city has passed a resolution condemning the measure and the division officers are hard at work trying to defeat the proposed ordinance. Petitions are being sent out to all League members and the aldermen are being flooded with written protests from wheelmen in all parts of the city. Judging from present appearances, it is probable that the measure will be killed.

Joseph Schmidt's Long Trip.

Joseph Schmidt, a member of the Niagara Wheelmen, has just returned from an extended eastern trip, in which he rode 2,422 miles on his wheel. He left the city on August 10 and headed for Chicago and then for Fort Wayne and later to Columbus. After a stop of several days he rode to Wheeling, W. Va., and then headed for Hagerstown, Harper's Ferry, Baltimore and Washington. After spending five days in Washington he went to Philadelphia and then to New York, after which he started back to Milwaukee, stopping at Albany, Utica, Syracuse, Rochester, Niagara Falls and Detroit enroute.

Milwaukee in the Lead.

The race between Milwaukee, La Crosse and Marinette for League members, during the past few months has been spirited. Milwaukee and La Crosse have been especially active, and a number of new members have been sent to

Secretary Bassett each week. Milwaukee now leads the list of members with 169, against 163 for La Crosse and 128 for Marinette.

Across the Continent Awheel.

Charles Rush, sporting editor of the *San Francisco Chronicle*, who is traveling a wheel across the continent without a penny in his pocket, was in the city recently. He has traveled 9,600 miles in two months and ten days, and after leaving here went to Chicago and thence to New York, where he is now about due. He will return to San Francisco by way of New Orleans and expects to arrive home by January 1, 1896. He was taken care of in the city by members of the Press Club and by the local division officers. He is a member of the League of American Wheelmen. During his trip he has not met with any serious accidents.

Twice Across the Continent.

Merton Duxbury, of Providence, R. I., has twice crossed the continent on a wheel. He rides M. & W. tires and recently rode through 1,500 miles of pine-wood and each



in the West and only punctured his tire three times. With the aid of a quick-repair outfit he had no trouble in mending the tire.

The Factory at Oregon, Wis.

The Badger Cycle Company with factory at Oregon and offices in Madison are making great preparations for the '96 trade. Mr. A. W. Marvin, the secretary of the company states that he expects the factory to turn out at the very lowest estimate 2,000 wheels, and that more than a thousand can be placed at once. C. A. Lathrop is the active manager at the factory and he has his plans well laid for extending their output. The '96 model of the "Badger" will be 1 1/4 inch tubing throughout except the head, which will be 1 1/2 inch. The company had a stand at the State Fair grounds.

To Make Railroads Responsible.

Though the agreement among the various railroads in the west, to charge a fee for carrying bicycles on trains, went into effect on September 15, no charge for the transportation of wheels as baggage has yet been made in this state. The cause of the delay is said to be due to the refusal of one of the western roads to adopt the rule, and the other railroad companies fearing that the wheelmen will show favors to this road, are holding off until the road can be induced to charge a fee. A movement has recently been started in the east, whereby the charging of a small fee by the railroads is favored. The bicycle is not looked upon with favor by baggage men, and it is a common occurrence for wheels to be broken while in the care of train employees. It is said wheelmen are using their influence everywhere to throw business to the railroad company which has kept out of the combination of charging for the transportation of wheels.

The Chicago, Milwaukee & St. Paul road has decided on the rate it will charge cyclists for carrying wheels, but the rule has not gone into effect. Charge will be made at excess baggage rates, and will be governed by the amount the wheelman has paid for his ticket. If \$5 or less, the charge for his wheel will be 25 cents; if \$7, it will be 50 cents; if \$11 or \$12, the charge will be 75 cents; if \$25, there will be a tax of \$1.50. At the rates laid down, a wheelman taking his wheel with him to the Pacific coast will have to pay \$5. The same tariff will be charged for tricycles and baby carriages. None of these vehicles will be carried at less than 25 cents.

It is reported that the Jenkins Manufacturing Company, of Sheboygan, contemplates manufacturing bicycles. The company has one of the largest machine shops in the state, and the plant is well adapted for a bicycle works.

Brief Trade Notes.

The Chief Cycle Company has opened a new factory on Second and Sycamore streets.

Beuzemaker Brothers attended the St. Louis fair to consummate a big deal of wheels.

William Bremer fractured his shoulder on October 16, while riding near South Milwaukee, by the front fork of his wheel breaking.

The Mystic Cycle Works at Mukwonago is preparing for a large spring trade. The company had a stand at the Exposition and made a creditable showing.

Harry Crocker, of the Telegram team, as soon as the season closes, will leave the employ of the Telegram Cycle Manufacturing Company and move to Cleveland where he will establish himself in business.

Harry Warner is on a trip to the Pacific coast selling Andrae wheels while J. C. Schmidbauer has gone south on a similar errand. Several more men will be put on the road by the Julius Andrae & Sons Company on about January 1.

The Andrae's New Factory.

The Julius Andrae & Sons Co., which recently leased a new factory on the south side, has taken possession of its quarters. The factory is the old machine shops formerly used by Piler & Stowell at Florida and Clinton streets, and is well adapted for a bicycle plant. It has a floor space of about 20,000 feet, and when all the machinery is put in place it will be among the best works in the country. The old plant on Second street was entirely too small for the business of the company. The first floor of the old factory is being turned into offices and the entire store will be used as a sales-room. The two buildings are to be connected, and when all improvements have been made the firm will have offices and sales-rooms not surpassed by any cycle house in the west.

The new factory, out of which we present herewith, is 200 feet deep with an L on the rear, of 100 feet, directly on the Chicago & St. Paul railroad, a convenience which has long been looked forward to by the company in order to ship wheels with less trouble. The new plant will have a dynamo with a capacity for 300 lights and a duplex set of power generators. F. Terry Andrae will be manager in charge and George Peters the mechanical expert.

Sparta Wheelmen have organized and will shortly become an L. A. W. organization.



See that nail?

Remove the nail and inject our special rubber solution, which, pressed down, picks up the patching ply in the inner tube, closing the puncture. That's all. The quickest, least expensive and ONLY PERMANENT quick-repair device. Send for our "quick-repair" pamphlet.

More Morgan & Wright tires are used than all others combined. Nearly all road riders prefer them. So do most racing men. They hold nearly one hundred world's records.

MORGAN & WRIGHT, CHICAGO.



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A few Thistle seeds sown
now will bring forth much
business in '06. Procure
the agency and be in line.



J. W. Warnken on a Thistle
rode a hundred miles
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This being state record.

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 **DENTIST** 
CROWN and BRIDGE WORK a Specialty. Vitalized Air.

TEETH EXTRACTED WITHOUT PAIN. Teeth Filled Without Pain
by a New Method. All Work Guaranteed.

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STUDIO

Cor. Milwaukee and Mason Streets
MILWAUKEE

We Photograph
Everything Under the Sun

Among the latest cranks who have taken the fever and
are now trying to learn to ride a wheel are Frank Cole
and Harry Quin.

The new bicycle song, "Have You a Wheel," which is
published by A. O. Hoffman, of this city, is causing
comment in New York and Chicago.

Ordered A Lighting Plant.

At Kenosha the demand for wheels at the Sterling Cycle
Works has become so great that the firm is preparing to
increase its facilities for working a double turn, and it has
placed a contract for a complete lighting plant, including
600 incandescent and 25 arc lights.

A track is now being built at Waterloo and wheelmen
there propose to hold a large race meet next summer.

Betsy Jane On Wheels.

H. E. Brown is the author of "a tale of the bicycle
craze" as he terms it. It is printed in book form with paper
cover, bearing the title of "Betsy Jane on Wheels," and is
published in monthly serials. The story illustrates the
common fever which every son, daughter, father and mother
becomes blest with in these modern days of independent
locomotion. It is written in a quaint and humorous strain,
and is intended to serve as a diversion from the general
literature published on cycling. It can be obtained for fifty
cents from W. B. Conkey, publisher, Chicago.

How's This?

We offer One Hundred Dollars Reward for any case of Catarrh that can-
not be cured by Hall's Catarrh Cure!
F. J. CHENEY & CO., Props., Toledo, O.—We, the undersigned, have
known F. J. Cheney for the last 15 years, and we believe him perfectly hono-
rable in all business transactions and financially able to carry out any obliga-
tion made by their firm. WERT & TRACY, Wholesale Druggists, Toledo, O.
WALDING, KUNNAN & MARVIN, Wholesale Druggists, Toledo, O.
Hall's Catarrh Cure is taken internally, acting directly upon the blood
and mucous surfaces of the system. Price 75c per bottle. Sold by all Drug-
gists. Testimonials free.

THE PNEUMATIC.

LIST OF RELIABLE REPAIR MEN IN THE STATE.

Bicycle riders when in need of repairs or cycle sundries, while touring, will find the firms listed below worthy of patronage.

APPLETON

WM. GROTH,
CYCLE AGENCY AND REPAIR SHOP,
ALL KINDS OF CYCLE REPAIRING.

COLUMBUS

M. B. NUTE,
HANDLING ANDREAS AND HUNTER CYCLES,
BICYCLE REPAIRING A SPECIALTY.

FOND DU LAC

CHAS. YERS,
PRACTICAL CYCLE REPAIRER,
GOOD WORK, REASONABLE PRICES.

FORT HOWARD

CHAS. S. KERR,
High Grade Bicycles
Wheels to Rent, Wheels Repaired.

LA CROSSE

C. A. KREBAUM,
BICYCLES and SUNDRIES PERMANENT REPAIRS
L. A. W. No. 6665. 227 N. 3d St.

MADISON

D. D. WARNER CO.,
Cycle Agency and Repair Shop.
Fully Equipped to give Satisfaction.

MILWAUKEE

WM. POLLITT,
Experienced Cycle Repairer. 704-706 Chestnut Street.
MAKES OF THE ONLY BICYCLE.

MILWAUKEE

Julius Andrae & Sons Co's Repair Dept.
Equipped in the most complete manner. 225 W. Water St.

MILWAUKEE

E. S. POTTER & CO.
Bicycles Built to Order and Repaired
WHEELS FOR RENT
479 Twelfth St., Cor. Cherry.

NEW RICHMOND

J. W. RIDINGER,
GUN AND CYCLE SHOP... The only reliable
repairer in the city. We carry a line of Bicycles
Sundries and Sporting Goods. ...Main Street.

OSHKOSH

J. W. WAGNER
Exclusive Cycle Repair Shop. Main Street.

SUPERIOR

DODGE & PEARSON,
Bicycles and Sporting Goods
1125 Tower Avenue

WATERLOO

JANISCH BROS.
BICYCLES AND HARDWARE,
BICYCLE REPAIRING A SPECIALTY.

E. A. WILLIAMS,

DEALER IN
BICYCLES and CYCLE SUNDRIES
Fine Repair Work a Specialty.
LAKE MILLS, WIS.



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FAST TRAINS
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LUXURIOUS PARLOR CARS - PALATIAL DINING CARS.
Palace Sleeping Cars Between
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City Ticket Office, 102 Wisconsin St.
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W. A. TRALL, Gen'l Passenger and Ticket Agt.



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FOR THE NERVES.

Pabst

Malt Extract.
The "Best" Tonic

Will brace you up,
give you strength,
quiet the nerves, bring
sleep. It is a builder, feeds
blood, brain, nerves and bone.

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1895 High Grade Bicycles

Shipped anywhere
G.O.L. Saving you
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Bicycle wheels for sale
\$22 "Archie" \$42.00
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Latest models, wood or steel rim, pneumatic tires, wheels \$15
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And you can testify that the wheel runs with uncommon ease.



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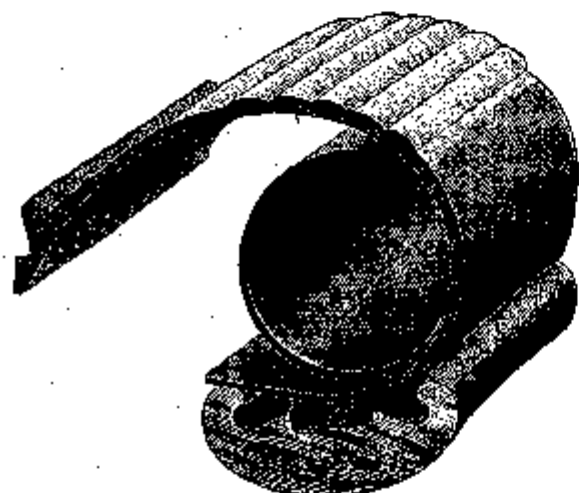
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AND TRADE NEWS.

VOL. VI.

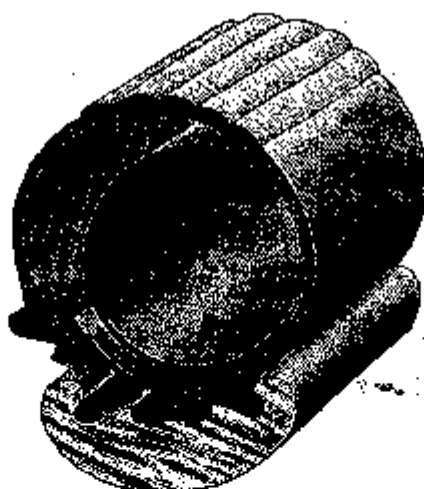
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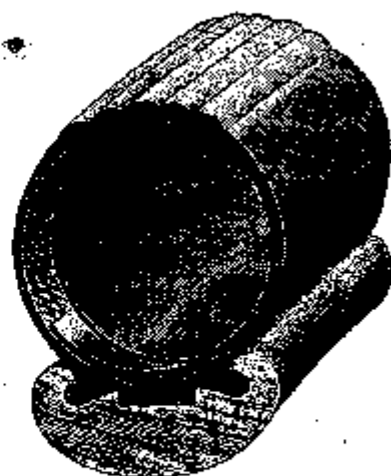
... The stiffened supplementary
flap entirely covers the rim ...
consequently—

...
“Now...
It's Fool Proof”
...



you must raise the flap to insert the
other locking edge into the rim, and
that pushes the air tube up and out of
harm's way, and prevents “pinching.”

“Not Changed...
But Improved”



“Chicago Cycle Show, Booths Nos. 50, 51, 52, 53, 54 and 55”
“New York Cycle Show, Booths Nos. 51, 52, 53, 54, 55, 56, 57 and 58”

GORMULLY & JEFFERY MFG. CO.

CHICAGO BOSTON WASHINGTON NEW YORK BROOKLYN DETROIT COVENTRY, ENG.

MENTION THE “PNEU.”

Now you CAN'T pinch the air tube,
and that was the only complaint
made against the G. & J. tires in
1895—only a few—all caused by
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Is the only Company in the
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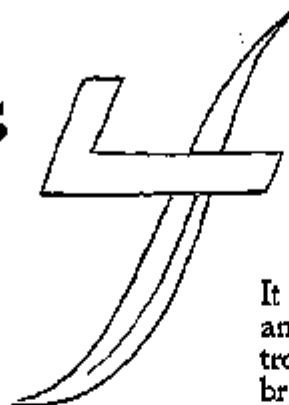
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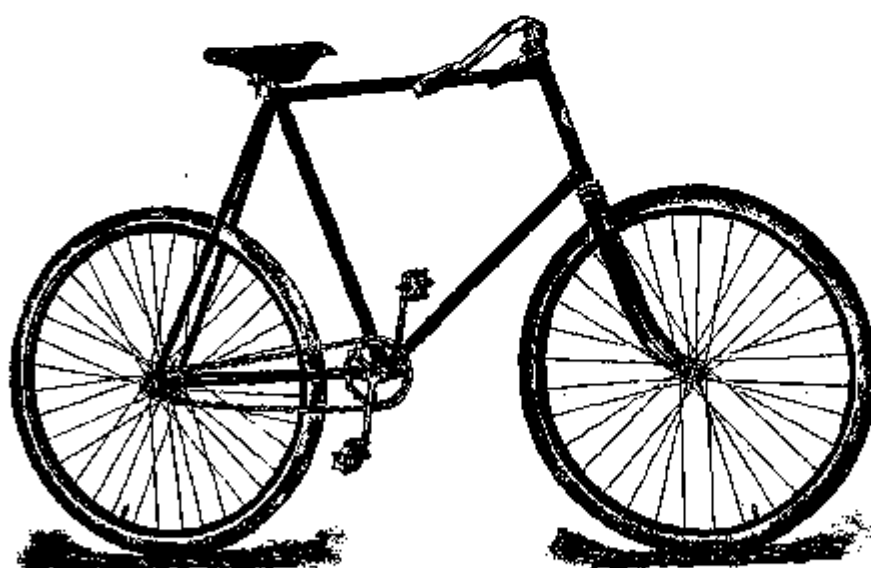
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To Charge Excess Baggage Rates.

Local railroad officials have announced that the rule of charging excess baggage for the transportation of bicycles will take effect on all western roads on December 1. It is stated that all the western roads have recently discussed the question and have reached an agreement which is to take effect on that date. The minimum rate to be charged will be 25 cents for a trip of 100 miles or less. Distances over 100 miles will be charged accordingly. It will cost 80 cents to ship a bicycle from Milwaukee to St. Paul and Minneapolis. In addition to the charging of a rate for carrying the wheel, a regular storage charge will be made by all roads. This class of baggage will be held at all stations, awaiting orders of owners, for twenty-four hours free of charge. For the second twenty-four hours a charge of 25 cents will be made and must be collected by baggage agents, with 10 cents for each subsequent twenty-four hours. This will have a tendency to keep baggage rooms of the various roads clear of wheels, something they have been unable to do for years, as wheels have been cared for free of charge and many wheelmen have left their wheels in these quarters for days and sometimes weeks at a time.

General baggage officials state that the decision to charge for carrying wheels and that class of articles will be a great relief to railroads. During the past three years, they say, the increase of business in the free transportation of bicycles alone has been something startling. Frequently roads have been compelled to haul extra baggage cars on certain trains for the accommodation of bicycles, and in many instances trunks, regularly checked, have been crowded out by wheels. The eastern roads have been charging for bicycles the same as for excess baggage, for a year or two, and in self protection western roads have been compelled to adopt similar rules. When this rule goes into effect all wheels will be checked and will be delivered only on presentation of checks and the payment of the cost of transportation. The companies will undoubtedly get up a regular coupon book, the same as is issued for excess baggage, which will be sold at a stipulated price and coupons taken for the baggage when presented.

The Sheridan Drive Again.

Agitation for the extension of the Sheridan drive from the state line to this city has again been begun. For the past few weeks the officers of the Wisconsin League for Good Roads have been at work among the property holders between here and the southern state boundary and all along the proposed route of the drive great interest has been awakened. The newspapers have taken up the matter and columns of space are being devoted to the subject. The officers of the good roads league propose to arouse enough interest in the matter so that at the next session of the legislature the people along the route of the drive will demand the passage of bills providing for the extension. At Racine and Kenosha the authorities have taken the

matter under advisement and will no doubt act favorably on the subject.

That the good roads agitation in Wisconsin has done much good has been demonstrated by the large amount of new road machinery which is being purchased. In nearly every county in Wisconsin roads are being improved. Some of the farmers are buying road machinery at their personal expense while many are clubbing together and buying machinery.

Bicycle Ordinance Not Yet Passed.

There has been so much guessing as to the fate of the so-called bicycle ordinance which has been pending before the council for over a year and a half, that the aldermen themselves now do not know whether the measure will be killed or become a law. It was expected that at the last meeting of the council the measure would come up and be finally disposed of but the aldermen again showed a disposition to put the action off to a time when wheelmen are not quite so alert. The measure has passed its third reading. It now comes up for final adoption or rejection. When the ordinance passed the third reading there seemed to be little doubt that it would become a law. Since then the outlook has changed considerable, however. Wheelmen have been fighting the measure continuously since its introduction by Alderman Starkweather, but during the past few weeks every club in the city has passed several sets of resolutions demanding that the measure be killed. So vigorous a fight have the wheelmen set up that aldermen now are undecided about the measure and it begins to look as if the ordinance will be allowed to die in the council. One of the worst features of the measure was discovered last week. Wheelmen have just observed that no provision is made for holding road races in the city. If the ordinance becomes a law as it is at present all road races will have to be changed which will greatly inconvenience the riders. It would be in direct violation of the ordinance for a rider to finish at a race in the city at a rate faster than ten miles an hour.

Figures On The Bicycle Output.

A trade paper has solicited the opinions of the leading bicycle manufacturers of the country as to the number of bicycles manufactured in America during 1895, and the probable output for 1896. The responses, which are from the leading manufacturers of the country, place the output for 1895 anywhere from 400,000 to 750,000, and that of 1896 from 600,000 to 1,000,000. A fair average of these opinions would bring the prophecy for 1896 to near 750,000 wheels. The general opinion is that the prices will remain about the same as 1895. The fear is expressed by some manufacturers that the business will be overdone, especially in the cheaper grades, although production will be restricted somewhat by the inability to obtain material. No fear is expressed in any quarter of there being any falling off in the demand because of a waning interest of the public.

ASSOCIATED CYCLING CLUBS.

The Preliminary Steps for Its Organization Have been Taken and there is No Longer Any Doubt that It Will Become a Successful Association.

It now seems certain that an Associated Cycling Club, on a sound and firm basis, will be organized here shortly. The preliminary steps have already been taken and judging from the harmony and enthusiasm a permanent organization will be perfected at the next meeting. All the leading clubs in the city will be represented in the association.

The agitation for an association was started several weeks ago by the officers of the Badger Wheelmen, who sent out letters to all the clubs inviting their co-operation.

At the meetings of the clubs it was thoroughly discussed. All organizations realized that something on that line ought to be done and resolutions were passed and delegates to a general meeting were appointed. The first meeting of the delegates was held on November 13 at the club rooms of the Badger Wheelmen. At the preliminary meeting the following delegates were present: Badger Wheelmen, P. H. Cambier, W. A. Krasselt, O. C. Baumgaertner; North Side club, G. Aussem, A. Bunke, L. Pierron; Cream City Wheelmen, R. Wittig, G. G. Gertz, E. J. Ludwig; Milwaukee Wheelmen, H. P. Andrae, F. J. Morawetz; South Side club, G. Simmerling, F. W. Huennekens, E. A. Clifford. A number of other clubs in the city have not had time to elect delegates but as soon as the organization is perfected they will join the association.

The details of the association were all minutely discussed but no action was taken except to appoint a committee to draft a constitution. This committee will consist of W. A. Krasselt, R. Wittig, A. Bunke, F. W. Huennekens and F. J. Morawetz, each club being represented on the committee. It was feared that there might be a dispute as to the plan of representation but this question was settled without a dissenting opinion, all delegates agreeing that each club should have an equal voice in the association regardless of its membership. It was decided that the various clubs in the association should elect three delegates each. As the Mercury club and the Niagara Wheelmen will probably join the association it is likely that the total representation in the new organization will be twenty-one. The outlay of all expenses of the association will be assumed by the various clubs according to the membership of each organization. As a basis for figuring the share of the expenses the secretary of each club will furnish the number of members in the organization and the assessments will be figured accordingly. In voting in the organization the unit vote among the delegates will not prevail, but each delegate will cast his vote as he wishes, irrespective of what the other delegates of his club may think. It has been decided that any club with a membership of twenty-five or more, in good standing, and which has been in existence more than six months, shall be eligible to join the organization, providing it secures the vote of three-fourths of the delegates present at the meeting. The committee appointed

to draft the constitution was instructed to draw it on these lines and as soon as the committee is ready to report another meeting will be called and a permanent organization will be effected. In the meantime all the delegates will report the proceeding of the preliminary meeting to their clubs and the clubs will then further instruct their delegates if there are any other recommendations to make.

Before adjourning, Henry P. Andrae brought up the question of applying for the next state meet in this city. The place for holding the next state meet will be decided upon at a meeting of the division officers next month. Mr. Andrae said that it was a number of years since the state meet had been held here and he was of the opinion that the association ought to make an effort to secure it. At the next meeting of the delegates this matter will probably be decided upon.

P. H. Sercombe No Longer an Editor.

Parker H. Sercombe, formerly of this city, is no longer an editor. When he left the city he went to Laredo, Tex., where he later became an editor of *The Times*. He has severed his connection with the paper and hereafter will devote his time to mining interests. Of course he will incidentally keep his eye on bicycle racing. While in Laredo, Parker did much to promote an interest in cycling.

Figuring On an Indoor Meet.

There is some talk among the clubs of holding a large indoor meet at the Exposition building on Thanksgiving Day, but it is very doubtful if the meet will be arranged. Recently the Milwaukee Wheelmen figured on the meet but the idea has since been abandoned. Now the Badger Wheelmen have the matter under consideration. While the attendance at an indoor meet would no doubt be large yet the expenses are heavy. A new track would have to be built and this would necessitate the outlay of several hundred dollars.

May Have a Cycle Show.

There is a possibility that a large cycle show may be arranged in this city during the winter. The matter has been laid before several of the large local manufacturers and dealers and all seem to look favorably on the project. The matter is being pushed by the Ethical Society. The society now controls the large building at 568 Jefferson street and has good quarters for holding a show. The expenses of holding such an exhibit are now being investigated and if they are not too high it is probable that the show will be held in the near future. If it is determined upon to go on with the scheme all the cycle clubs in the city will be asked to co-operate. The leading manufacturers in the country will be invited to exhibit and there is no doubt that the show will attract a good deal of attention. An exhibition of this kind, if it is properly conducted, ought to pay well. Cycle shows in other cities have been successfully conducted and there is no good reason why one could not be held in Milwaukee as well.

Wheelmen's Annual Minstrel Show.

The Milwaukee Wheelmen have decided to hold their annual minstrel show shortly before the holidays this year. The exact time has not been decided upon but it will be held at the new Pabst theater. The following members have been appointed to arrange for the show: W. L. White, general manager; George L. Bartels, assistant manager; E. H. Neustadt, treasurer; E. Fielding, secretary; Henry P. Andrae and F. J. Morawetz advertising agents; W. B. Masecar, master of properties; R. P. Wheeler, musical director. The show this year will no doubt surpass all previous entertainments which the Wheelmen have arranged. The minstrel shows of the Wheelmen have always been popular, especially with the cyclists of the city. This year more interest will be taken because of the enormous growth in cycling. It is proposed to make the entertainment better than ever and members of the club are now racking their brains for original local "gags."

A Challenge From Waukesha.

The Waukesha Wheelmen have challenged the Milwaukee Wheelmen to play pool. The stipulations are that the match consists of 600 points, 100 points to constitute a game, and the games to be played alternately in Waukesha and Milwaukee. Each team will consist of six men. S. S. Cramer, J. R. Church and W. B. Masecar have been appointed as a committee by the Milwaukee club to complete arrangements for the tourney.

Will Not Hire an Instructor.

It is not likely that the North Side club will hire an instructor for its gymnasium. The Nonpareil Boat Club recently submitted a proposition to the club that if an instructor was hired during the winter they would join them in a body. The officers of the cycling club have figured on the expense of having an instructor and have decided that it is not advisable to accept the proposition of the Nonpareils. It is thought that the hiring of an instructor would necessitate the outlay of a larger amount of money than the club at present is in a condition to bear.

Bicycles for Mail Carriers.

In some cities in the east mail carriers who have routes on the outskirts of the city have been mounted on bicycles. It is reported that bicycles may be introduced in the mail service in some cities in the west. Superintendent A. W. Marche, of the free delivery department of the postal service at Washington, is now making a tour of inspection of the principal cities in the country. He is said to be highly in favor of using bicycles for carriers and in several eastern cities he has recommended their adoption. When Superintendent Marche visits Milwaukee he will look over the routes on the outskirts of the city, and it is probable that he will order some of the carriers to be mounted on wheels. The only drawback that there is to the bicycle is that in the winter and in rainy weather it can not be used.

Bicycles Hurt Hackmen.

Jack Eager, Milwaukee's veteran hackman, recently said that the bicycle had done more to harm the hack business than any other invention. He said that the present dullness in his business was almost entirely due to the wheel, and that it did more harm to hackmen than the street cars. He stated that many wealthy people who heretofore took carriage rides in the summer now owned bicycles and took rides into the country on their cycles instead.

The North Side Cycle Show.

The North Side club is making active arrangements for its cycle show which will be held during the third week in January. The space at the club house has nearly all been taken by local manufacturers and agents, and the success of the exhibit is already assured. All the local clubs are taking an interest in the coming show and nearly every wheelman in the city will probably visit the exhibit while it is open. The ladies' auxiliary of the club is also taking considerable interest in the matter.

Serious Charges Preferred.

Charles D. Edeler, who was formerly a foreman in the factory of the Telegram Cycle Manufacturing Company, is now awaiting trial on the charge of larceny. If the charges against him are proven Edeler is a thief of no small caliber. He is charged with stealing enough material to start a small sized bicycle plant on the west side. Several months ago Edeler formed a partnership with a man named Sirsch to manufacture wheels. According to Sirsch the latter was to furnish the necessary capital to run the plant, while Edeler agreed to furnish the material needed to make the wheels. The two partners opened a small factory on First street near Garfield avenue, and were doing nicely when Edeler came under suspicion. He learned that the police were about to arrest him on the charge of stealing material for wheels from the Telegram company, so he fled from the city. He was traced to St. Louis where he was arrested and brought back to Milwaukee for trial. His home is at 1286 First street.

Could Not Get Pacemakers.

Henry Zerbel of the Telegram team did not go against the 100 mile track record this fall as was expected he would. Originally, the trial had been set during the Semi-Centennial celebration, on October 18, but the sanction which Chairman Gideon was asked to grant did not arrive and the trial had to be postponed because there were not enough Class B pace-makers in the city and Class A men did not dare to pace Zerbel, who is a Class B rider, until a special sanction had been secured from the racing board. On October 21 the special sanction arrived, setting October 28 as the day for making the trial. The time for making the necessary arrangements was then so short that the attempt was abandoned because the arrangements could not all be completed.

MAY BECOME A PROFESSIONAL.

Walter C. Sanger Says His Brother, William F., Will Probably Desert Class B Next Season.

Walter C. Sanger, while in the city recently, stated that his younger brother, William F., will probably become a professional rider next year. Walter is very hopeful as to the ability of his brother. He says that he thinks William is built far better for riding than he himself is and that he gives promise of developing great speed if put into the hands of a good trainer. He is well pleased with the work of his brother this year and is confident that he will improve next year.

Speaking of the past season, Walter is well satisfied with what he has done. He did not net as much cash as did Tyler, who cleared about \$5,000, but he says that he did much better than if he had stayed in Class B. He has been paying all his traveling expenses and the salary for a trainer since he became a professional because he was not under contract to ride for any manufacturer. His expenses have been from \$400 to \$500 a month. He does not think that Johnson cleared as much as Tom Eck is trying to make the public believe. Speaking of some of Johnson's records, he also stated that he believed they had been made with slow watches and that Johnson had practically admitted as much to him. He is thoroughly disgusted with the manner in which the public has been treated by Eck and Johnson during the season. Sanger says they advertised races against time and when the date came around Johnson was always sick and some third class rider was substituted to try and break a world's record. He is very bitter in his denunciation of Eck and thinks that if the latter does not stop "faking" he will soon make Johnson a back number with the public and will kill professional racing.

Sanger does not think that Class B will be abolished just yet but he says that professional riding will grow next year. He asserts that Stearns, Sterling, Spalding and the Syracuse people are trying to down all professionals by refusing to hire them, but he believes that if Bald and Cooper can be induced to join their ranks that the manufacturers will have to come to time. He is of the opinion that the combination that the four companies have formed against the professional riders will not affect them and that they will find other manufacturers to work for.

Sanger is in good condition. He looks healthy and strong and apparently has recovered from all effects of his recent illness. He stated that his sickness had greatly interfered with his work this season but that next year he expected to do better work than ever. His old trainer, Dumbleton will probably remain with him next season.

Badger Wheelmen Foot Ball Team.

The Badger Wheelmen have organized a foot ball team and are ready to accept challenges from the North Side Cycling Club or the Milwaukee Wheelmen, the latter preferred. The team lines up as follows: A. Bingenheimer,

center; F. Bonn, right guard; A. Richards, left guard; E. Munkwitz, right tackle; B. Krueger, left tackle; L. Wagner, right end; George Chapin, left end; W. Keating, quarter back; E. Reinke, left half back; Con Reinke, right half back, and W. Schroeder, full back. The substitutes are Cramer, Parks and "Bumpus" Jones.

New Track at the Baseball Park.

The directors of the Milwaukee Baseball Club are considering the advisability of building a bicycle track at the new baseball park at Lloyd and Sixteenth streets. The expense of such an enterprise is now being determined and if the directors decide that it will be a paying investment, in their opinion, a first class track will be built in the spring. There will be a number of race meets in the city next season and all would no doubt be held on this track as its proposed location is central.

Prizes Awarded to Clubs.

The awarding of prizes offered in the Semi-Centennial parade has caused some trouble but it has now nearly been straightened out. All the prizes have been awarded with the exception of the \$25 offered to the club having the largest representation in line. At the time some of the awards were protested, and the executive committee investigated the decision but no changes resulted in the awards. That for the largest representation, however, has not yet been decided by the executive committee, but the matter will be settled as soon as Chief Consul A. Cressy Morrison returns from Atlanta, Ga., where he is attending the exposition. The prizes which have been awarded are as follows:

Best appearing male club, \$50, South Side club; best appearing woman's club, \$50, Indian auxiliary, North Side club; best fleet, \$100, Milwaukee Wheelmen; second prize, \$50, Niagara Wheelmen.

Medals for best decorated bicycles, awarded as follows: Jason Church, first prize, a diamond medal; Herman Glastell, second prize; Phillip Schneider, third prize; Henry J. Schmidt, fifth prize, and J. W. Warukon, sixth prize.

Awards for the most content riders: B. Roth and George Becker, first prize, a diamond medal; E. B. Potter, second prize; Philip Roth, third prize, and J. W. Kelly and A. C. Davis, fourth prize.

Banner for the best appearing school club, awarded to the east side high school.

Medal for the best decorated wheel among the school riders, awarded to Ernest Farr of the east side high school.

Milwaukee's Wheel Industry.

Recently, Secretary-Treasurer M. C. Rotler was asked by the publishers of a trade directory to compile statistics showing the number of men who are employed in the cycle industry in this city. A few years ago there was not a dozen men in the business in Milwaukee. Now the number will probably reach about 600. All the local plants are now in full operation. At the Andrus plant from 100 to 150 men are employed, at the Telegram works about 75 to 100 men find employment, at the Meiselbach factory from 150 to 175, at the Bolte factory from 30 to 50, and the remainder are distributed among the smaller works in the city. Besides this number in the city there are about 1,000 more at work in factories in the state. It is estimated that at all factories and stores where bicycles are made and handled in the state nearly 2,000 people find employment.

South Side Club Prosperous.

The growth made by the South Side Cycling Club since its organization has been remarkable. During the past two months that it has been in existence it has enrolled over 150 wheelmen, most of them residents of the south side, and some of them prominent local business men. The creditable showing which the club made in the Semi-Centennial parade, brought the club into prominence. With the money it realized by winning several prizes and with what was raised among all the members the club has been able to rent pleasant quarters, at the corner of Reed street and National avenue, in the Deuster block, where meetings are being held regularly. The club is now beginning to direct its attention to racing affairs for next year. It is not improbable that it will conduct a large road race from Racine to this city during the summer. This course was chosen by the Mercury club last year, and the race was well attended. If the South Side club decides to conduct this race next year, an effort will be made to induce the Racine Wheelmen to co-operate in the event, and in this way it will probably become one of the largest road races of the season. The course is twenty-five miles and over fairly good roads.

The club has adopted the following club cry:

Siss-Boom! Siss-Boom!
Siss-Boom! Hah!
South Side Cyclists!
Hah! Hah! Hah!

Recently, the club held a lantern parade as a demonstration, after it won several prizes in the Semi-Centennial parade. Nearly all of the club members turned out with decorated wheels, and the riders paraded through all the leading streets on the south side. Every rider carried a lantern. The club has arranged a number of sociables for the winter, and the members will find plenty amusement about the club room to occupy their attention during the cold weather.

At a recent meeting of the club the following officers and committees were appointed: Captain, W. G. Fry; first lieutenant, R. J. Steinkopf; second lieutenant, J. C. Cruice; racing board, J. C. Cordes, F. W. Huennekens, John Muss and R. E. Barlow; entertainment committee, Henry Stoltz, B. E. Savdland, H. G. Winters and Joseph Dairymple; house committee, William Smith; press committee, George Muss, W. W. Rowland and W. E. Milbrath.

Mercury Club Not Disbanded.

It seems that the reports that the Mercury club had disbanded on the south side, were a little previous. Perfect harmony has not existed among the club for some time and the rooms were surrendered at First and National avenues but members of the organization state that the club still exists. A sort of reorganization has been effected and a number of the disgruntled members have dropped out. Many of the members have joined the South Side club since it was organized but those members of the Mercury who have remained loyal say that they will build up the organ-

ization and make it one of the strongest clubs in the city. There are many riders on the southside and that part of the city ought to be able to support two organizations. At a meeting of the Mercury club recently it was decided to have weekly discussions on all subjects of interest to wheelmen, such as good roads, bicycle legislation, hygienic costumes, etc. These subjects will no doubt renew interest in the club's affairs and every thing will be done to awaken a new spirit of friendliness among all the members.

To Organize a Cycle Band.

The Niagara Wheelmen have decided to organize a bicycle band. A number of members of the club are musicians, and these will soon begin to practice playing, while riding wheels. This will be a novelty for Milwaukee, which can then lay claim to having what only one or two other cities in the country possess.

Wheelmen's Football Team.

The Milwaukee Wheelmen have organized a football team with the following players:

Name, and Position.	Wt.	Ht.
Church, L. A.	165	5' 8 1/2"
Fleming, L. T.	160	5' 7 1/2"
W. L. White, L. G.	180	5' 7 1/2"
Schmidtbauer, C. F.	204	5' 11 1/2"
Andras, F. G.	190	6' 1"
Bartels, K. T.	167	5' 9"
Carroll, R. E.	157	6' 10"
Landauer, Q. B.	154	5' 9 1/2"
Capt. Neilson, K. B.	161	5' 8 1/2"
Adams, L. B.	154	5' 8"
Howie, F. B.	176	5' 8 1/2"

Substitutes—Biring, Morawetz, Haven, Neustadt, Stumis, Mendel, Anderson, Simonds and Sullivan.

Capt. Neilson announces that the team is ready to play any team in the city, on any Saturday.

Using Bicycle Carts Now.

At the banquet of the Wisconsin League for Good Roads one of the speakers remarked that the time was not far off when the horse and buggy would be a thing of the past. This prediction in part is already coming true, for light deliveries of goods can now be made on bicycle carts. An east side shoe dealer has just received the first cart in this kind in the city. It consists of a tricycle on which a light wooden box has been neatly built between the two rear wheels. This box holds from thirty to forty pairs of shoes and the cart can easily be propelled by a boy even when heavily loaded. There are only a few carts of this kind in use in the country, but the time is not far off when the vehicle will be used extensively for light delivery work. It would not be at all surprising if in the future all manufacturers turned their attention to the manufacture of these carts and if agents kept them in stock the same as they do bicycles now. The United States Express Company is already using them in nearly all large cities for light deliveries, and the practicability of the cart has already been fully demonstrated. There seems to be no doubt, as time goes by, the bicycle is becoming more and more a factor in commercial traffic.

BROWN AND ROTIER WIN.

They Carry the Annual Election of the Wisconsin Division—A Large Vote Was Cast—Dr. McArthur Polled a Good Vote from Around the State But Mr. Spicer Had Scarcely Any Support Outside of La Crosse, His Home.

CHIEF CONSUL—W. A. Brown, of Marinette.
VICE CONSUL—B. W. Park, of Madison.
SECRETARY-TREASURER—M. C. Rotier, of Milwaukee.
REPRESENTATIVES—H. P. Andrus, of Milwaukee; S. J. Ryan, of Appleton; G. K. Mead, of Sheboygan; N. E. Lindquist, of Marinette.

The above is the result of the annual election of the Wisconsin Division which has been in progress for the past month. The votes were counted at Racine on November 15 by Tellers Henry Van Arsdale, of Racine; W. B. Hopkins, of Racine, and H. J. Paine, of Milwaukee. The total



Wisconsin's New Chief Consul, W. A. Brown, of Marinette.

number of votes cast was 689, which shows that there was a greater interest in the election this year than ever before. The total membership of the division is now over 1,000. Last year out of about 400 members only 200 voted. W. A. Brown, of Marinette, and Dr. D. S. McArthur, of LaCrosse, the candidates for chief consul, had an interesting run. Mr. Brown received 398 votes, Dr. McArthur 290 and A. Cressy Morrison, the present chief consul, who was not a candidate for re-election, received one vote. Dr. McArthur polled nearly a solid vote in La Crosse but his support in this city and in cities outside of his home was not as strong as his opponent's. Mr. Brown's vote in Marinette and Milwaukee was almost solid.

There was no opposition to the election of Ben W. Park, of Madison, as vice consul, which office he now holds. He polled 598 votes. Ninety ballots were not marked for vice consul and one vote was for a man not in the nomination.

As has been predicted, the race for secretary-treasurer

was one-sided, Martin C. Rotier, the present incumbent, winning easily over E. L. Spicer, of La Crosse. Mr. Rotier received 476 votes, which is a larger vote than was cast for Mr. Brown for chief consul, while his opponent, Mr. Spicer, polled 210 votes, he running further behind the ticket than any other candidate. This is probably due to Mr. Rotier's wide acquaintance and popularity, while Mr. Spicer, prior to the time he was nominated as a candidate with Dr. McArthur, was comparatively unknown in cycling circles outside of his own city.

Of the six representatives placed in nomination, only four were to be elected. The Kenosha candidates, H. N. Baldwin and S. C. Newman, received 301 and 296 votes, respectively, and were defeated for election. This can be accounted for because of two candidates coming from one town split up the vote. The successful candidates polled the following vote: H. P. Andrus, of Milwaukee, 553; which is the largest vote received by any candidate, S. J. Ryan, of Appleton, 487; George K. Mead, of Sheboygan, 464; N. E. Lindquist, of Marinette, 396.

"Do you favor the plan of the League controlling professional racing and the adoption of A and B and professional classes?" was a question that was asked every voter. The proposition came up at the business meeting at Marinette during the last state meet when it was decided to refer the matter to the members for their opinion. The vote just finished shows that the division is in favor of the adoption of three classes. Many failed to vote on the question but 367 votes were cast in favor of it and 67 against the plan. At the next National Assembly the Wisconsin delegation will vote in favor of having the League control three classes. The delegates to be elected at the division meeting next month in this city, will be so instructed.

The election was the most spirited of any that has been held in the history of the Wisconsin Division. Ever since the officers were placed in nomination last August the candidates and their friends have been hard at work. Early in the race some questionable campaigning was begun by certain Ripon wheelmen who were dissatisfied because they had not been placed in nomination and who were anxious to defeat the Brown-Rotier ticket. Their methods were soon exposed, however, and during the remainder of the campaign, the fight was clean, though spirited. Friends of Dr. McArthur and Mr. Spicer sent out circulars to every League member urging them to support the La Crosse ticket. This was followed by one in favor of Mr. Brown by the Highway Improvement committee of the division which set forth that Mr. Brown was a valuable man to further the good roads question on account of his high standing and influence. Every candidate has worked hard as is shown by the large vote which was cast. The election will no doubt awaken new interest in League matters.

Racing men who will spend the winter on the Pacific coast contemplate establishing a co-operative home.

THE PNEUMATIC.

Corrected State Records.

CLASS A RECORDS.

Quarter mile competition, W. D. Howie, of Milwaukee, at Janesville, October 10, 1894. Time, 27 seconds.

Half mile competition, W. C. Schrader, of Milwaukee, at Marshfield, July 29, 1895. Time, 1:07.

Mile competition, W. C. Schrader, of Milwaukee, at Waukesha, August 27, 1895. Time, 2:12.

Two mile competition, W. C. Schrader, of Milwaukee, at Neenah, August 2. Time, 4:35.

Mile tandem competition, W. C. Schrader and A. F. Hingenheimer, of Milwaukee, at Janesville, August 29, 1895. Time 2:16.

Five mile competition, W. C. Schrader, of Milwaukee, at Marinette, August 17, 1895. Time 11:28 1/4.

Mile without use of handlebars, Andrew Anderson, of Neenah, 8:11.

CLASS B RECORDS.

Mile paced against time, W. F. Sanger, of Milwaukee, at Stevens Point, September 6, 1895. Time, 2:05 1/4.

Quarter Mile unpaced against time, Harry Crocker, of Milwaukee, at State Fair Park, September 23, 1895. Time, 30 seconds.

Half mile unpaced against time, Henry Zerbel, of Milwaukee, September 25, 1895, at State Fair Park. Time, 56 seconds.

Division Officer's Meeting.

At the meeting of the division officers in this city next month there will probably arise an interesting contest among the several cities in the state which want the state meet for '96. The selection of a place for holding the meet will be the principal business of the meeting. The latest candidate for the meet is Milwaukee. While it has not fully decided to make application for the meet, yet it is very probable that at the next meeting of the proposed Associated Cycling Clubs, the delegates will agree to ask for it. It will be argued that the meet has not been held in this city for a number of years and that local wheelmen will provide an elaborate program for the visitors. Appleton also wants the meet. At a recent meeting of the wheelmen in that city, a League club was organized and a number of business men have promised their support if the meet is secured. On the other hand Neenah, with a League club of some thirty members, would like to have it, while the riders in the northwestern part of the state are urging the claim of La Crosse for the meet. Kenosha riders assert that if the meet is given them they will arrange a good program of races. Ex-Chairman Raymond of the racing board is a resident of Kenosha and could lend valuable assistance to the meet if it is held in that city.

Besides deciding the place for holding the next meet, delegates to the National Assembly will be selected. The delegates will be instructed to vote for the adoption of three classes by the League. They will also be instructed as to other questions that may come up before the National Assembly. The officers which have just been elected by the division members will be formerly installed at this meeting.

Bicycles Hurt Saloons.

A newspaper dispatch from Neenah says: "Saloon-keepers here report unusually dull business during the past six months. They attribute this to the fact that a large number of the young men have bought bicycles on the installment plan during the past season and have had to save to meet the monthly payments."

The U. W. Club's Officers.

The U. W. Cycling Club, of Madison, has elected the following officers: President, W. O. Thomas; vice-president, Dr. Elsom; secretary and treasurer, A. B. Crosby; captain, R. C. Smeiker; lieutenant, J. A. Ramage.

A Road Hog Comes to Grief.

At Chilton recently a farmer refused to give a cyclist half the road but instead struck the rider with a whip. Gustav Plate, the wheelman, caused the farmer to be arrested and the next day Mr. Roadhog paid a fine and costs amounting to \$11.

The League and Accident Insurance.

L. A. Maier, a Medford correspondent, suggests that the League indemnify its members for injuries received while riding a wheel, and a plan of accident insurance, be adopted allowing a certain amount a week during the time of accident on a bicycle. He says: "Of course it would be necessary to raise the dues but it would increase the membership, as there would then be a more visible object for outsiders to join our ranks."

Wheelmen Have Rights.

At Wausau recently a case of interest to bicycle riders and horsemen was decided in the Municipal court. Suit was brought by R. E. Powers to recover damages from Joseph Edee, a liveryman, for crowding him into the curb and thereby breaking his wheel. Judge Milbe decided the bicycle had the same right as a horse and Edee was negligent in not giving Powers room to pass as the law provides. Powers was given a verdict for damages of \$29.50 and costs.

Good Road Charts.

Secretary Otto Dörner, of the Wisconsin League for Good Roads, and Superintendent McKerrow, of the Farmers' Institute, are preparing a number of charts which will be shown to the farmers who attend the various institutes in the state during the coming winter. The charts are in the interest of good roads, giving object lessons in their construction, and it is thought will be of great value to farmers who are interested in the great work of improving the public highways. An effort will be made during the farmers' institutes, to interest those in attendance in the good roads question.

Bicycle Track On a Roof.

Canary and Lederer are considering a proposal to convert the roof garden of the New York Casino into a bicycle track. Instead of the audience promenading the down stairs lobbies between acts they will be at liberty to take the elevators to the roof and mount bicycles and thus enjoy the intermissions more. When the weather becomes too cold for bicycling, the roof, it is said, will be transformed into a skating field and the audience fitted with club skates.

Plights and Plighted Awheel.

BY KATHRYN DONOVAN DOYLE.

It was only four o'clock in the morning when Keith and myself stood on the steps of the little country hotel, our breakfast eaten, our lunch put up, and all things in readiness for the day's journey. The gray dawn still over-shadowed everything, a few birds twittered sleepily in the trees, a single cow bell clanged in the distance, and the June air was moist and fragrant, but heavy. Keith looked at his watch and said between yawns, "Only twenty-two miles and we have an early start. If there are any kind of roads we ought to be there long before dinner." We mounted and rode off leisurely. Neither of us were sufficiently awake to be very energetic and there was plenty of time.

Seven hours later—a relentless sun, a moderately strong, dry wind, and the road so deep with sand that it was quite impassable with a wheel. We had ridden along to one side of the road (which Keith referred to as the 'trackless deep') where we could, avoiding the stumps, the low bushes and the ant mounds with great skill, and occasionally failing to avoid them with greater suddenness. We had walked long distances, and, as our feet sank deep into the sand, I was repeatedly called upon to notice, "What a magnificent region for raising watermelons!" And now when we found ourselves beside a cool little brook with high, steep banks, we discovered that we had lost our drinking cup; probably we had left it back about a mile where we had eaten our early lunch. We were intensely thirsty, and there was not a house in sight. There was a small flat piece of ground by the brook, it was sufficiently soft but rather too moist to recline upon, and the only way was to catch your toes around the bushes at the top of the bank, hang head downward, and keep from drowning if you could. Keith promptly proceeded to do this. He hooked one foot firmly into a projecting root at the top of the bank, and let himself down cautiously, with many a grunt; I sat on the opposite bank encouraging his downward career.

"Mac," said I, "you would consider yourself well repaid for all your inconvenience if you could only see how interesting you look at present."

His only answer was a grunt.

"I hope your foot won't slip. You would roll the water so."

I tossed a few grains of sand down on the back of his neck.

"Little drops of water,
Little grains of sand
Make the mighty trouble,
And the pleasant land."

Mac's utterance was a little choked but he answered with a good deal of emphasis, nevertheless, "Do you realize that I am coming back up there after a while? Little grains

of sand may make trouble for the mighty. I'm glad the situation inspires poetic sentiments."

"Do you know, Mac, I think that poem is a satire, not a poem of passion as people have been wont to think. If your foot *should* slip, I don't think it would be a 'pleasant land.' It would be a mixture of land and water, wouldn't it? My one regret is that I haven't a Kodack along; I would like to show to the world your 'feet of darning.'"

Keith bore it all in silence, and I went on, "There is one contingency that may arise, Mac. It is a question with me, whether, when you reach the surface of the limpid water, you can swallow up. You may have to fill your mouth and then raise your head like little birdies."

"'Tis a sweet thought, isn't it?"

Keith had been reaching out and pulling himself along until his face was about an inch from the longed for water, when an exclamation from me brought his head up.

"Ye gods! What's acoming! We haven't traveled all these weary hours in vain."

"For Heaven's sake, Casady, what is it? those confounded bushes on the other side shut everything off from my view."

"It is a carriage with two young ladies in it. Poor Mac, how I feel for you!"

Keith did not deign to move,—he thought I was fooling him, and he couldn't have moved very conveniently anyway; but from beyond the bushes came the sound of a carriage creaking through the sand, and immediately the horse came in sight and walked out upon the bridge. On top of the creature's head was a wide brimmed sun hat, pinned through the bridle; one side of the hat was caught up coquettishly with a huge bunch of flowers. A wide silk scarf was wound around her neck and tied in a monstrous bow on one side. When she stopped, threw up her head spiritedly and turned it sideways, the effect was extremely ludicrous. But this was not all. A large blue apron fluttered, outspread, over the horse's back, and various small articles were attached to the harness, here and there,—tooth brushes, etc. Two young ladies were leaning back comfortably in the buggy. One of them held the lines loosely in her lap and calmly munched a sandwich. The other was not so dainty in the matter of eating. While one hand supported a parasol, the other held nearly a whole loaf of fruitcake, from one end of which my Lady of the Appetite was eating with apparent relish. Occasionally a large piece would break off and then she was compelled to lay down the original chunk while she made away with the smaller piece. Somewhat screened from their view I was observing them.

My Lady of the Appetite observed to Miss Sandwich, "Retain your hold upon the ribbons, my dear, and let Bess stand until I have surrounded this cake, and then I will get out and water her. If she is restless, just repeat some of Harvey Graham's poetry to her. That will make her so tired that she will stand still. But don't repeat more than

one or two lines; I should hate to have her lie down right here in the road."

She raised the cake, opened her mouth and at that second she first saw poor Keith, dangling by one foot on the opposite bank; he, supporting himself somewhat by his arms, had raised up sufficiently to get a square view of her, mouth opened, eyes wide, and cake suspended, and a broad smile overspread both faces. Inwardly convulsed, I thought it time to come to Keith's rescue, and I stepped out toward the buggy and with a gravely respectful manner, asked if I might not relieve them of the trouble of watering their horse. Both pairs of eyes surveyed me.

"You are kind. We shall be very glad," and they began to look among the miscellaneous articles in the bottom of the buggy. A pail was fished up and a pair of canvas shoes and a bottle of liniment taken out of it, and I went to dip the water. In the meantime Mac had escaped from his awkward position and was approaching. As I returned with the pail filled, I saw a mischievous face turned toward him and a silver cup extended with the remark, "I think you were about to drink. Will you not use this?"

Keith raised his cap deferentially, took the cup in one hand while he slipped the other quickly in and out of his pocket, snapped open one blade of his pearl handled knife, and extended it with a brilliant smile.

"I think you, also, were experiencing some difficulty—in eating. Allow me to return the favor."

The girl looked at him with new interest, evidently appreciating the quickness of his reply, glanced consciously at the loaf of cake, and then flashed back at him, "Is your offer a purely disinterested one—or did you intend me to cut a slice from it for—somebody else?"

Keith watched her slip the knife through the loaf, saying, "I shouldn't like to stand in the way of anything you might wish to do."

I was on my way down the bank and did not see Mac take the cake, but I haven't a particle of doubt that he took it.

The pail was small, the horse had an enormous capacity for water, and Keith had time to find out about the roads and fill the cup two or three times for himself and the young ladies while I was endeavoring to quench the animal's thirst. Finally she tossed her head from the pail, and moved impatiently.

The girl's face suddenly became grave. I think she must have concluded that the conversation had been too prolonged, we being strangers. She turned quickly toward us and said, "We thank you very much." Then her glance fell on the extraordinary additions to the horse's harness and she added apologetically, "We have been camping and we were the last to leave; so we had to bring some things that were forgotten. We thought we would overtake the others on the way and let them take their respective belongings." Her face flushed slightly, she and her companion bowed gravely, and with a word to the horse they were off. We

raised our caps and stood silent until the carriage disappeared in a cloud of dust over the little hill beyond. Then we turned to each other.

"Casady, why are you looking so solemn?"

"I was so occupied with watering the horse that I forgot to water myself, and now the cup is gone and I am so thirsty."

"You found it so refreshing to watch my struggles on that confounded bank, that I think you can do without further refreshment until we reach the town; it is only seven miles."

"No, Mac, I must have some water."

"Well go over the bridge on the other bank and follow my example. I will sit here and regale you with bits of pleasantry. And I won't throw sand down on you," he added, as I crossed the bridge. "Such small tricks are beneath me."

"They were above you at the time, weren't they, Keith?" I answered weakly.

I felt very subdued as I pushed my foot through the root at the top of the bank. I thought I couldn't blame Keith for anything he might say.

"Ang poems on hand to suit the occasion, Mac?"

"Oh, yes," he assured me cheerfully. "How's this?"

'Oh, little foot, that seemingly years
'Must hang to that root, through groans and tears,
'Must ache and bleed beneath its load;
'I, sitting on this grassy place,
'My thirst all quenched, my struggles past,
'Am weary, chiding on thy road!"

I was toiling steadily downward, but I rested long enough to say, "You are mutilating that poem frightfully, but go on."

"Oh, little hands, that weak or strong,
'Must paw the sand and work so long,
'Must toll so long yet at their snail—"

Evidently Keith's wit was failing him. I brightened up a little.

"Why don't you go on, Mac? Cheer me a little longer, —I'm nearly down now."

"The awful thought struck me that there is one contingency, that may arise. It was all I could do to reach the water, and you are three inches shorter than I am. In case you can't reach it, I was about to make a suggestion. I was going to suggest that you—ahem—a—"

I thrust my hands into the sand, stiffened my elbows, and looked up inquiringly.

"Well?"

"—that—you—a—use this" and that brute and friend dangled the cup above me.

"Mac Donald Keith!"

As I suddenly began to back up and double my joints again, he executed a war dance on the opposite bank.

The Fates saved me from complete humiliation. The overhanging bank suddenly caved under his weight and he came sprawling down and was precipitated into the soft mud at the bottom, one outstretched arm going into the water.

"Why, Mac," I cried, helpless with laughter, "you needn't have come clear down just to dip that water for me. I might just as well have done that, myself."

* * *

There was a silence about a mile and a half long when we remounted our wheels. Beyond that there was a stretch of deep sand and as we waded patiently through it, an unmistakable laugh broke through the melancholy that had possessed my friend, and he answered my unasked question, "I understand now what she meant when she said there was nothing frivolous about the road for two miles." Indeed there was not, but beyond that the riding was exceptionally good. We reached the town early, and had time to get our baggage drayed over from the baggage room to the Hallett House (where we had already secured rooms by telegraph), to bathe and dress before dinner. In the evening we strolled out among the crowd of pleasure seekers who frequented the resort, and renewed acquaintanceship with some fellows who belonged to our association, and whom we had met at the last state meet. One of them, Gordon, invited us to call on his family, who were summering at the resort, and living in the same hotel with us. We called the following day and were astonished when my Lady of the Appetite entered the parlor and was introduced as Gordon's sister. After that, it is needless to say, I saw little of Keith, as he spent most of his time with Miss Gordon, riding, boating, walking, etc.

Miss Gordon was too loyal, however, to entirely desert her friend whom we had first seen with her, and so I was occasionally included in the select party as Miss Long's cavalier; but we were very considerate and left them much to themselves, for which sacrifice I trust they are duly grateful. The happy, care-free days went very quickly. The third week of our stay there was a temporary exodus from the hotel, many going to Silver Springs, four miles away, for a picnic. Most of the people drove, but Keith and Miss Gordon were to ride as usual, and they kindly invited Miss Long and me to join them. The day was beautiful, the road perfect. Little puffs of sweet, fresh air touched us from river and wood. We were all in good spirits. Even Miss Long was hilarious.

"Miss Gordon," I said, "may I ask what is protruding from your pocket? It looks suspiciously like a brandy flask."

She drew a little silver handled revolver from her pocket, saying, "Would you like to shoot with me when we get there? I'm a dead shot."

"I—I—think Keith would like to. They may want me to chase away a mad bull or something." She frowned severely, while Ruth sang lightly,

"She aimed at the sky,—that's all—
But he heard the angels call,
And the funeral's tomorrow."

"Poor Mr. Keith! His soul will be in the vast eternity and his lungs scattered over some farmer's wheat field." She sang on, clear and high, a gay melody, and I was making a vain effort to accompany her, but as gradually I got

nearer in tune, she would tantalizingly go higher, until finally I began singing triumphantly in a falsetto voice.

"Don't, Casady, you're not used to being up so high. It will make you dizzy. You certainly have a voice like a martingale. I wish you would sing on the stage—as there is none around here."

Miss Gordon came to my rescue; she pointed her revolver playfully at Keith, crying, "Throw up your feet!" Her front wheel struck a little stone and swerved, she grasped at the handle bars to keep her balance, the trigger caught on the bar and—the old story—the revolver discharged, the shot entering Keith's leg.

I'll not enter into all the details of how we got him back home, etc. The wound was not serious but it laid him up for days. Poor Allie Gordon! She was stricken with remorse, and she and her family could not do enough for Keith. I think he would be willing to be shot over again for the sake of receiving such royal treatment. Of course he was disabled for the races but he didn't complain. Ten days later when he was able to walk with crutches and ride a little, pedalling with one foot, I found him smoking on the piazza.

"Congratulations, Tom?"

"Yes, and I have to laugh every time I think of it. Last night I tried to talk to her but she turned aside every effort. This morning I followed her down the river. I found her wheel lying on the grass, and she was not far away crying.

"I said, 'Miss Gordon, is anything the matter? You are crying.'"

"'I'm not crying,' she said and looked at me angrily. Possibly she was not just at that second, but there were tears streaming down her face from the second before.

"'I beg your pardon. I thought—I really thought you were.'"

"'I've hurt myself,' she sobbed.

"'Hurt yourself! where?'"

"She put out her arm, drew back her sleeve, and there was a long red mark.

"'Why Miss Gordon, how did you do it?'"

"'She did not answer for a long time and then she said, 'I burned it.'"

"'When you were making tea?'"

"'No.'"

"'All this time I was tying my handkerchief around it and I went on, 'How then, did you burn it?'"

"'With a curling iron.'"

"'With a curling iron! Why, when did it happen?'"

"'She sobbed without speaking for some time and then wailed out, 'A week ago last Wednesday.'"

"'I roared, and finally she looked up and began to smile through her tears, and I picked her up off the ground, and—by jingo,—well we're engaged. That's all," and he walked away.

He came back soon and ventured, "Say, old boy, how are you and Miss Long making it? I had hoped—"

"Then set your mind at rest, Mac. I shall never ask her to marry me."

"But,—don't you admire her?"

"More than any one I ever knew, but I shall never ask her to marry me."

He looked at me gravely and went away, and I—I went, too. I was going boating with Miss Long."

* * *

A week later we were back at N—. I met Keith on the street.

"Come down to the jeweler's with me, won't you?" he said.

"Yes, I am going that way myself."

"I want you to help me select a stone."

Mac looked a long time without finding anything that exactly suited him. "Show him that diamond you just set," I remarked to the salesman. He brought out the ring.

"Caesar, that is a beauty! I'll take that."

"But this is already sold. Mr. Casady ordered it."

Keith turned to me in amazement.

"What are you going to do with it?"

"Can you duplicate it?" I asked the salesman.

"Very nearly, but it will take a week to order."

"Very well, order and be sure you get as good a stone," and Keith hurried me out of the store.

"Say, what do you want with that ring?"

"It is for Ruth."

"But—I thought—you said—"

"That I never would ask her to marry me,—yes. You see I had asked her."

Keith preserved an aggrieved silence.

"Mac, didn't I vow vengeance when you made me descend that famous bank for a drink of water?"

"O—oh!"

He smiled once more.

"Then you will go with us on a wheeling tour through Yellowstone Park, next year?"

"Yes—if your gentle wife doesn't shoot you before then."

Madison Cycling Notes.

George Lohar, who recently passed through Madison on his way to New York from Portland, Oregon, has written Mc C. B. Tyner, of this city, a description of his trip. Mr. Tyner accompanied him part of the way.

A Chicago wheelman punctured his tire when about twelve miles from Madison. It was late in the afternoon and too dark to make repairs so he went to the nearest farm house and secured a quantity of bran. Removing the inner tube he filled the outer tube with bran and rode triumphantly into Madison. (Manufacturers will please make a note of this bran new thing in tires.)

The members of the Taychoperah Cycling Club gave their "unattached" sisters a delightful reception in the Madison Cycling Club rooms last month. About fifty of the leading lady cyclists attended and many of them made application for membership. The rooms were handsomely decorated and illuminated and the visitors were well enter-

tained and refreshed. When the guests had departed, the entertainment committee of the Madison Cycling Club was permitted to call and see what a real vice reception was like. The Taychoperah club boasts of the following efficient list of officers: Mrs. B. W. Park, president; Miss Elizabeth Henwood, vice-president; Miss Henrietta D. Billings, secretary-treasurer; Miss Lillian Conover, captain; Miss Addie May Wootton, lieutenant.

Another club run was held by the Madison Cycling Club the early part of the month. The run was made after 6 p. m. and the destination was Sun Prairie, where supper was served. This trip will long be remembered by those who took part, as they encountered an unusually good specimen of "road hog." He attempted to keep the wheelmen back by driving from one side of the road to the other and then tried to run them down after they got by. And when two pair of strong hands brought his half starved animals to a halt, he began to dispute the rights of the wheelmen on the public highway. But the howl of half a dozen angry voices and the appearance of a dozen clinched fists in close proximity of his physiognomy proved a strong and convincing argument and put a quietus to his loud demonstrations, after which he was left alone in his glory. Another pleasant recollection is the fact that one of the members lost his lantern.

A New Cycle Academy.

Messrs. Terhorst and Donnelly, have opened a bicycle academy at 451 Broadway and they are meeting with great success in their new enterprise. Any day, at most any hour, a number of ladies can be seen taking their first lessons at the academy. A special hall has been provided for those who desire to practice in bloomers.

The Milwaukee Printing Pressmen's Union No. 7 will give its second annual ball at the Liedertafel hall, December 14.

The Huennekens Cycle Co.

Are importers of and dealers in bicycles, bicycle parts and sundries, at wholesale, to cycle agents and dealers. Special prices and discounts given on application. Address 124 Ferry street, Milwaukee, and get catalogue.

Name of Wheel Changed.

Julius Andrae & Sons Company have made the following announcement: "For some time past we have been using the name 'Sunbeam' on a portion of our bicycles. All bicycles that we have marked as 'Sunbeams' heretofore, will hereafter be known as 'Calumets.'"

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 rumbling 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; unless cases out of ten are caused by Catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circular, free. F. J. CHENEY & CO., Toledo, O.
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**27 WASHINGTON STREET
SPRINGFIELD, MASS.**

They Climb Hills Like the Wind.

Famous old Corey Hill, of Boston, has been resurrected from cycling oblivion and placed very much in evidence as a record-producing locality. There was a time when this hill was considered insurmountable by cyclists, but with the evolution of the bicycle it became less difficult, although at the present day it is considered a hard climb.

There were numerous well-known men on hand on October 26, to try their nerve and strength on the hill, which is nearly half a mile in length and very steep. The riders showed great courage and perseverance in the attempts, and the fastest amateur time was made by J. W. Manning, who did it in 2:05 2-5. Mr. Manning not only demonstrated the fact that he is a man of great speed and endurance, but also gave very plain evidence of the fact that "Columbias climb hills like the wind," for it was on one of these famous machines that his remarkable record was made.

Champion Bald.

This is B. Columbia Bald's record up to November 1:

Won 58 prizes.

Won 48 first prizes on the National Circuit.

Won 15 second prizes on the National Circuit.

Won 8 third prizes on the National Circuit.

Won 10 first prizes off the National Circuit.

Won 2 third prizes off the National Circuit.

Won 24 of the 39 one-mile National Circuit races in which he entered.

Won all (7) of the mile events that he entered off the National Circuit.

Won 24 events out of 32 National Circuit races with his nearest competitor.

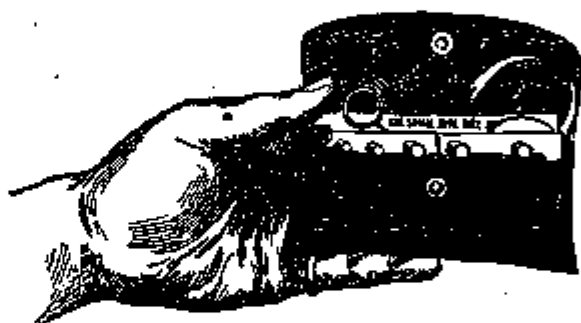
Won prizes that approximate \$8,000 in value.

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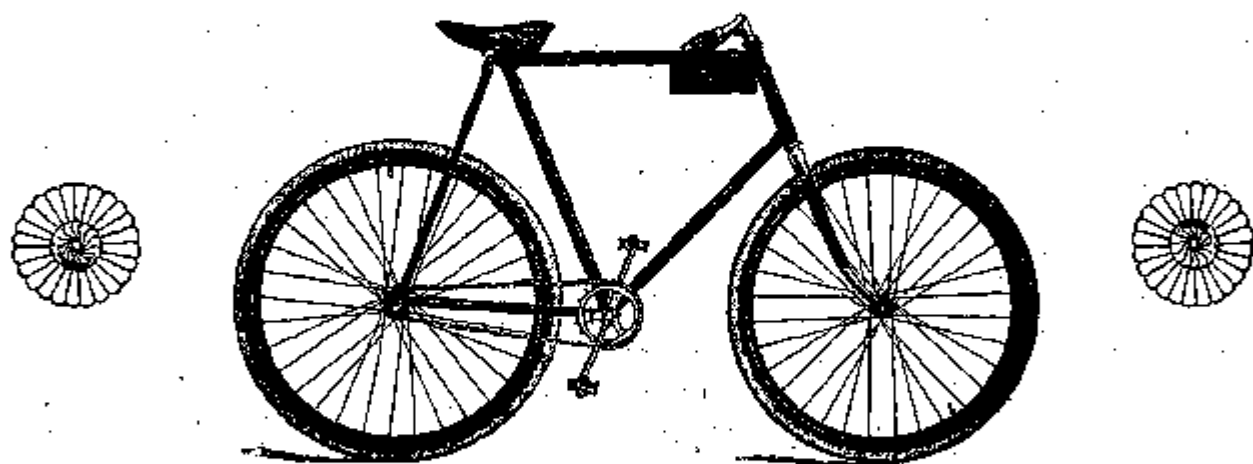
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THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

VOL. VI.

MILWAUKEE, WIS., DECEMBER, 1895.

No. 9.



On...

Cannibal Island

"RAMBLER FIRST."



A RAMBLER AGENT WRITES:

"Tell me, please, WHERE DON'T RAMBLER BICYCLES WIN RACES, and is there any place on earth where there are no Ramblers?"

I have just received a letter dated Papeete, August 14, 1895, from the South Sea Islands, at Tahiti, 3000 miles from San Francisco. It has taken over a month for the letter to reach me, and three months are required for a letter to reach that place and the return of a reply here. The letter reads as follows:

"Just a few lines to inform you that my bicycle, a RAMBLER No. 12, won the race during the 14th of July fete. Two were in the race, but were no where. As soon as I can place five more Ramblers in this place, I will send you an order."

I did not think these people ever heard of such a thing as a race, and the letter rather amused me. The speed of Ramblers seems to be known even 3000 miles out at sea, in the Cannibal Islands. The natives were originally cannibals, but must have now reached the highest civilization, seeing that they ride Ramblers."

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"We are pleased to inform you that from all reports Ramblers are very well known throughout the civilized world. We have received a fine photograph of the 'Hawaii Rambler Racing Team,' which has been very successful on the track.

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An English Rambler rider writes that he had loaned his road wheel to a prominent English rider, who intends to ride it in a long distance track race, considering the chances better on that wheel than on an English racing machine. And so on—Africa, China, South America, Mexico.

We give it up—we do not know where Ramblers are unknown."

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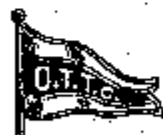


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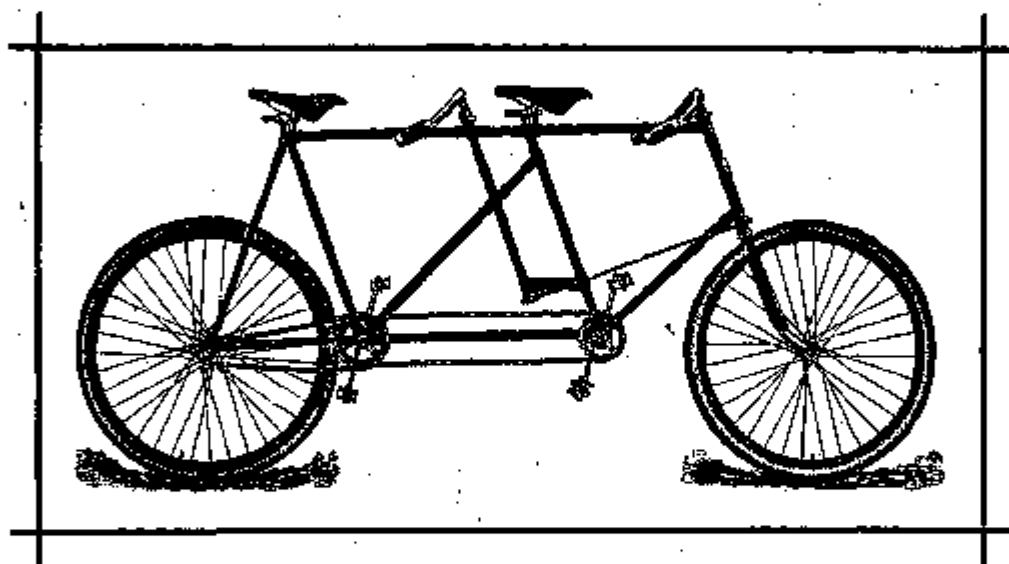
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LEADING THE WORLD.

Old England, for centuries gone by, has been known as the "Workshop of the World." In ages past it has been recognized as the center of manufacturing industries and for many years foreign bicycles were considered superior to American makes. But things have changed. Today, England marvels at the fine mechanism and light weights of our machines, and American cycles have found their way on the other side of the herring pond in a considerable number the past few years because they are recognized as wheels of unequalled perfection.

THE WHEEL TRANSPORTATION SITUATION.

The action of the New York Central and Hudson River Railroad, in charging for the transportation of wheels when accompanied by the owners and compelling them on top of it all to sign a release which relieves them of all responsibility, is being severely and justly criticized by the press. The fee charged is reasonable enough if the company would not place the wheels at the mercy of the baggagemen who are now treating the situation as though they know that the company is not liable for any damage they may do to wheels.

WISCONSIN DIVISION'S GROWTH.

The membership of the Wisconsin Division now numbers about 1,100, against about 400 a year ago. This represents an increase of 275 per cent, which is the second best showing of any division in the country, New York being the best, it having gained a membership of 9,522 against 3,149 last year. In the West, Wisconsin now ranks first in the line of progress. Illinois last year had 1,656 members and now only 1,561. Minnesota had 214 against 249 at present; Michigan has risen from 590 to 692; North Dakota

from 13 to 36; South Dakota 22 to 13; Iowa 576 to 733; while the increase in other western states is but small. The progress made by the Wisconsin Division is due to the enthusiasm displayed by the division officers, and shows that League work can be carried on successfully if undertaken by men with progressive ideas. The prospects for even a better showing in this state next year are very bright.

THE CYCLE SHOWS.

Milwaukee is to have two cycle shows. The first will be that of the North Side Cycling Club, which will be a purely local affair, and the other will be one arranged by the Milwaukee Ethical Society which is to be open to all manufacturers of the country. The benefits of the shows are many and the undertakings will undoubtedly be successful. Outside manufacturers have never had an opportunity to exhibit their wheels in Wisconsin and the trade of the city and state, as well as the riders, will be able to gain much knowledge from such an exhibit. The various local clubs ought to co-operate with the ethical society to make the shows an interesting one.

THAT NEW PROFESSIONAL LEAGUE.

At Minneapolis and St. Paul a few dissatisfied riders have started a movement to organize a professional league of the Northwestern states, to include Minnesota, Wisconsin, South and North Dakota and Iowa. It is asserted by those who are at the head of the project that all the Class B men in these states are ready to become professional riders and that nearly all of that class feel that the L. A. W. has been partial in some of its rulings. It is reported that the riders, who during the past season have been declared Class B men, are of the opinion that the board has singled them out and that if the investigation was extended that there are many other riders in Class A who are Class B men and many in Class B who are professionals. In other words, the projectors of the proposed league, which is to be entirely independent of the L. A. W., charge that the Racing Board has been incompetent to judge the riders of the Northwest.

Whether or not this opinion is shared generally among riders in Minnesota and some of the other states mentioned, is not known in Wisconsin, but that such a spirit does not prevail in this state is well known everywhere. Some of the Class B men of Wisconsin are perhaps ready to become professionals if they can convince themselves that they will better their condition. But there are few in that class in Wisconsin who have satisfied themselves that it would be a wise move to affiliate themselves with a class in which they would have to meet men like Johnson, Sanger, Tyler and others. Professional racing has not arrived at that stage where so many class prizes are offered to enable the slower ones to make it a success. Many understand this and therefore few Class B men will probably turn professionals during the next season.

As to the statement that is made at Minneapolis that the L. A. W. has been partial in its rulings against riders

who have been transferred, little credence will be placed in it in Wisconsin. In this division the western representative of the Racing Board has been actively at work all season. Many of the fastest men in the state have been investigated. In cases where the charges were sustained, action has been taken by the board and the riders have been placed in the class in which they belonged. The board has never been accused of partiality in this division. There is not a rider in Wisconsin who has come in contact with the board and who has been punished for violation of the rules, who will charge partiality. If any of the riders in this state are of the opinion that they have been unfairly treated, they have yet to be heard from. The Class A men who were declared in Class B during the season, all admit the justice of such ruling. Those who were temporarily suspended from the League also see their wrong and are not complaining.

The spirit in Wisconsin seems to be the very reverse from what is reported to exist in Minnesota. Instead of dissension breeding, harmony and strength is on the increase in this division. The records of the L. A. W. show that Wisconsin is one of the most progressive states in the Union. Comparing the number of riders in this division with those of the eastern divisions, and Wisconsin will make a better showing than most of her sister divisions. While interest in many other divisions at present is waning, because of the winter season, in this state it is still warm. Members are constantly joining and the division shows a remarkable increase. The organization of a league which is to be independent of the L. A. W. will not receive any support in this state. There are no disgruntled members in Wisconsin.

Be the feeling what it may in the other states that are reported to be interested, it is doubtful if anything will ever come from the new movement. Even if an attempt is made to perfect an organization it can never amount to anything. There are not enough riders in the Northwest who will ride under professional colors to give the new league any strength. Even were most of the Class B and most of the professional riders in the Northwest to join the new organization, what would it amount to as compared with the L. A. W.? The latter now controls both of the classes and there will be few who will want to desert it for something they know nothing about. Most of the wise riders will say: "Let good enough alone."

The Track Problem.

The Associated Cycling Club is wrestling with a proposition to secure a new track here next year, but so far has made little headway. President Cambier and Secretary Ludwig, who have been appointed a committee to negotiate for a track, have conferred with the directors of the Milwaukee Baseball Club and Harry Quin, proprietor of the old base ball park, but no satisfactory arrangements have been perfected. After meeting President Killilea of the base ball club several times he finally submitted a proposition

agreeing to build a one-third mile track at the base ball park on condition that 800 wheelmen in the city each buy a \$5 season ticket which will permit them to use the track at any time. The Associated Cycling Club is unable to consider such a proposition and Mr. Killilea's offer therefore has been rejected. Mr. Quin has offered to rebuild the quarter mile track at the old base ball park if the wheelmen can guarantee him that it will be a paying investment. The track was built several years ago during the Cash Prize League's tournament here at a cost of \$250, and it will take fully \$1,000 to put it in good shape. The wheelmen would greatly prefer a larger track but unless some other track can be secured, it is probable that the Quin track will be used during the summer.

Will Not Buy Toll Roads.

Toll roads in Milwaukee county will not be abolished for the present at least. Some time ago an agitation was started among the members of the Board of Supervisors to purchase the roads and abolish the toll system. Options were received from all the companies owning the roads, and it was found that the total cost would be \$106,000. The question of purchasing the roads was referred to the committee on Highways and Bridges, and the members of that committee have decided that the county at present is not in a financial condition to do so. This practically settles the matter for the time being.

To Secede from the L. A. W.

During the past few weeks lengthy dispatches have been sent out from Minneapolis that a professional league of Northwestern states is to be formed. It is reported that the states which are to be included in the league are Minnesota, Wisconsin, Iowa, North and South Dakota. It is said that a convention of the leading cyclists of the states mentioned will be held some time in February when the organization is to be perfected, and that agents are now visiting the cycling centers of the Northwest and are receiving the assurance of support. According to the newspaper dispatches the league is to control only professional racing but it is determined to be divorced from the L. A. W. The cause of the proposed secession from the League as stated in the reports from Minneapolis, which seems to be the headquarters of the new movement, is as follows:

This state of affairs has been brought about as a result of the apparent partiality or lack of judgment exhibited by the racing board in placing northwestern amateurs in Class B. Several cases can be cited in which men have been named for Class B who did not merit the distinction, while other riders, who have ridden straight out, are still posing as Simon Pure amateurs. The men now in Class B are ready to turn professional any minute, if it can be done with any prospect of profit to the sport and themselves. It is generally recognized that nine out of ten men riding in Class B in Minneapolis and St. Paul are out and out professionals.

APPLETON GETS THE MEET.

Milwaukee Was Not In the Race—Fred J. Schroeder, Former Chairman of the Milwaukee Wheelmen's Racing Board, Will Handle the State Racing Affairs Next Year—A. Martin Patitz Will Again be Official Handicapper—A Good Roads Map to be Issued—Other News of the Annual Meeting of Division Officers.

At the annual meeting of the officers of the Wisconsin Division at Marinette on December 20, Appleton was chosen as the place for holding the '96 state meet, Fred J. Schroeder was appointed chairman of the Racing Board, A. Martin Patitz was recommended as official handicapper and the by-laws of the division were revised.

The meeting was called to order by Chief Consul W. A. Brown at 3 o'clock in the parlors of the K. of P. hall. There were present W. A. Brown, Marinette; Ben W. Park, Madison; M. C. Rotier, Milwaukee; E. P. Andrae, Milwaukee; S. J. Ryan, Appleton; G. K. Mead, Sheboygan; N. E. Lindquist, Marinette; C. M. Fairchild, Marinette; J. McGillan, Marinette; C. H. Ellsworth, Ripon; Rev. John Faville, Appleton; J. W. McGiveran, Appleton; S. D. Baird, Neenah. Mr. Rotier acted as proxy for F. E. Spring, West Superior, and S. J. Ryan for J. W. Walker and Willibald Ott, La Crosse. In his opening address, Chief Consul Brown referred to the creditable manner in which A. Cressy Morrison and his staff of officers had conducted the affairs of the division in the past, of the efficient work done by the Good Roads department and of the sound basis on which the division entered the new year. He recommended that a liberal appropriation be made for the issuance of a state road map. A report by the retiring chief consul, A. Cressy Morrison followed, in which he reviewed the work of the past two years. He said:

"It is fitting that the chief consul of the Wisconsin Division should, at the close of his administration, render an account of his stewardship and express his indebtedness to his brother officers for their earnest and effective co-operation during his administration.

"When in the year 1893, the division did me the honor to intrust the conduct of its affairs to my hands, it was at the close of the most successful year in the League's history. My predecessors had raised the membership to 504, the highest point then attained, and behind them was a record of success which left further advancement scarcely to be anticipated. At the close of the first year in spite of every endeavor, but owing partially to the financial condition of the country, the membership in Wisconsin declined to 426, and when the division, in the face of this decline, stood unanimously for the re-election of the then board of officers, it was an expression of confidence which was too complimentary and generous to ever be forgotten.

"Efforts were renewed, and at the 1894 meeting of the board of officers a resolution was passed permitting the chief consul to organize a good roads league for the state, under the auspices of the Wisconsin Division, League of American Wheelmen.

"On January 22 a banquet was held at the Hotel Pfister which was an unqualified success, and the League found the good roads organization so active and so thoroughly alive to its duties that the League is to be

congratulated most heartily upon the success of the movement made possible by them.

"The immense publicity and the broad policy followed by the League in this matter redounded to its advantage, drawing to it the very best class of our citizens and building up the membership from 426 to nearly 1,100, an advance unparalleled in its history, and of such a substantial character that it should be a matter of great satisfaction to all. The advance in membership gave to the division a successful influence with other wheelmen, and through them a power in legislation before unknown. For a year an effort was made by the Milwaukee board of aldermen to pass an ordinance against wheelmen, and never was a bill more energetically pushed by its originators. In spite of this, however, the League of American Wheelmen succeeded in holding it in check for a time, and finally wholly preventing its passage; a triumph which establishes the prestige of wheelmen, not only in Milwaukee, but gives us much power throughout the state.

"Two movements have been made which will redound to the advantage of the League hereafter, one being of the census, which indicates a wheeling population in the state of upwards 26,000 and which gives us a means of communication at all times with wheelmen in all sections; and the preliminary work on the road map, which will probably appear during 1896, a task in a state of the magnitude of Wisconsin which is little appreciated by those unfamiliar with its immensity. Thousands of miles of roads have been ridden and recorded and the data now in the possession of the League, lays the solid foundation from which the whole map can be completed.

"The racing circuits in the state have been so creditably conducted that much enthusiasm exists for this side of the League's work, and gives promise, owing to the increasing interest of the general public, of being even more effective the coming year.

"A debt of gratitude is due from the chief consul to the secretary-treasurer, Martin Rotier, to whose tireless, persistent and energetic efforts, to whose hearty co-operation and to whose good advice much of the phenomenal success of the League during these two years must be attributed.

"The Wisconsin Division was most ably represented at the National Assembly in New York, and the state was honored by the selection of your chief consul for the second vice-presidency of the League, which gives you representation on the executive committee of three, in whom centers the control of the League of American Wheelmen throughout the nation.

"To the board of officers and chairmen of the various committees the appreciative acknowledgements of the chief consul is not only due, but most gratefully extended.

"To the new chief consul, Mr. Brown, to the secretary-treasurer, Mr. Rotier, to their efficient assistants, the board of officers, and to the committees, permit me now to intrust the affairs of the Wisconsin Division, League of American Wheelmen, and to congratulate the organization upon the unquestioned qualifications of these gentlemen for the responsibility. They have my implicit confidence, and I share with the organization the pleasure of anticipating their able administration."

Secretary-Treasurer Rotier's report shows the remarkable progress in the division during the past year. It is as follows:

"The report which I had the pleasure of submitting at the annual meeting of members last August so fully covered

THE PNEUMATIC.

the doings of the Wisconsin Division during the past year that I feel it scarcely necessary to render another so extensive, as it would be but a repetition of the other.

"The great increase in membership need scarcely be commented upon. It is an evidence of the lively interest wheel riders take in the organization and the good work which has been done by the officers, committees and local consuls.

"President Willison set the total membership mark at 40,000 when the season opened up last spring, and we now have less than 2,000 to get to reach it. Your secretary, in the official columns of the first *Bulletin* published last spring, said: 'The Wisconsin Division enters the new League year with a resolute determination to reach the 1,000 mark in its membership this season.' This resolution immediately became contagious and local consuls everywhere helped to bring to a realization even a higher mark in membership than we dared look to. A year ago this month we had 424 members, while today we have 1095. Our total membership this year is made up as follows: 356 renewals of old members, two renewals of lapsed memberships, six transfers from other divisions and 732 new members, from which one is deducted for a transfer to another division. The New York division is the only one that passed our mark of 275 per cent increase over last year's membership. The fact that at the last National Assembly a ruling was made that a membership in the League should run for a year from the date of his renewal or application for membership, has shown a large comparative increase in new members during this fall and we can look forward to a time when our membership will never show a marked decrease at any period of the year because expirations will become uniformly distributed, instead of at one period of the year as heretofore.

"I should like to have the board discuss and decide today the advisability of renewing our offer when the renewing season opens up next April, of paying out of the division funds a renewal fee to every member who brings in two new applicants for membership with his own renewal blank. This offer cost our division last spring \$61 and brought in 133 new members, bringing back to our treasury \$200.90. On the face of it this certainly looks like a good investment and a profitable offer and I will favor its adoption again unless a discussion on this subject may prove it to be unwise for other reasons.

"Our list of lady members was considerably increased when Appleton came in last month with eighty-two new members. Among them were seven ladies, which now gives us a total of sixteen.

"Your secretary has been preparing a revised list of League hotels in the state, and only those who fill out and return a special form of a blank which is sent them will be listed, with the rates to wheelmen.

"By the aid of local consuls your secretary is also compiling a list of desirable touring routes which will be published if this board will appropriate money for it or appoint a committee to solicit advertisements to pay for the expense of issuing."

Otto Dörner, a member of the highway improvement committee, spoke on the progress of the good roads movement in the state and urged that \$150 be appropriated to carry on the work during the ensuing year. Later the officers allowed the committee \$100.

Secretary-Treasurer Rotier introduced a number of amendments to the by-laws which were adopted.

Chief Consul Brown then announced the appointment of his standing committees with the exception of the transportation committee, which he now has under consideration. It is thought that this committee will have plenty of work to do during the next year in the way of a fight on the railroads which will charge a baggage rate for the transportation of wheels, and on this account Mr. Brown is anxious that the best men in the state be secured for the committee. The committees appointed are as follows:

Racing Board—F. J. Schroeder, chairman, Milwaukee; L. A. Hodges, Monroe; Hugh Pomeroy, Appleton; J. R. Jones, Racine; Louis Pierron, Milwaukee.

Rights and Privileges—Frank Wootton, chairman, Madison; Willert Irwin, La Crosse; Fred Huennkens, Milwaukee; Will Foster, Port Washington; James M. McGillan, Marinette.

Highway Improvement—A. C. Runkel, chairman, Otto Dörner, Milwaukee; C. A. Alderman, Eau Claire; Dr. D. S. McArthur, La Crosse; S. C. Newman, Kenosha.

N. E. Lindquist, of Marinette, and S. J. Ryan, of Appleton, were elected representatives to the National Assembly at Baltimore. An appropriation of \$100 was made for the expense of the Executive Committee to the Assembly. The committee comprises Chief Consul Brown, Vice-Consul Park and Secretary-Treasurer Rotier.

The meeting voted to leave the matter of issuing a state road map entirely in the hands of the executive committee of the division which is empowered to appropriate the necessary funds. It is thought that the map will be ready for publication by April 1.

The offer made to League members last spring, whereby each is given a year's renewal in the League free upon furnishing two new applicants for League membership, will again be offered this year and will go into effect when the renewal season opens up next April.

Henry P. Andrae, on behalf of the Associated Cycling Clubs of Milwaukee, proposed the name of Gerhard Ansem, of Milwaukee, for state handicapper, while A. Martin Patitz' name was placed in nomination by F. J. Schroeder. A petition, signed by about twenty Appleton members, and endorsing William Bremer, of Milwaukee, for the position was presented by the Appleton delegation. When a vote was taken Mr. Patitz, of Milwaukee, won and his name will be recommended to the National Racing Board as official state handicapper.

The following resolution was introduced by J. McGillan and was unanimously adopted:

RESOLVED, That it is the sentiment of the Board of Officers of the Wisconsin Division, L. A. W., that the League should continue its control of bicycle racing as heretofore, and that it would be a mistake and to the detriment of its interests for the League to abandon the same.

RESOLVED, That the delegates of the Division to the National Assembly be instructed to use every honorable means to prevent such abandonment.

S. D. Baird, of Neenah, introduced the following resolution which was adopted:

RESOLVED, That the board of officers of the Wisconsin

THE PNEUMATIC.

Division, L. A. W., assembled at Marinette this twentieth day of December, 1895, recognizing the faithful and efficient service of its late chief consul, Mr. A. Cressy Morrison, and its present secretary-treasurer, M. C. Rotier, express their appreciation of the efforts of these gentlemen, in bringing the division to its present membership, high standing and prestige and their gratefulness for the unselfish services rendered.

A resolution, introduced by S. J. Ryan, of Appleton, was passed, recommending to the National Racing Board, that the handicapping fees be reduced from 25 to 15 cents each, and for class races, from 10 to 5 cents each.

The fight for the state meet was one-sided, Appleton having the best of it from the start. S. J. Ryan proposed Appleton, while Henry P. Andrae and Otto Dörner spoke for the Associated Cycling Clubs of Milwaukee, which wanted the meet. The Rev. John Faville, of Appleton, said that the latter city had for a year been at work to arrange for the meet, and was now ripe for the same. On the other hand, he said, Milwaukee had been asleep for a long time and was now like a big unripe pumpkin. He thought that about a year hence "the pumpkin" might have ripened sufficiently to be ready for the '97 meet. S. J. Ryan showed a subscription list, on which \$2,150 had been guaranteed by Appleton business men, if the meet was secured. An informal ballot resulted as follows: Appleton, 8; Milwaukee, 4; Madison, 1. On motion of H. P. Andrae, the informal ballot was made formal and the officers made the choice of Appleton unanimous. After passing a resolution of thanks for the use of the K. of P. hall, the meeting was adjourned.

Wisconsin Is Eighth.

The year now rapidly closing is a record breaker for the L. A. W. The best previous record was in 1893, when 36,979 members were enrolled. Today it is 38,095, an increase of 1,090. Secretary Bassett's figures show that thirty-one divisions show gains over last year, while eighteen are at their highest notch. It will be noted that the popularity of the L. A. W. is not generally growing so fast as in Wisconsin, where a remarkable gain has been made, Wisconsin standing eighth in the list. The standing and comparison with other years follow:

	1893.	1894.	1895.		1893.	1894.	1895.
Alabama	100	113	114	Nevada	10	20	9
Arizona	18	38	114	New Hampshire	230	246	551
Arkansas	84	85	338	New Jersey	9,078	1,438	441
Colorado	611	648	590	New Mexico	77	81	32
Connecticut	2,907	1,190	945	New York	1,573	1,149	1,522
Delaware	47	11	30	North Carolina	10	70	36
District of Columbia	738	98	78	North California	750	473	305
Florida	40	19	15	North Dakota	71	18	36
Georgia	169	30	19	Ohio	2,978	614	1,040
Idaho	8	5	9	Oklahoma	15	9	56
Illinois	2,511	1,026	1,561	Oregon	43	19	11
Indiana	581	1,122	958	Pennsylvania	1,577	2,520	1,412
Iowa	621	570	728	Rhode Island	80	40	100
Kansas	334	214	445	South California	377	104	151
Kentucky	618	457	450	South Dakota	101	24	17
Louisiana	33	0	11	South Carolina	68	10	264
Maine	483	377	403	Tennessee	119	146	99
Maryland	404	527	524	Texas	214	269	247
Massachusetts	11,297	6,337	5,485	Utah	70	87	187
Michigan	1,100	680	668	Vermont	153	53	70
Minnesota	303	214	318	Virginia	170	131	102
Mississippi	5	58	78	Washington	118	117	70
Missouri	885	1,007	1,478	West Virginia	152	107	35
Montana	122	47	13	Wisconsin	3,921	2,341	3,095
Nebraska	300	288	210	Wyoming	20	20	27

This list was compiled December 1, 1895, Wisconsin's total is to date.

A Speedy La Crosse Rider.

Otto Gudenschwager, of La Crosse, during the past season established a record that is perhaps not equaled by any other rider in the state. Of sixteen races in which he entered he won ten, and secured second place in four others



and third place in the other two. Gudenschwager is twenty years of age and a native of Germany. He came to this country eight years ago and during the past five years has made his home in La Crosse. He learned to ride a wheel last year and soon after he entered the races which were held at La Crosse on the Fourth of July and won one of the events.

With the opening of the '95 season Gudenschwager developed remarkable speed.

On the last Fourth of July he entered the ten mile road race at La Crosse and from the one minute mark won first time and first place in 31:14. The same day he won all the races he entered in the afternoon. He carried off the one mile La Crosse County Wheelmen championship, the half mile open and the three mile handicap, in which he was given twenty-five yards and which he rode in 7:54. On September 2 he again won the La Crosse County Wheelmen's championship race, he riding the mile under favorable conditions in 2:26. On September 28 the club arranged another championship event which Gudenschwager again won though his tire gave out after the first quarter. Gudenschwager is a member of the La Crosse County Wheelmen and is considered one of the speediest men in the western part of the state. Next year he will follow the state circuit and it is probable that he will give some Class A men a lively time on the track.

A Good Roads Law.

No. 88,767, of the L. A. W. recently sent to the L. A. W. Bulletin, under a Madison date, the following: The Wisconsin legislature has shown some interest in the cry for good roads. At its session in 1893, the following law was passed.

"Any wagon with tires three inches wide and upwards, owned and used by a farmer in his vocation as such, shall be exempt from taxation from and after the first day of January, 1894."

This is a law which is nearly two years old but to some may be new.

Appleton's League Club.

Appleton has organized a League club and there are few organizations in the state which are as actively at work at this time of the year. The club is known as the Appleton Cycling Club and the following officers have been elected: President, C. L. Marston; vice-president, Harvey G. Pearson; secretary, H. E. Pomeroy; treasurer, Alfred Galpin. When the club was organized the members informed the division officers that they intended to furnish about 150 League members before the new year sets in. Of this number nearly 100 members have been sent in and more are looked for. There seems to be little doubt that before the spring opens it will be the largest League club in the state. Appleton next year will be one of the most important cycling cities in Wisconsin. It already boasts of having the only cycling path in Wisconsin and as soon as the weather will permit there is some talk of extending the path, and also of improving the track at the place. Business men there have taken an active interest in the sport and will do all they can to promote the same. Several large meets will probably be arranged for during the summer.

An Insane Man's Ride.

Recently, at Oshkosh, Isaac Spencer, a middle aged, well-to-do and respected resident left home on his bicycle, with the intention of returning in a few minutes. He did not come back, and for three weeks the only word received was contained in two or three letters sent from towns in Indiana, Kentucky and Tennessee, in which he gave an incoherent account of himself. In one, dated Thornton, Indiana, Mr. Spencer wrote that he was riding 100 miles a day on his bicycle, and he seemed to be impressed with the belief that the officers of the law were pursuing him for some reason. The next information received was contained in a letter mailed at Louisville, Ky. In this missive Mr. Spencer gave continued evidence that he was flighty. All this time his wife was unable to locate him, on account of his leaving the cities directly after he had written his letters. Then a letter was received from him while he was at Nashville. It was written by a physician in charge of a hospital and stated that Spencer, on whose person were discovered letters giving his residence, had been found out in the country, a short distance from Nashville, and that he was at the time the letter was written, in a hospital suffering from an attack of brain fever. On recovery Spencer was brought home and with him his much dilapidated wheel, he evidently having ridden the whole distance.

Road Map of the State.

The road map of Wisconsin which the officers of the division have been working on for some time will shortly be completed. Arrangements for the printing of the same are now being made and as soon as the work of compiling the map is completed, it will be turned over to a publisher. It is expected that by next spring the map will have been published. A tour book is now also being compiled.

More Riders Suspended.

Though the racing season is over, the western representative of the Racing Board, Fred Gerlach, of Chicago, is not allowing the violators of the racing rules to go unpunished. He still continues to suspend riders who have been found guilty of competing in unsanctioned meets in this state during the past season. Not long ago Charles Stangle, of La Crosse, was suspended for sixty days for competing in an unsanctioned event. Riders in this state thought it was a joke to be suspended during the winter when their suspension would not effect them in the least. The racing board now has adopted new tactics. William G. Baxter, of Montfort, F. Krell, of Dry Bone, R. C. Smelker, of Madison, and Arthur Shay, of Highland, have been suspended until July 1 for competing in unsanctioned meets. This suspension will deprive them of taking part in a number of races next summer.

A Challenge From Waukesha.

The Waukesha Wheelmen are making extensive preparations for a pool tournament to be given in the near future. The management of the affair will be in the hands of the amusement committee. An entrance fee will be charged and prizes offered. In case the entries are so as to make it advisable, they will be divided into two classes, the winners of each class to play off for final honors. An official handicapper and referee will be appointed, and a very interesting tourney is looked for. Will Agnew, who filled the position of referee so satisfactorily at the last tournament, is again spoken of for the place and would give general satisfaction. Beside the local tournament, the boys have challenged the Milwaukee Wheelmen for a series of games at continuous pool and have received word from the Milwaukee club that they are ready to play the local boys three games at their rooms in Milwaukee, at any time after December 20, and will play three return games here any time after January 3. As there are a number of very strong players in the local club the match will be a very interesting one from the start to the finish.

Henry Kanaska Returns.

Henry Kanaska, the young professional, has returned from France where he has spent the past season. He says he is well satisfied with his trip and made as much money as he expected. He has no desire, however, to go to Europe again next year, and will remain in America and go against professionals in this country. "I have improved considerably since I was last in Milwaukee," said Kanaska the other day, "and I think I can make it interesting for some of the American professionals. I left New York on May 29 and secured employment with a Birmingham cycle company, which later sent me to Paris, where I also made a contract with a tire company. I went into training and was taken sick, and remained in that condition until the latter part of July. I had scarcely recovered when I met with an accident on a German track which again disabled

me. In this way I had trouble right along, and was only able to ride in nine races of which I won four. I did not succeed in getting any records but came within very close time of them.

"Banker and Wheeler were also there but they did little in France. There are good riders over there and it's no snap to beat them. No, there is no organization like the L. A. W. there. Everybody rides as he pleases, and all prizes are for cash. The races are well attended and at some of those at which I rode, as many as 15,000 people were there. I do not like the country because I cannot talk French. It was rather lonesome for me and I'm glad to get back."

Election of New Officers.

The South Side Cycling Club has elected the following new officers: President, G. Simmerling; vice-president, Jason Church; corresponding secretary, William B. Milbrath; financial secretary, I. D. Lundy; treasurer, H. G. Winther; board of directors, John R. Connell, Joseph Cordes, Henry Stoltz and William B. Acker; captain, E. A. Clifford; first lieutenant, R. Steinkopf; second lieutenant, B. Saveland.

North Side Club's Election.

The annual election of the North Side club will be very spirited. There are two or more candidates for each position with the exception of president, and a lively campaign is being conducted by all who have been placed in nomination. The following tickets are in the field:

President, A. C. Runkel, renominated with no opposition; first vice-president, Louis Pierron; A. Bunke, Emil Koehn; second vice-president, (a new office) Gerhard Aussem, H. Otto; corresponding secretary, Theodore Gauger, Ed. G. Rothweiler, W. Barrelman; financial secretary, Theodore Gauger, Fred Bakelmann, W. Barrelman; treasurer, H. Otto, A. Kohr, Ed. Harnish; captain, Ed. Harnish, Emil Koehn; first lieutenant, Henry Guterson, H. Pierron, Julius Schok, F. Thompson; board of directors, (nine to be elected) A. C. Runkel, Alex Bunke, Louis Pierron, Emil Koehn, Ed. Harnish, William Pierron, A. Kohr, Theodore Gauger, Chas. Dehn, E. G. Rothweiler, Charles Schutz, H. Guterson; delegates to Associated Cycling Club, Alex Bunke, Gerhard Aussem, Louis Pierron.

Ethical Society's Cycle Show.

The Milwaukee Ethical Society has decided to hold a cycle show in its building at 558 Jefferson street some time after the holidays. The details of the arrangements have not been completed but it has been decided to make the show one of the largest that has ever been held in the West. All the leading manufacturers of the country are to be invited, and as this is the first opportunity that has ever been offered to exhibit wheels in Wisconsin, it is very probable that nearly all the invitations will be accepted. The arrangements and the date for holding it will be fixed according to the views of the local dealers. The show will probably last a week. The society has had the matter

under consideration for some time and members of it have visited nearly all of the local dealers with the view of getting their opinions of the undertaking. Everywhere the promoters of the project have met with encouragement and there seems to be no question about the success of the undertaking. The Ethical building is a fine place for an exhibition. It is located on one of the wheelmen's favorite thoroughfares, and is central to all parts of the city. The auditorium, stage and lobby, where the main exhibition will be held comprise a space 100 by 45 feet, and there are a dozen large rooms besides that can be utilized to advantage. The charges for space to exhibitors will be moderate, and the admission fee will be placed at a low figure.

If possible, a stage performance will be made a feature of the show. Good music will be a certainty. A committee will be appointed without delay to take charge of all details, and a committee room in the building will be placed at its disposal. Bicycle shows in other cities are popular attractions, and it is believed that an exhibition here will prove equally entertaining.

North Side Cycle Show.

The North Side club is making great preparations for its cycle show which will be held at the club room on Reservoir avenue from January 18 to 26. Nearly all the space in the building has been contracted for. The show will be held on both floors of the building. It has not been fully decided just when the exhibits will be open, but it is very probable that the committee in charge of the arrangements will decide to open the show nightly from 7 to 12 o'clock. During the day time no visitors are to be admitted. Arrangements have been made with the Edison Illuminating Company to light the club house with electricity. Among those who have already secured space are the Julius Andrae & Sons Company, the Telegram Cycle Manufacturing Company, the Bolte Manufacturing Company, the Union Company, Cribb & Company, the Chief Cycle Works and several others. The show will no doubt attract considerable attention among the members of the various local clubs, all of which will be invited to participate.

Two Members Were Ready.

On the day before Thanksgiving, the North Side club made its annual announcement that its usual Thanksgiving race would be run, rain or shine. The turkeys and ham, which were to constitute the prizes, were purchased, but when the time for starting came around, the club members found a foot of snow on the ground and the weather near zero. Second Lieutenant Otto Tank was on hand at the appointed hour with his wheel. R. C. Lemke, whose home is in Menominee Falls, came to the city and was also ready to start. But none of the other members of the club would enter the race and it was then declared off.

Bicycles are becoming a mark for the tax gatherers in Canada as well as in the United States.

Sanger Still Undecided.

William Sanger is still undecided as to whether or not to turn professional next year. He would like to follow the races and ride for cash but before deserting the L. A. W. he wants to assure himself as to the prospects of professional riders.

Associated Cycle Club Organized.

The Association of Cycling Clubs has now been accomplished and in the future all important cycling events will be considered by it. At a recent meeting of the delegates of the various local clubs at the South Side club's rooms on Reed street and National avenue a constitution was adopted and officers were elected. The North Side club, the Milwaukee Wheelmen, the Badger Wheelmen, the South Side club, the Cream City Wheelmen and the Niagara Wheelmen were represented, and the delegates reported that the constitution formerly agreed upon was satisfactory to the clubs and was thereupon adopted. The election of officers, who will serve until some time in January when the annual meeting will be held, resulted as follows: President, P. H. Cambier, Badger Wheelmen; first vice-president, H. P. Andrae, Milwaukee Wheelmen; second vice-president, A. Bunke, North Side club; third vice-president, J. W. Warnken, Niagara Wheelmen; secretary, Emil Ludwig, Cream City Wheelmen; treasurer, Gerhard Aussem, North Side club.

Milwaukee Wheelmen Minstrels.

The annual minstrel show of the Milwaukee Wheelmen at the Fabst theater on December 19, was a grand success. Though the weather was unfavorable for the occasion, the theater was well filled with an appreciative audience. Every cycling club in the city was represented. The jokes were all of a local character and were greeted with hearty applause. H. P. Andrae and R. P. Wheeler were the interlocutors, E. D. Haven, F. Cal Houn, Jack Hurley, Joseph Landauer, bones; Sam Docter, O. L. Meister, G. C. Bartels and Billy Simpson, tambos, and Henry Sullivan, Daniel Hunter, E. E. Wood, Charles S. Davis, David Cole, A. C. Mueller, J. R. Freuler, G. Becker, R. Mueller and Charles Zetteler, vocalists. The programme was as follows:

PART ONE.

Introduction of the Minstrels..... Lu' Oyl in Batsical Evolutions
"Climbin' on Me Golden Wheel,"..... O. L. MEISTER
"Daisies Went Tell,"..... DANIEL HUNTER
"Streets of Cairo,"..... SAM DOCTER
"The Song that Reached My Heart,"..... HENRY SULLIVAN
"Tim Toolan,"..... JACK FOLEY
"I Want Yet, Ma Honey,"..... FRED CAL HOUN
"Snow Flakes,"..... CHARLES S. DAVIS
FINALE—Lucy Daly and her Pickaninnies impersonated by Jack Foley and Company in "De Lander of de Co. B." M. Witmark & Sons, Publishers, New York.

PART TWO.

BENHIE LU' OYL..... Premier Juggler and Indian Club Expert
CAL HOUN and HURLEY..... In their Own Inimitable Specialties
MANHATTAN MANDOLIN QUINETTE—
A. C. Mueller, J. R. Freuler, George Becker, R. Mueller, Chas. Zetteler
SAM DOCTER..... The Sunny Son of Italy (by request)
MEISTER and BONES..... (Schultz and Rudolph)
ALFREDO HOIT..... The Rival of the Mocking Bird
HERR GROHMANN..... In His Superb and Captivating Solos Extraordinary
In His Wonderful Feats of Magic

Walter Sanger Home Again.

Walter C. Sanger has returned home and will remain in the city until the racing season opens next spring. His last ride was at Denver where he tried to lower the world's unpaced mile record which Hamilton recently captured in 2:00 $\frac{1}{2}$. Sanger before leaving the city had closed a contract with the Waltham Manufacturing Company which built him a special Orient wheel fitted with Vim tires for the race. His wheel was geared to ninety-two but the best he did was to tie the record made by Hamilton. It was his



intention to remain in Denver for several weeks and get accustomed to the climate, but before he could get into proper condition the weather became so cold that it was impossible to ride. It was nearly zero when he left Denver and returned home.

Sanger looks well and says that he has entirely recovered from his illness of last spring. He will not do any racing during the winter but will spend all his time in the city. His local friends are already after him with skating matches and several informal races will probably be held on the river during the winter. He expects to do great work next season.

The Roth and Crocker investigation, about which so much has been said in the press, amounts to nothing. Ernest Falls, the trainer, filed charges against the two B men with Gerlach but nothing has been verified.

Trouble About Prizes.

The distribution of the prizes that were offered in the Semi-Centennial parade is causing considerable trouble. After the parade the decision of the judges was protested by some of the clubs and the executive committee having charge of the wheelmen finally straightened out the matter. It decided that the award of the prize of \$25 to the South Side club for the largest representation could not be made, and accordingly the committee awarded the North Side club the prize. That club was also given the prize of \$50 for having the largest representation of ladies in line. Recently the officers of the club called on H. B. Wilkins, chairman of the finance committee, with the orders for the two prizes. The chairman refused to pay the orders because there was no report from the judges on the matter. Now the North Side club is trying to ascertain how it can secure the \$75. The Ladies' auxiliary of the club is especially incensed and the ladies threaten to call on Mr. Wilkins in a body.

The club threatens to engage counsel and begin suit for the recovery of the prizes if the money is not forthcoming at an early date.

Wont Accept the Offer.

The South Side club has decided not to accept the proposition of the Nonpareil Boat Club to join its club in a body providing that the South Side club would engage an instructor for its gymnasium.

Johnson May Skate Here.

An effort is being made to have John S. Johnson, the Minneapolis cyclist and skater, come to Milwaukee during the winter to skate against Oluf Rødd, the Monroe brothers, of West Superior, and other fast men.

Brief Local Notes.

The South Side club recently gave a "hard-times" smoker.

A "hard-times" smoker was held recently by the North Side club.

A series of match pool games is now on between the Milwaukee Wheelmen and the Waukesha Cycling Club.

The annual election of the Milwaukee Wheelmen will be held on the second Monday in January. No formal nomination of officers has been made.

The annual election of officers of the Badger Wheelmen will be held on the second Thursday in January. The club will give a ball at the West Side Turner Hall on Saturday.

Parker H. Sercombe is now managing editor of the *Laredo Daily News*, published at Laredo, Texas. The news has come out in improved form, as a morning paper, and has the Associated press service.

Bicycling World of Boston, has opened permanent Western headquarters in Chicago, with Fenton S. Fox as manager.

Appleton Man's New Bicycle.

Ernest Wallgren, an Appleton draughtsman, has invented a new bicycle. It is essentially a racing wheel, the design being to gain lightness and speed without extra exertion. The frame instead of being diamond shaped is triangular, the portion at the crown head being about the same as on the present wheel, while the small angle is attached to the hub of the rear wheel. The pedals are attached to this hub, with the gearing apparatus in the same place. The wheel will have no seat, but to replace it, above the head will be placed supports for the shoulders, so that a rider will literally stand upon the pedals and gain more power both from this fact and from an almost backward kick. There will of course be no chain or sprocket wheel. Mr. Wallgren has made drawings of the proposed machine and sent them to a firm of bicycle manufacturers, with the intention of having one made. He will have this first wheel geared to 125. — *The Milwaukee Journal*.

Ed. Roth Wastes His Wind.

The only specimen on earth who can handicap a life insurance agent and finish first in a talking match is a bicycle salesman. Ed. Roth, who is selling the Telegram wheel this year, was in the city today and exhibiting two sample machines at McCulloch's store. They were much admired and the worthy bicycle pusher never tired of explaining the strong points of his wheel. One tall stranger entered and catching sight of the nobby looking machines bent over to examine them. It was the agent's opportunity and he proceeded to get in his work. He started in with a spurt and increased his speed steadily. Tubing, bearings, frame and pedals were passed before he reached the half mile post. The stranger looked interested and Roth gathered himself together for one of his famous finishes. A peculiar light spread over the stranger's face and with a guileless smile, he drew forth a card and wrote in plain letters, "I am deaf and dumb." The wheelman's spirit is broken and he never smiles. — *Stevens Point Journal*.

Several Agencies Placed.

The J. S. Medary Saddlery Company, of La Crosse, Wis., will handle the National, Monarch, Cleveland and a line of cheaper wheels. W. B. Medary will manage the bicycle department.

To Build a Motorcycle Plant.

A Racine dispatch says:—It was learned here today that Clinton, Iowa, is to have a plant known as the Clinton motorcycle and power company. The company has purchased the patents of the Kane-Pennington engine from Thomas Kane & Company, manufacturing its vehicles in this city. The Kane-Pennington horseless vehicles and the Kane-Pennington engines are to be made. Today Mr. Pennington and J. B. Carse departed for England where it is understood that persons there have purchased the right to manufacture the horseless vehicles and engines.

A Modern Lochinvar.

Oh, young Lochinvar has come out of the West,
Through all the wide border his wheel was the best,
And save his good "Kitty" the weapons had none,
He rode without a lantern, he rode all alone,
So faithful in love and too speedy by far,
There never was cyclist like the young Lochinvar.

He staid not for brake, and he stopped not for stone,
He coasted down Cemetery Hill without being thrown.
But ere he alighted at Handlebar gate,
The bride had consented, the cyclist came late,
For a weak little dude, who could not ride far,
Was to wed the fair Ellen of brave Lochinvar.

So boldly he entered the Handlebar hall,
Among bridesmen and Ministers and wheelmen and all.
Then spoke the bride's father, his foot in his boot,
For the poor weakly bridegroom stood perfectly mute,
"Oh, come ye in peace here, or come ye from afar
To cause trouble at our wedding, you young Lochinvar?"

"I long wooed your daughter, my suit you did fire,
My love then escaped, it was like puncturing a tire,
And now I have come, with this former love of mine
To set the pace for one race, to drink one cup of wine,
There are maidens in Stoughton more lovely by far,
That would gladly be the bride of young Lochinvar."

The bride filled the goblet, the cyclist took it up,
He drank all the wine then set down the cup.
She looked upon him proudly, all could readily see,
She smiled at him willingly, because he was Class B.
He took her soft hand ere her mother could bar,
"Now set the pace," said young Lochinvar.

One touch to her hand, one word in her ear,
When they reached the hall door the tandem stood near.
So lightly on the wheel the fair lady he swung,
So lightly to the saddle behind her he sprung,
"She is won! we are going over path, street, and road afar,
They'll have swift bikes that follow," quoth young Lochinvar.

There was mounting 'mong sprockets of the Handlebar clan,
Wheelers, riders and scorchers, they rode and they ran.
There was racing and chasing on road and on track,
But the cycling fugitives ne'er were brought back.
So daring in love and too speedy by far,
Have you e'er heard of a rider like young Lochinvar?

—Con. Knudson, Madison, Wis.

Andrae Drummers' Territory.

Territory has been assigned the traveling men of the Julius Andrae & Sons Company as follows: J. C. Schmidt-bauer, the East; H. J. Warner, the far West; C. F. Riehl, Ohio and Pennsylvania; Everett Beckwith, Illinois and Michigan; S. H. Rowland, Iowa; James Kelly, Iowa and part of Michigan; A. B. Anderson, Wisconsin.

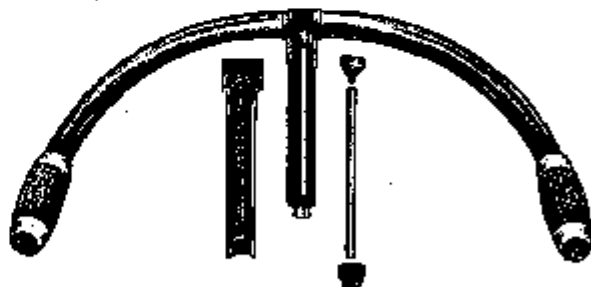
Enameling an Art.

A walk through the establishment of the Milwaukee Japan-Enameling Company proved interesting to one of our representatives. In the laboratory and enameling room the men were engaged in applying the enamel to the frame and preparing them for the ovens, of which there are three. The first oven which was built last February when the company began business, holds sixty-four frames and forks, the second one holding fifty-eight was built two months later expressly for colored enameling which requires a different temperature. The third oven, recently built, holds 160 frames and forks and is one of the largest in the country. All the ovens are heated by gas. The greatest enemy that the enameler has to contend with is dust and the utmost precautions are taken to avoid it from entering

this apartment. Henry Helling, who has done the enameling on the Telegram machines beginning with the very first number, is a member of this firm and has the plant under his personal supervision.

A Novel Handlebar.

The D. D. Warner Company, of Madison, has adopted a novel adjustable handle bar for its '96 models. It can be adjusted for any position the rider may wish to assume and



is always rigid in adjustment and light and strong. The mechanism cannot be seen and the handle cannot be told from a regular bar. The new mechanism is easy to manipulate and once in position it cannot work loose.

New Wood Rim Factory.

The Vineyard Wood Rim Company, of Chicago, is preparing to establish a factory at New London. It is one of the largest concerns of its kind in the West.

New Firm at Neenah.

R. J. Lass and S. E. Barnham have formed a partnership at Neenah and will manufacture bicycles under the name of Lass & Barnham. The members of the firm are well known among cyclists of Neenah and Menasha.

Richard S. Baird, a popular wheelman for many years in this city has quit the printing business and assumed the management of the cycle department of the Brown Carriage Company. He has secured the agency for the Stearns and Fowler machines.

Larson and Edwards have entered the wheel business in Macfarland, Wisconsin, and will handle Warner Specials and Madisons. Mr. Larson is a well-known and enthusiastic wheelman.

At Racine, the Racine Bicycle Company has been incorporated by S. Field, J. F. Johnson and T. M. Kearney, with a capital of \$5,000. The firm will at once begin the manufacture of wheels.

Puncture Proof Tire.

Stahl's puncture proof tire is becoming very popular among wheelmen in this state. It is a single tube tire, looking very much like any other single tube. It weighs a trifle under four pounds per pair. It is slightly heavier on the tread than elsewhere. Here is where the greatest protection is needed. By a patent chemical process a tread section is obtained which is lively, resilient and speedy, yet will be found to offer very great resistance to puncture. The rider mounting a wheel using these tires

would never know by external appearance or ease of riding any difference from the other high grade tires lacking the quality of "puncture proof"-ness.

An Important Tire Deal.

The Canadian Rubber Co., of Montreal, the largest rubber manufacturing concern in the Dominion of Canada, incorporated for \$2,000,000., doing an enormous business, has been licensed by the Gormully & Jeffery Manufacturing Co., to manufacture "G & J." tires for the Dominion of Canada exclusively, and from and after this date that concern controls the manufacture and sale of the G. & J. tires throughout the Dominion of Canada.

Cyclometer Firm Incorporated.

The United States Manufacturing Company has been incorporated at Fond du Lac by J. E. Bean, F. J. Lang and F. J. Rueping for the purpose of manufacturing cyclometers.

The company has a capital stock of \$21,000. It holds valuable patents on its cyclometer which has become well-known throughout the North-west.

The Cyclometer is one inch long weighs one and one-quarter ounce, and attaches on right, allowing the lamp to be carried on left side. It has an entirely new register action, a train of positive gears taking place of the pawl system used in '95. All parts are simple, small, positive in action

and dust and water-proof. The clamp is curved, throwing the meter up and close to fork, out of the way, and safe from accident. The meter is adjustable on the clamp for proper distance from the spokes. It registers 10,000 miles by tenths and reads plainly from the saddle in a straight line. It can be run backward or forward and repeats or may easily be set at any time. It is made for 20, 22, 24, 26, 27, $\frac{1}{2}$, 28 and 30-inch wheels. It is interchangeable to any size, and will be changed free of charge. A wrench accompanies each meter, the ends fitting the clamp nut and spoke stud. Every meter is tested at a high speed, and guaranteed accurate. It is guaranteed fully, and should it get out of order, accidentally or otherwise, it will be repaired or replaced free of charge. Besides cyclometers, this firm will also market U.S. odometers, and U. S. detachable lamp brackets.

The Huennekens Cycle Co.

Are importers of and dealers in bicycles, bicycle parts and sundries, at wholesale, to cycle agents and dealers. Special prices and discounts given on application. Address 124 Ferry street, Milwaukee, and get catalogue.

Come and See

The
Great
Milwaukee

CYCLE SHOW

at the
CLUB HOUSE
of the

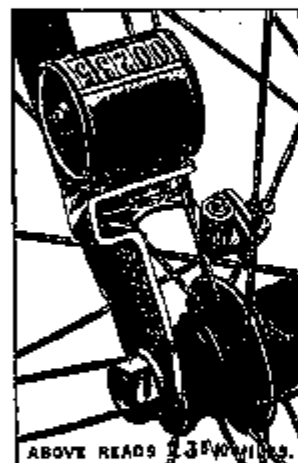
NORTH SIDE CYCLING CLUB

under whose auspices
it will be given

JANUARY
18 to 26

Open Every Evening till 12.

Free Admission.



Puncture Proof Bicycle Tire

Our tire prevents
punctures.

No repair outfits
necessary.

Catalogue and Sample
Section of Tire on
application.



NO PUNCTURES TO REPAIR

ADDRESS:

The Puncture Proof Tire Co.

QUINCY, ILLINOIS.

MENTION THE "PNEUS."

Names of Wisconsin Wheels.

The *Referee* for some time past has been compiling a list of all the names of bicycles manufactured in this country. Milwaukee is well represented in the list. The names marked with an asterisk denotes that two or more firms use the same name on wheels. The following is the list of Wisconsin wheels and their makers:

Julius Andrae & Sons Company, Milwaukee—Andrae, Calumet.

Badger Cycle Company, Madison—Badger.

Bolte Manufacturing Company, Milwaukee—Bolte, *Defender, Herold.

Buezemaker Bros., Milwaukee—Milwaukee.

Chief Cycle Manufacturing Company, Milwaukee—Chief.

Clement, Williams & Company, Milwaukee—*Zenith.

Lindsay Bros., Milwaukee—Americus, Athletic, Alva

Special, Albert Lea Special, Ann Arbor,

American Star, Broadway, Berwick,

Brilliant, Bruce, Bowley Special, Bluff

City, Central City, Circle, Cornell,

*Cyclone, Coppin Special, Dixie, Detroit

Special, Duchess Richmond, Dictator

No. 1, *Elk, Eckstein, *Electric, Escort,

Forward, Field Racer, *Fast Mail,

Favorite, Famous, Goshen Special, Gem,

Hawkeye, Hare, Hub Model, Hawley

King Roadster, Hennecke Special, Iro-

quois, Indiana, Ingalls Special, Izzer,

*James, Keystone, Kennedy Special,

Limited, La Crosse, Lindsay, Monitor,

Minerva, *Manhattan, *Mohawk,

Madelia, Model, Midland, Northland,

*New York, Oak Harbor Special, Ohio

Model, Oriola, Orion, Oriole Flyer,

Osgood Special, Onward, Ottumwa,

Plymouth, Priscilla, Pinney Harr

Special, Pontiac, Planet Jr., Pet, Queen Belle, Redbird,

Reiter Special, Racine, Reeves, Ranged, *Reliable, *Rapid

Transit, Red Star, Sandberg, Syndicate, Saginaw, *Star,

Sweepstakes, Stevens Special, Shane Flyer, Special, Trojan,

Trusty, Timekeeper, Toledo, *Vassar, Walsh Special, Welles-

ley, Wonder, Yale, Yale Model No. 40, *Zephyr.

Moore Manufacturing and Foundry Company, Mil-

waukee—Moore, Magic, Matchless.

Mystic Cycle Works, Mukwonago—Mystic.

Pollitt Cycle Works, Milwaukee—The "Only."

Sieg & Walpole Manufacturing Company, Kenosha—

Argyle, Bellevue, Concord, Deating, Hampden, Kennelworth,

Langly, Lenox, Lexington, Metropole, Minneola, *Rialto,

Revere, Sherwood, Sampson, Seridan, Fremont, Windsor.

Soper Furniture Company, Oshkosh—Oshkosh Chief,

Sunlight Ladies.

Telegram Cycle Manufacturing Company, Milwaukee—

Sanger Racer, Telegram, *Winner.

D. D. Warner Company, Madison—Madison, Warner

Special.

Wicks Cycle Company, Milwaukee—Mercury Flyer.

A Poem.

I ask not wealth or other weal,
Care not if fortune smile or frown
While I've my good wheel
And little eat, just out of town.
For when the dew is on the grass,
Where sun and shade alternate play,
And breezes loiter as we pass
Down the long and level well-kept way—
Though near the top of life's long hill
And ready for its slow decline—
I feel again my pulses thrill
And drink anew youth's nerving wine.
I see a green and pleasant slope
That satisfies my utmost need,
And capture health, and joy, and hope,
When aided by my silent steed.
—"Beth Day." South Kaukauna, Wis.

The '96 Andrae Catalogue.

The '96 catalogue of the Julius Andrae & Sons Company is now in the hands of the printer and will be ready for distribution among the trade in about a month. The catalogue gives a full description of the firm's line for next season, and promises to eclipse their last year's specimen in beautiful typography and color printing.

Manufacturers Have a Big Field.

Bicycle manufacturers are cheered by the thought that even if there are 2,000,000 people in the United States now riding bicycles, there are at least 50,000,000 yet to be supplied. The prospect is almost as brilliant as that which unfolds itself before the man who thinks of the number of possible subscribers for a new juvenile magazine.

G. & J. Liberality.

Much favorable comment has been passed upon the generous way in which the Gormully & Jeffery Manufacturing Company have dealt with those of their customers who were unfortunate enough to have lost wheels and clothing in the fire which destroyed their Brooklyn branch. While there was no local responsibility in the matter, the G. & J. company promptly replaced all destroyed wheels and clothing belonging to their patrons. Those who have been thus treated are naturally very much pleased with the generous spirit displayed.

STATE OF OHIO, CITY OF TOLEDO, ss.
LUCAS COUNTY.

FRANK J. CHENEY makes oath that he is the senior partner of the firm of F. J. CHENEY & Co., doing business in the city of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of HALL'S CATARRH CURE.

Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1895.

[SEAL]

A. W. GLEASON,
Notary Public.

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

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

EASY TO DISTINGUISH
OUR QUICK-REPAIR TIRE
ITS STEM IS RED
SEND FOR QUICK-REPAIR CATALOGUE
ILLUSTRATED FROM LIFE

MORGAN & WRIGHT
CHICAGO

Advertising Axioms.

By J. WALKER THOMPSON, of New York.

The reward of the faithful advertiser is certain.

Man advertises and the people make purchases.

"Many men, many minds." Many ads. in many publications, many buyers.

The name and quality of good goods can be advertised so as to be "more lasting than brass."

Make your ads. speak the truth boldly, and the people will appreciate your frankness and respond.

"From nothing (in the leading publications) nothing comes." From *something*, however, results are sure to come.

"May his fame endure forever"—the advertiser who advertises with sensible copy that appeals to the sense of the people.

By vote of the racing board. L. D. Cabanne, St. Louis; C. M. Murphy, Brooklyn; and F. J. Titus, New York City, have been placed upon the list of racing men who are permanently barred from further participation in League races. This suspension dates from September 2, 1896, the men having been permitted to ride under protest, pending settlement of their case.

Frank Putman, once city editor of the *Daily News*, and cyclist enthusiast before he fractured his leg in an accident several years ago, is in Chicago and a regular contributor of short stories to the *Bi. World*.

When Sterling Elliott came out with the suggestion that, in transporting wheels in baggage cars, rubbercoated hooks be placed in the ceilings of them to suspend the wheels on upside down, everyone credited him with the original idea and a capital one at that. It has just recently developed, however, that the French railways have had this plan in effect for more than a year and it would not be getting away from the mark very far in saying that Elliott is not responsible for this good thing.

Why Pauline Hall's Cheeks Are Red.

Pauline Hall never uses cosmetics. "Even in my stage make-up," she says, "I use as little as possible of any preparation of any kind. Beyond the shading of the eyes, which is necessary for any actor or actress, I do not make up at all. A five mile bicycle ride daily instead of a five hour champagne supper will give actresses all the color they could want in their cheeks."

The \$925 Mason & Hamlin Piano

offered by us in the Spring to the club whose member, mounted on a Columbia Bicycle equipped with Hartford Single-Tube Tires, should between May 1 and October 1 make the best time in a 25-mile road race, has been won for the Parkside Wheeling Club of Buffalo, N. Y., by Mr. Cal Paxson, who on September 30, at Buffalo, over the Corfu course, secured the

World's 25-Mile Road Record 1:02:20

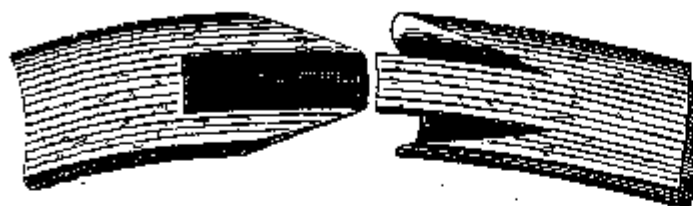
under the terms of our offer. The Century Road Club has just awarded the record to Mr. Paxson and the piano to his club. We shall have the piano shipped to the Parkside Club at once, and beg to congratulate its members and Mr. Paxson on his success. The many clubs who competed for this prize have reason to be proud of the men who rode for them, for the 25-mile road record was broken several times in the struggle for the piano.

WON ON A
COLUMBIA
WITH
**HARTFORD
TIRES**

Pope Mfg. Co.
Hartford, Conn.

OUR NEW RIM

Perfect lock. By placing spoke through lip on joint it will hold without glue. We have thoroughly tested it and can safely guarantee it. This is absolutely the best



SEE THAT JOINT

single piece rim ever placed on the market; made from Wisconsin Rock elm, of select stock and straight grain, and has the best possible finish. We are prepared to furnish any quantity of rims desired.

Our Quantity Price is 55 Cents per Pair, in Lots of 100
Drilled, 60 Cents per Pair, in Lots of 100
On large amounts we can shade this price a little.

Some

New Parts

Worth seeing or reading about.

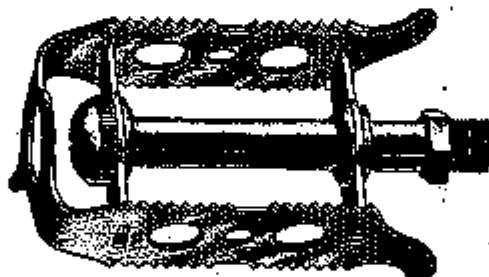


Chicago Cycle Show

Space, Second Floor, Annex,
Tattersall Auditorium

Kensington Pedals

Place orders now, as they are going fast. These pedals are accurately made, highly finished, smooth running, handsome design and very light. Rock bottom prices on application.



We carry a large line of bicycle parts and sundries, catalogue of which will be sent on application. Your early correspondence is solicited

☆☆☆

See us at the Show, Chicago
January 4 to 11

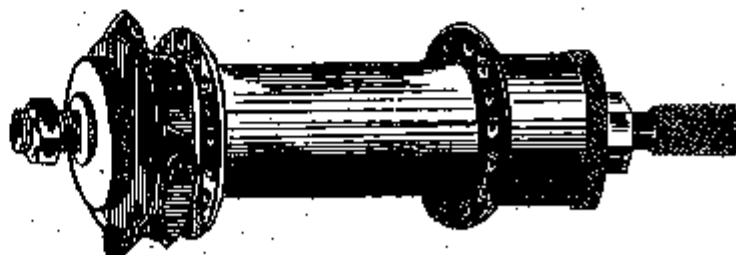
Huennekens Cycle Company



124 FERRY STREET
MILWAUKEE.

Our "Special" Barrel Hub . . .

This hub represents absolutely the easiest running, highly finished, perfect designed hub ever placed on the market. The bearings in these hubs are guaranteed to be



made of the best Sanderson's Tool Steel, and are supplied with Excelsior steel balls. Every pair guaranteed. Orders must be placed early to insure delivery. Write immediately for prices.

THE PNEUMATIC.

LIST OF RELIABLE REPAIR MEN IN THE STATE.

Bicycle riders when in need of repairs or cycle sundries, while touring, will find the firms listed below worthy of patronage.

APPLETON

WM. GROTH,
CYCLE AGENCY AND REPAIR SHOP,
ALL KINDS OF CYCLE SUNDRIES.

COLUMBUS

M. B. NUTE,
HANDLING AMERAS AND SUNBEAM CYCLES,
BICYCLE REPAIRING A SPECIALTY.

FOND DU LAC

CHAS. YERS,
PRACTICAL CYCLE REPAIRER,
GOOD WORK. REASONABLE PRICES.

FORT HOWARD

CHAS. S. KERR,
High Grade Bicycles
Wheels to Rent. Wheels Repaired.

LA CROSSE

C. A. KREBAUM,
BICYCLES and SUNDRIES PERMANENT REPAIRS
L. A. W. No. 66306. 227 N. 3d St.

MADISON

D. D. WARNER CO.,
Cycle Agency and Repair Shop.
Fully Equipped to give Satisfaction.

MILWAUKEE

WM. POLLITT,
Experienced Cycle Repairer. 704-706 Chestnut Street.
MAKER OF "THE ONLY" BICYCLE.

MILWAUKEE

Julius Andrae & Sons Co's Repair Dept.
Equipped in the most complete manner. 525 W. Water St.

MILWAUKEE

E. S. POTTER & CO.
Bicycles Built to Order and Repaired
WHEELS FOR RENT
473 Tremont St., Cor. Cherry.

NEW RICHMOND

J. W. RIDINGER,
GUN AND CYCLE SHOP... The only reliable
repairer in the city. We carry a line of Bicycle
Sundries and Sporting Goods. Main Street.

OSHKOSH

J. W. WAGNER
Exclusive Cycle Repair Shop. Main Street.

SUPERIOR

DODGE & PEARSON,
Bicycles and Sporting Goods
1182 Tower Avenue

WATERLOO

JANISON BROS.
BICYCLES AND HARDWARE,
BICYCLE REPAIRING A SPECIALTY.

E. A. WILLIAMS,

DEALER IN
BICYCLES and CYCLE SUNDRIES
Fine Repair Work a Specialty.
LAKE MILLS, WIS.



7 SUPERBLY EQUIPPED
FAST TRAINS
BETWEEN

MILWAUKEE and CHICAGO

EQUIPPED WITH
LUXURIOUS PARLOR CARS - PALATIAL DINING CARS.
Palace Sleeping Cars Between
MILWAUKEE and ST. PAUL, MINNEAPOLIS and DULUTH
City Ticket Office, 102 Wisconsin St.
Passenger Station,
Lake Front, Foot of Wisconsin Street.
W. E. NEWMAN, J. E. WHITMAN,
Third Vice-Pres. General Manager.
W. A. TRENKLE, Gen'l Passenger and Ticket Agt.



FOND DU LAC
OSHKOSH
NEENAH
MENASHA
CHIPPEWA FALLS
EAU CLAIRE
PULLMAN SLEEPERS TO
ST. PAUL MINNEAPOLIS
ASHLAND SUPERIOR
DULUTH

CITY TICKET OFFICE 100 Wisconsin Street

We Photograph . .

Everything Under the Sun.

F. C. HAEFER'S STUDIO

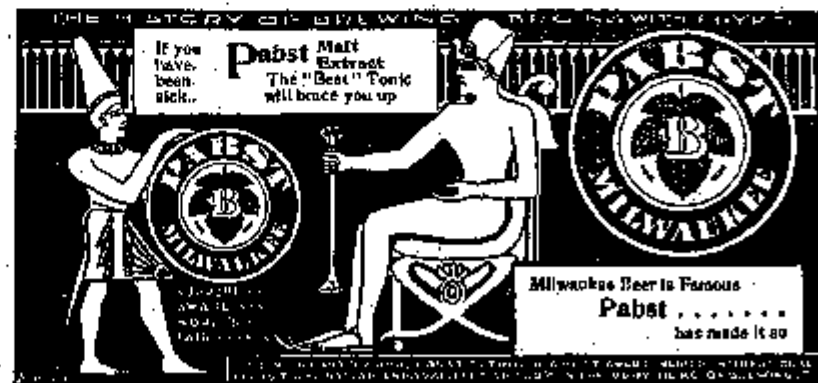
Corner Milwaukee and Mason Streets,
MILWAUKEE.

Indispensable to Cyclists and Tourists.
THIS IS THE ORIGINAL



Peppermint
Flavored
**Chewing
GUM.....**
To Relieve the Dis-
tressing Pains of
Dyspepsia
and Heart
Burn.....

Chew for Twenty Minutes After Each Meal.
The only Chewing Gum factory open to visitors at
all times. W. J. WHITE, Sole Manufacturer,
Cleveland, O., U. S. A.



BICYCLE CLUB BADGES, BUTTONS, PINS.

See Our Novelty Lapel Button
And See Us for Samples.
We can furnish special Club Badges at very
low price. Also Campaign Buttons, "Free
Silver," Sound Money, Etc. AGENTS WANTED
THOMAS M. GOODWIN,
MANUFACTURER OF BADGES,
175 PLUM STREET, - CINCINNATI, O.

1895 High Grade Bicycles



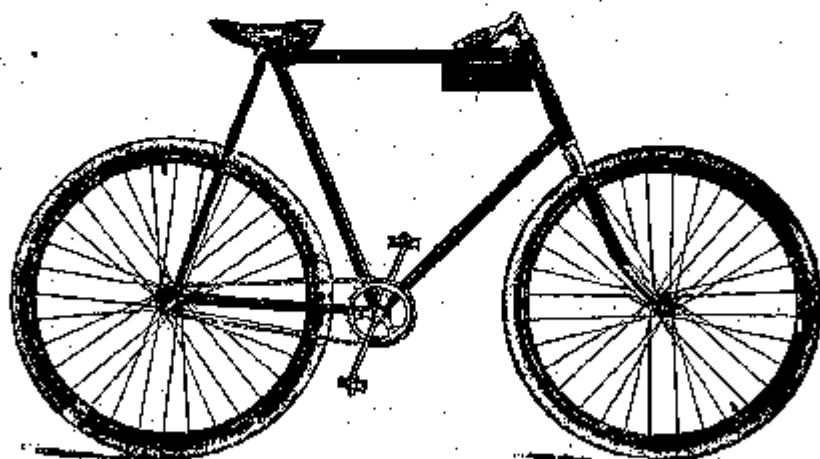
Shipped anywhere
C.O.D. - Saving you
freight profit.
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THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

Launched 1897 Nov. Dec.

VOL. VI.

MILWAUKEE, WIS., JANUARY, 1896.

No. 10.

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OF THE GREAT.....

G. & J. TIRE



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Cigar Box.

Office of J. C. Joslyn Cycle Co.,
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We return you by Express today a box of broken parts of Andrae Cycles which you have replaced during the season. With over seventy (70) wheels in use, we are returning the defective parts for the season in a cigar box.

We think this a pretty good showing, as there are many makes of wheels that we know of, that would require a barrel to hold the defective parts of a like number of wheels for a season.

(Signed),

J. C. Joslyn Cycle Co.

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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.

PNEUMATIC PUBLISHING COMPANY,

505 East Water Street, Milwaukee, Wis.

J. POPPENOICK, JR., Editor.
CON. KNUDSON, M. C. ROTIER, Associate Editors.

M. C. ROTIER, Business Manager.

Eastern Representative: S. Koppel, 31 Times Building, New York.

WHEELMEN IN POLITICS.

In a recent issue, a local paper made the somewhat premature statement, that all the wheelmen of the state were going to take an active part in the spring political campaign. It is reported by the paper that each candidate is to be considered, and that those who are not in sympathy with cycling, and refuse to pledge themselves to assist in promoting it, are to be opposed at the polls. While the division officers are in sympathy with such a step, no official action has been taken. Consequently, it is not probable that any concerted action in politics will be taken in the spring election. However, all action in this respect, which clubs may undertake, will be endorsed. The decision of the Badger Wheelmen, a few nights ago, in voting to work for the defeat of Alderman W. H. Starkweather, framer of the obnoxious bicycle ordinance, is believed by the officers of the Wisconsin Division, to be a step in the right direction. It might be well for the members of other clubs to canvass the aldermen in their vicinity and take similar action, if they find any who are known to be enemies of cycling.

NATIONAL MEET IN 1898.

A movement has been started in Milwaukee by a number of cyclists to secure the national and the state meets here in 1898. In the summer of that year the Semi-Centennial celebration of the state is to be held. The details of the celebration are yet incomplete but it has been decided to arrange a demonstration of some kind that will widely advertise Wisconsin and bring many people here from all parts of the country. To do this it has been suggested to hold a large exposition for about three months and this plan seems to be the most feasible. It is now proposed by wheel-

men, that the officers of the celebration lend their assistance in securing the national meet here during the celebration. The plan is to hold about three days of racing and allow the men following the circuit to remain in the city the rest of the week to see the exposition and also the city.

Later on another week is to be devoted in this way for the state meet.

The undertaking will necessitate the outlay of considerable money but it will greatly add to the attraction of the celebration. With the inducements that the city can offer for the meet that year, there ought to be little trouble in getting it. Several of the officers in charge of the celebration are in favor of securing the national and state meets, and if wheelmen in Wisconsin will get to work there are good prospects for success.

Wheelmen In Politics.

There promises to be a new element in the spring elections, one heretofore unknown to the vote-seekers. The wheelmen propose to take a hand at the ballot box. The movement will thoroughly cover the entire state from the smallest town which boasts of a cycling club to the metropolis. Party lines will be totally abolished, it is promised. The project is fathered by the Wisconsin Division of the League of American Wheelmen and an industrial campaign will be carried on. "Good Roads" will be on the banner under which the cyclist will march to the polls and the candidate who is not pledged to do all in his power toward the improvement of the public highways will find that his fences have been blown down. The Good roads league will enter into the work with a will, it is said, and will disseminate literature on the subject. The candidates for offices at the spring election in every city and county will be personally approached and their constituents will be apprised of his position toward the wheel. The wheelmen are backed by an enormous vote in the state. A prominent cyclist said yesterday:

"We do not propose to be unreasonable in our demands, but we are satisfied that we shall receive no recognition from the politicians until we take a hand in elections on our own account. This we propose to do during the approaching spring campaign and I think we shall make our strength felt. In this matter party affiliations will have no place with us. We will vote solidly for the man who is in sympathy with our cause. We are not seeking office for men in our ranks. That is not the object. All we want is men in law-making and responsible positions who will give us a just recognition. Good roads will be the issue and our campaign will be conducted principally along that line. Our organization is perfect, much more so than any of the old parties can expect to be. We do not propose to abuse our power. All we want is justice and that we are bound to have. The movement has been discussed quietly for some time and we expect to have everything in shape when the time comes for action."—*Milwaukee Journal*.

AT THE NATIONAL ASSEMBLY.

Wisconsin's Representation will be strong—The West's Possibilities against the East in the Election of Officers—Other Questions of Importance.

The meeting of the representative men from every state L. A. W. division in the Union, which will be held in Baltimore, on February 10, 11 and 12, gives promise of being one of the greatest ever held. Questions of the most vital importance to the successful workings of this great organization will come up, but perhaps there is nothing which is occupying the attention of the principal "maelstroms" of the L. A. W. at present so much as the political situation in the League. All the old League wire-pullers and slate makers have interested themselves, and the election of the three highest officers will be one of the shrewdest managed affairs in the League's history.

A. C. Willison, the present incumbent of the presidential office, is up for re-election with a strong following; so is G. A. Perkins, of Massachusetts, the first vice president, while the same state endorses its Chief Consul Sterling Elliott, for the presidency, and he slates with himself a western candidate for first vice. From this it is evident that either Elliott or Perkins will be knocked out so to speak, as it is not probable that the two highest offices will be allowed to go to one state. A. C. Morrison's chances for the second vice presidency seem to be on both tickets. The two contesting parties seem to appreciate the strength of Morrison's name on their respective slates, and it will be interesting to watch the developments.

The Good Road's Day to be held during the assembly will be attended by General Roy Stone, of the Department of Road Inquiry at Washington, the Governors of many states and other high dignitaries interested in this great national crusade. Plans will be outlined at the great meeting for future work, and the results will certainly be an important factor in increasing the League's prestige.

The Wisconsin Division will be represented at the national assembly by Chief Consul W. A. Brown, Vice Consul B. W. Park, Secretary-Treasurer M. C. Rotier, Representatives N. E. Lindquist, of Marinette, and S. J. Ryan, of Appleton. Besides these A. Cressy Morrison, who is the second vice president of the League, will attend. It is not probable that the Wisconsin Division will propose any important questions, but it will champion the cause of racing. At the recent division election several months ago, the members voted in favor of the League controlling three classes, viz: Class A, Class B and professionals. The delegates have been instructed to vote in favor of these classes, and therefore will probably vote against the abolition of Class B. If the question of the League's dropping the entire control of racing comes up for consideration—and there seems to be little doubt that it will—Wisconsin delegates will make a vigorous fight against it. In Wisconsin the progress in the League has been largely due to racing, and while a great interest has been taken in the good roads question, division

officers know that it is not the best issue on which to obtain new members or even retain those now affiliated with the League.

A number of small changes are to be made in the constitution and by-laws. Chairman Gideon of the racing board will also ask the Assembly to reduce the value of prizes in the amateur class and to restrict this class to race outside of a point over 100 miles from their homes, instead of 200 miles which is now the present rule.

Waiting for The Assembly.

Chairman Fred J. Schroeder of the racing board has decided not to agree on any definite plans for the coming summer until he sees what the National Assembly does about racing and racing rules. He has been considering the question of arranging a spring and fall state circuit next season but this is also in abeyance until the outcome of the racing question has been determined by the Assembly. Some riders favor two circuits instead of one but no definite action will be taken by the board for the present at least. As soon as the Assembly has met, the chairman will probably call a meeting of the board to take some action. The coming season will be most important in the history of the division. Race meets are to be held in every city and town. Every club in the state is planning road races. Besides these events several dates on the national circuit will probably be allotted to Wisconsin. An effort will be made to strictly enforce racing rules and this will keep every member of the board busy from the time the racing season opens until the last race is held.

Four Cities Want Circuit Dates.

If all the cities which are arranging for meets are given dates on the national circuit the riders who follow the races will have a good chance to see the state. Appleton has decided to hold the state meet in connection with the circuit races, just as Marinette did last summer. Of all the cities in the state it has the best chance of securing a date and there is no doubt about her being able to get at least one day and possibly two. In this city, the Association of Cycling Clubs has decided to ask for a date. The races here will pay if they are conducted properly. Enthusied with the success of the three days' meet last summer, Superior is determined to have another big meet this year. It has therefore decided to apply for a date on the national circuit and it is reported that the wheelmen are quietly at work raising funds for the occasion. Marinette also wants a date and that she can satisfactorily handle a big meet was shown last summer when the joint meets were held there. With these four cities in the field for national circuit events and the large list of state circuit races, there is no danger of interest declining during the summer.

If you have something that people need, advertise "with courage and faith," and the people at home and abroad will respond to your profit.

Failed to Make His Report.

Owing to the failure of ex-Chairman Irvin F. Strauss, of Ripon, to make a report to the division officers for last season's racing, Fred J. Schroeder, the newly elected chairman of the racing board, finds himself without statistics to assist him in his work. One of the duties of the chairman of the board is to furnish a complete report of racing during the year at the annual meeting of the officers of the division. For some reason, which Mr. Strauss has not explained, this was not done. Without it, the division officers have no official records of races held during the year in the state. At previous meetings Mr. Strauss never failed to render his report and the omission of one, upon his retirement from office is reflexive upon his loyalty to the League.

Capital in Good Roads.

It is reasonable to predict that road improvement is destined to spread with great rapidity in the next ten years, and the capital which heretofore built railroads will now seek investment in fine macadamized roads. The first necessity for developing a country of the size of the United States was a system of railroads that would bind together the widely separated points of industry and population, and the construction of such a stupendous system absorbed most of the energy and capital of our financiers. But the country now is better supplied with railroads than any other on the face of the globe, and the limit to the extension of long railroad lines is practically reached in many parts of the country. It is impossible to have every small hamlet and village connected with the main railroad lines by short branches, but the transportation problem cannot be solved until every small place and farm of any size is connected with the great arteries of commerce by means of fine macadamized roads. It is this necessity for building more and better common roads that makes the question such a burning one today. The next generation must devote itself to the construction and improvement of common roads, feeding the railroads with the products of the agricultural regions.

The total length of the common roads in this country, good, bad and indifferent, is estimated by General Stone, of the Road Bureau of the Department of Agriculture, at something over 1,300,000 miles, says the *Bicycling World*. The majority of these roads have been opened by common laborers, hired by local supervisors, and no engineering principles have been observed in their construction. As a result it costs more to keep them in repair than if they were as many finely macadamized roads.

Keeping these poor roads in repair and opening new thoroughfares is costing New York, Massachusetts and New Jersey something like \$20,000,000 per year. As a greater part of the enormous sum is spent in repairing poorly-constructed roads that would need exactly the same attention next year, it is not an exaggeration to say that most of the money is wasted.

Fine roads can be constructed all the way from \$400 to \$500 per mile, according to the nature of the country through which they pass, the cost of crushed stone and other engineering problems. The cost of keeping these roads in repair is indefinitely smaller than that required to repair the ordinary dirt roads each winter and spring, when great gullies and ruts are washed into them by the rains and floods. The secret of the success of the fine roads in France is attributed to the prompt and systematic repairs made at all seasons of the year.

America's Cycle Industry.

Speaking of the magnitude of the cycle industry, the *Referee* in a recent issue says: It has long been conceded that two-thirds of the country's output of bicycles comes from the territory within a radius of 150 miles from Chicago. This can easily be believed when it is known that Chicago alone has more factories than any single state in the union, outside of Illinois, of course, which heads the list. Chicago alone has eighty-eight bicycle factories, while 110 represents the number in Illinois, New York being next, with eighty. Figures speak for themselves: Alabama, 3; California, 5; Connecticut, 11; Colorado, 3; Delaware, 1; District of Columbia, 8; Illinois, 110 (Chicago, 88); Indiana, 30; Iowa, 2; Kentucky, 4; Kansas, 2; Michigan, 18; Minnesota, 2; Maine, 1; Maryland, 7; Missouri, 8; New York, 80; New Hampshire, 1; New Jersey, 9; Nebraska, 3; Ohio, 36; Pennsylvania, 21; Rhode Island, 2; South Dakota, 1; Texas, 2; Tennessee, 3; Utah, 1; Virginia, 1; Wyoming, 1; Wisconsin, 14. In addition Canada has four factories. There are in this country 106 makers of parts and forty-three saddle manufacturers.

Canadian Custom Duties.

The action of the custom authorities in regard to the rate of duty on foreign-made wheels is not unlikely to cause quite a difference in the importing business. Firms who have been receiving a special discount from foreign manufacturers, which enabled them to buy at the factories for less than the agents in those countries, were in the habit of paying duty on the net price paid. That, however, was suddenly done away with and they were compelled to pay duty on the price at which the same wheels were usually sold to the agents in the country where manufactured. The result will be a material diminution in the import business, though it may increase the number of Canadian manufacturers and result in the establishing of branch factories here.—*Canada Cyclist*.

He Made a Bad Mistake.

A Liverpool (Eng.) paper says that a young man was arrested in that city charged with kissing a young lady against her will on the public highway. The prisoner pleaded that she was in bloomers and he mistook her for a long-lost brother.

Fred. J. Schroeder.

The appointment by the chief consul of the Wisconsin Division of Fred. J. Schroeder, of Milwaukee, as chairman of the state racing board, has been endorsed by every racing man in the state. Mr. Schroeder has a good record as



a wheelman. He began riding an "ordinary" back in 1884 and the following year was one of the charter members when the Milwaukee Wheelmen were organized, at the same time being elected its treasurer. In 1888 he was made captain of the club and held the office for three years, only to retire from the position to accept the presidency in 1889 and

1890. In 1891, 1892 and 1893 he acted as chairman of the club's racing board and in that capacity did much to promote cycle racing in this city. While he was chairman he handled three Waukesha road races given by the club, and on September 17, 1892 arranged the first regular track race that was ever held in this state. It was during the road races managed by Mr. Schroeder for his club that Walter C. Sanger first demonstrated that he possessed remarkable speed.

The meets promoted and conducted under Mr. Schroeder's management as chairman of the racing board are as follows: September 17, 1892, National park; November 24, 25 and 26, indoor races at Exposition building; December 26 to January 1, 1893, indoor races at Exposition building; July 17, 1893, National park; August 24 and 25, 1893, international meet at National park, which is a total of fourteen track races and three large road races. During that time Mr. Schroeder induced the most prominent racing men in the country to appear before the Milwaukee public, including Sanger, Zimmerman and Johnson.

Walter C. Sanger's Diamonds Sold.

Walter C. Sanger, who is spending his winter in the city, has sold all the diamonds that he won while he rode as a Class B man. Sanger has not made his plans for the coming summer but he has re-engaged his trainer, Dumbleton, and expects to do even better than he did last season. In a recent interview he said:

"If Class B is abolished, and there is now every indication that it will go, the professional rider will be benefited. Many of the intermediate class will be set back as amateurs, while a number of the men who are professionals to all intents and purposes, except in name, will declare themselves and come over. My only regret is that I did not quit the

amateur class sooner. Since leaving Class B, I have made more money in one year than in the three previous ones. I had a lot of diamonds that I won. According to the value placed upon them as prizes by race meet projectors, they were worth \$8,370. I sold them some time ago and realized only \$2,939—a little over 35 per cent of their alleged cost. This year I won \$4,129 in cash. I paid all of my own expenses, including a trainer, and cleared upwards of \$2,000. For my first year as a professional, I think I have done pretty well. Next year I expect to do better still."

Alderman Starkweather Condemned.

At the annual meeting of the Badger Wheelmen, on January 17, the club members adopted the following resolution, condemning Alderman Starkweather for his zealotry in trying to pass his obnoxious bicycle ordinance, which is still pending:

"Whereas, Alderman Starkweather has on many occasions, while a public servant, displayed opposition and disregard to the rights of a large body of citizens, and has treated in a discourteous manner a representative body of wheelmen, when presenting their views and position, and

"Whereas, By his undue and uncalled for activity in espousing and advocating needless ordinances, which are opposed to the rise, spread and extension of the most healthful and necessary recreation; and

"Whereas, His re-election as a common councilman will be inimical and opposed to the welfare of bicycling and the health and welfare of a large number of the community; therefore, be it

"Resolved, That we, the Badger Wheelmen, of Milwaukee, pledge ourselves to do our utmost, by persuasion and action to prevent his re-election."

The club elected officers for the ensuing year. Although the contests were lively, the result was eminently satisfactory. The new officers are as follows:

President, W. A. Krasselt; vice-president, E. S. Hoelz; corresponding secretary, R. J. Parks; financial secretary, H. O. Blecher; treasurer, W. C. Schrader, Sr.; captain, Con. G. Reinke; first lieutenant, W. A. Bremer; second lieutenant, E. R. Reinke; board of directors, W. D. Harper, F. G. Cramer, C. G. Reinke and P. H. Cambier.

The club has decided to put two racing teams in the field next season. No. 1 will consist of W. C. Schrader, H. Zerbel, C. G. Reinke, A. F. Bingenheimer and Morgan O'Brien. No. 2 will be composed of W. A. Baker, W. A. Bremer, E. R. Reinke and Morris Hastings.

Milwaukeeans to Tour Europe.

Several members of the North Side Cycling Club are planning a tour in Europe during the coming summer. Alexander Bunke and Emil Koehn have partially agreed to go. Their plans are to leave about July 4 and tour in Europe on their wheels for about two months. Several other members of the club may join them.

Arranging for Milwaukee's Show.

The Milwaukee Ethical Society's cycle exhibition, to be held in its large auditorium, in the early part of March, gives promise of being conducted on a large scale and with the same success which has characterized the society in all its undertakings. Mr. C. M. Paine, the president of the society who is an indefatigable worker in its behalf, will give a great deal of time and attention to the success of the exhibition, but the management generally has been placed in the hands of M. C. Rotier, who is a member of the organization. Mr. Rotier believes that such a show as the society proposes to give, with Clauder's full orchestra in attendance each day, and the other privileges which the large club building affords, the patronage of the best citizens of Milwaukee and the state is assured. It is estimated that there will be room for at least forty or fifty good sized spaces, many of which have already been secured. The accommodations in the building are excellent. There is an excellent dining room on the ground floor, in charge of competent people, and the culinary department is in charge of one of the best cooks in the city. The charges for the excellent service will be very nominal. The gallery will afford a good place for those wishing to view the show in a general way. The spaces are being sold on a basis of 25 cents per square foot, except for preferred spaces. An admission fee of 25 cents will be charged.

Walter C. Sanger Is Married.

Walter C. Sanger, the well-known professional rider, on December 27, was quietly married to Miss Katherine Kotzenberg, of Chicago. The news of the marriage caused considerable surprise because it was quite romantic. Miss Kotzenberg and her sister, Marie, came to the city on Christmas to spend the holidays with the Sanger family. It had been known for some time that Walter and Miss Kotzenberg were to be married before the racing season opened, but everybody supposed that the marriage would not take place before February. On the Friday following Christmas the young people came to an understanding, however, and they decided to get married quietly and unknown to their parents and friends. William F. Sanger and Miss Marie Kotzenberg were taken into the secret and it was decided to have the ceremony performed that night.

Late in the afternoon Joseph Romadka came to the residence of Sanger's parents and arranged with the Sangers, their sisters and the Misses Kotzenbergs to go skating on the river that evening. The invitation could not be refused though it might interfere with Walter's plans. At about 8 o'clock the skaters left the Sanger residence at 410 Irving place. Romadka and Walter's sisters walked ahead of the party. Walter and William Sanger and the Misses Kotzenbergs seemed to be in no great hurry to reach the river and by the time they approached the residence of Father McGill, of Holy Rosary church, which is on the way to the river, the others of the party were far ahead.

The bridal party then slipped into the priest's residence and Walter and Miss Catherine Kotzenberg were made happy; William Sanger and Miss Marie Kotzenberg acting as witnesses. After the ceremony they proceeded to the river where they joined Romadka and Sanger's sisters in a good skate. When Mr. and Mrs. Sanger returned to Walter's home that night they told the champion's mother of the marriage and at the same time telegraphed the news to Mrs. Kotzenberg. On the following Sunday it leaked out among Sanger's friends and he has since been receiving congratulations. Sanger says that the reason he was quietly married was to avoid any demonstration from the "cycling push." Mr. and Mrs. Sanger will reside with the groom's parents until he decides on his future plans.

Walter first met his wife at a wedding of one of his brothers four years ago. Her home is on Garfield boulevard in Chicago. She is the daughter of a former wholesale druggist who died several years ago.

A New Year's Club Run.

One of the first club runs of the season was made on New Year's Day by a number of members of the North Side Cycling Club. Several days before Captain Koehn issued a call to which twenty-five members responded at 2 o'clock in the afternoon. The party rode from the club house on Reservoir avenue to Silver Springs where a lunch was served by Postmaster Hammer. So as to commemorate the club run, the "Soak club" was organized. The officers are rated according to their capacity of enriching the coffers of local brewers. It was voted that Gerhard Aussem was the most proficient in this line and he was forthwith elected to the office of "chief soak." Alexander Bunke will be his assistant, while Henry Helling and Louis Pierron are to be on hand in the absence of Aussem and Bunke. Somebody introduced a resolution to make Grover Cleveland an honorary member, but the proposal for membership was laid over for one year. After several speeches the party returned to the club house. The roads were in good condition and the weather was so mild that few realized it was New Year's day.

South Side Club May Move.

There is some talk among the members of the South Side Cycling Club of changing its quarters next spring. The present home is said to be entirely too small to accommodate all the members. No definite action has been taken, however. Recently the club purchased a pool table which is affording considerable amusement for the club members.

Cyclists as Skaters.

Three skating races will be given at Schlitz park, January 30, under the auspices of the North Side Cycling Club. There will be a five mile race and a one mile race, open to all, two medals to be offered for each event, and a three mile race, open for the members of the club only.

Club Association's Annual Meeting.

At the annual meeting of the Association of Cycling Clubs, recently held, the following officers were elected:

President—P. H. Cambier.
First Vice-President—Henry P. Andrae.
Second Vice-President—Alexander Bunke.
Third Vice-President—J. W. Warnken.
Secretary—E. J. Ludwig.
Treasurer—Gerhard Aussem.

Acting on the suggestion of the South Side club it was decided to place the treasurer under \$1,000 bonds. Mr. Aussem promptly furnished the amount. It was decided that all delegates hereafter must be elected by the club instead of being appointed by the president of the club. This brought out some discussion for the time being. President Cambier reported that H. D. Quin had promised to put the old track at Athletic Park in good repairs if the wheelmen would promise him their patronage. He proposes to build the track of clay and cement and will also erect dressing rooms where riders, who are training, can be rubbed down after hard riding. It is estimated that the cost of putting the track in first class shape and other expenses will amount to nearly \$2,500. From present appearances it looks as if most of the racing during the coming season will be done at Athletic Park.

The Association of Cycling Clubs is already making its plans for the coming season. At the meeting it was decided to apply for dates on the national circuit and plans are now being made to conduct a meet here before the state meet is held at Appleton. It is also probable that a local meet will be conducted by the association during the summer. At the meeting, the North Side club reported that it had been unable to collect \$75 in prizes won by the club during the Semi-Centennial parade. The prizes represent \$50 for the ladies' representation and \$25 for the largest club turnout. The association decided to take up the matter and appointed Frank J. Morawetz, Henry P. Andrae and Alexander Bunke a committee to confer with the proper authorities with the view of having the prizes paid over to the club.

The meeting was held at the club rooms of the Milwaukee Wheelmen.

North Side Club Officers.

Officers for the ensuing year have been elected by the North Side Cycling Club as follows:

President—A. C. Runkel.
First Vice-President—Louis Pierron.
Second Vice-President—William Pierron.
Corresponding Secretary—G. Edward Rothweiler.
Financial Secretary—Wm. Barreilmann.
Treasurer—H. J. Otto.
Directors—A. G. Kohn, A. Bunke, G. Aussem and E. Koehn.
Captain—E. B. Harnish.

First Lieutenant—Henry Guderson.

Second Lieutenant—Henry Pierron.

Delegates to the Association of Cycling Clubs—Louis Pierron, A. Bunke, Gerhard Aussem.

The annual report of Secretary Rothweiler shows that there are 178 members in the club, which is an increase of fifteen as compared with last year. The club will give a masquerade ball on February 8.

Niagara Wheelmen Officers.

Officers of the Niagara Wheelmen for the ensuing year were recently elected as follows:

President—F. C. Leimbach.
Vice-President—Otto Borth.
Secretary—Oscar Klug.
Financial Secretary—Nic. Noll.
Treasurer—Ed. F. Kroening.
Captain—William Raasch.
First Lieutenant—Fred Marquardt.
Second Lieutenant—H. A. Richau.
Sergeant-at-Arms—Fred Bittmann.

Board of Directors—A. Klug, Louis Kakatch, Otto Schultz and Fred Bittmann.

The club members held a Sylvester ball on New Year's eve which was attended by about fifty couples and which proved a most enjoyable affair. On New Year's day a number of club members participated in a club run to Cedarburg and return.

Milwaukee Wheelmen Prosper.

On January 13 the Milwaukee Wheelmen held their annual election which resulted as follows:

President—W. C. Neilson.
First Vice-President—S. S. Cramer.
Second Vice-President—E. D. Haven.
Secretary—E. L. Fielding.
Treasurer—W. B. Masecar.
Directors—F. J. Morawetz, F. T. Andrae, F. J. Schroeder and O. H. Linke.
Captain—George F. Carroll.
First Lieutenant—W. L. White.
Second Lieutenant—A. B. Anderson.

Delegates to the Association of Cycling Clubs—F. J. Morawetz, H. P. Andrae and W. N. Durbin.

Secretary B. H. Neustadt reported an increase in membership during the past year and Treasurer And. Steel made the gratifying report that the club was free from debt. The \$500 in obligations that existed at the beginning of last year had been paid off and there was a balance in the treasury of nearly \$300. The minstrel performance at the Furst theater had contributed largely to this state of affairs and a vote of thanks was tendered those who participated in the performance and all who had aided in its consummation. After adjournment, the new officers entertained the club.

Musical Club Organized.

Members of the North Side Cycling Club have organized a musical club under the name of the N. S. C. C. M. C. At present the following members belong to the organization: W. Barreilmann, pianist and director; C. Koester, flute; Emil Koehn and C. Schmitz, violin; C. P. Dehn, W. Killermann and W. Pierron, mandolin; A. Kohr and F. Heint, guitars. Other club members will join. Rehearsals are held every Tuesday night at the club rooms.

Sanger's Record Accepted.

The L. A. W. racing board, has accepted W. C. Sanger's unpaced, flying start mile, which he rode against time at Denver on November 28 in 2:00 2-5, as the one mile professional record. Hamilton, of Denver, rode a mile in the same time and holds the Class B record. Sanger is elated over the acceptance of the record which it is understood means considerable money to him. It is reported that before he made the record he closed a contract with the Vim Tire Company, whose tires he used in the race, that if he established a record he was to receive \$700.

W. A. Bremer's Friends Protest.

At the last meeting of the division officers, it was decided to recommend to the national racing board for official state handicapper the name of A. Martin Patitz, of Milwaukee. The other candidates for the position were Gerhard Aussem and W. A. Bremer, of this city. It is reported that Bremer's friends are not satisfied with the choice of the division officers and several weeks ago a petition was placed in circulation in the state requesting the chairman of the racing board to appoint Mr. Bremer handicapper over the division officers' recommendation. There is little chance for Mr. Bremer receiving the appointment, however, as he has no very strong support in the division.

Cycle Show Notes.

Statistics compiled by *The Referee*, show that at the recent Chicago cycle show 1040 wheels, eighty tandems, twenty-three juveniles and nine quads, triplets, carriers, etc., were exhibited. The 385 stands employed 627 men and 301 women.

It has been rumored that the management, besides turning over to the cycle board of trade, 50 per cent of the profits, have a balance on hand, after paying all bills, of \$75,000.

The patronage during the evenings was so great that the hall could scarcely hold any more. One man said that it took him a whole evening to get from one end of the aisle to the other.

New Bicycle Papers.

Bicycle News is the name of a weekly publication which made its appearance on January 1. The paper is published by the W. D. Boyce Company, of Chicago, and is edited by J. M. Erwin, who is well-known as a cyclist as well as a

contributor of cycling literature. The fact that Erwin is editor is a guarantee that the paper will be bright and newswy.

The Universal is the name of another journal devoted to cycling. Typographically it is handsome and editorially it is terse and complete.

Advertising Axioms.

(BY J. WALTER THOMPSON, OF NEW YORK.)

"The better the day, the better the deed." The better the "ad" and the better the mediums used, the better the results.

Do not forget an advertisement in "perpetual motion," if it is good, will wear its way into the people's memory with consequent results to you.

Here is a suggestion—"Make your advertisement an argument deriving its force from the situation, and present it clearly to all to whom it is addressed."

By advertisers I mean those who know that advertising well done is bound to bring results; by business men I mean a very large class of manufacturers who are "poor in the midst of great wealth," i. e., of possibilities of development.

Alex. Spies' Tour in Europe.

Alex. Spies, a druggist of Washburn, Wis., will undertake a trip during the present year. Starting on June 1, he will do a great portion of Europe on a wheel. He proposes to wheel through portions of France, Germany, Norway, Sweden and Switzerland, traveling in all about 3,000 miles. He will also make it a point to let all who see him know that he belongs in far-off America. His wheel will be decorated with the colors of the United States, and on the breast of his uniform he will wear a miniature U. S. flag. He has a mother in Christiania, and a brother in Berlin, and he will visit both during his trip abroad.

Lindquist-Steinhauser Engagement.

The engagement of N. E. Lindquist, the well-known Marinette wheelman, to Miss Marie Steinhauser, of Jersey City, is announced. Miss Steinhauser has many acquaintances in Marinette. Modest "Nabe" denies the truth of this announcement but his friends claim they know better.

Canadians Smuggling Bicycles.

The custom authorities at Toronto, have lately had a good deal of trouble with people smuggling bicycles into Canada from the states, and are determined to put an end to the practice. The usual practice has been to bring the bicycles in as settlers' effects, or under the rule relating to tourists, but hereafter bicyclists who bring wheels across the line will be required to sign a declaration that they are for their own personal use. During the past few days several wheels have been seized, in one instance the seizure costing the owner \$87.

THE CHICAGO SHOW.

The Success of It Surpassing the Most Singular Anticipations of the management—A Demonstration of the Wonderfully Growing Bicycle Industry.

The great Chicago cycle show which closed its doors January 11, has clearly demonstrated the magnitude to which the bicycle industry has grown in the West. For a whole week from the hour that the show opened in the capacious auditorium of Tattersall's, on the morning of January 4, until the closing evening at 11 o'clock, a steady stream of humanity has been winding its way in and about the 365 exhibition stands. The decorations of some of the stands were elaborate and profuse and illuminations of every sort seemed to be a popular thing. Each afternoon and evening the band, one of the best in Chicago, made things interesting by varied selections. The mornings of each day were principally given to the cycle dealers and those interested in the trade. Numerous large deals were transacted between maker and dealer and from a business point of view for the manufacturer, the show must have been profitable direct, without considering the immense amount of excellent advertising which they were securing by the dissemination of printed matter.

Among those of the state who were represented at the show were: Julius Andrae & Sons Company, Telegram Cycle Manufacturing Company, Bolte Cycle Manufacturing Company, Huennekens Cycle Company, Chief Cycle Manufacturing Company, Clifford & Lundy, Milwaukee; D. D. Warner Company, Madison; Mystic Cycle Company, Mukwonago; U. S. Manufacturing Company, Fond du Lac. Andrae's stand held Andrae and Crawford cycles. The lines of the Andrae for '96 elicited an unusual amount of favorable comments and the tandem especially was an attraction of importance. The men in charge were Col. H. P. Andrae, H. J. Warner, J. C. Schmidtbauer, Charles Richl, E. Beckwith, Joseph Kelly and S. H. Rowland. For a souvenir they gave away a card on one side of which was printed "The latest thing in safeties" and their card, while on the other side was attached a safety pin.

The Telegram's stand was in charge of genial Frank Pingree who was continually putting Telegram buttons in the holes of coats of numerous young men who thronged around his stand. Jos. C. Cordes and W. J. Potter were also there to help make things interesting.

The Bolte company was represented by Mr. Fichtenberg, the president, Messrs. Donlevy and Connell, the two practical men of the company, and William Heintzen. The Bolte patent crank hanger, hub and other novel features proved interesting to the sightseers.

P. W. Huennekens, of the Huennekens company, was there with his sons, exhibiting new things in hubs, rims and pedals. This company does a large jobbing business in parts and was successful in closing many profitable deals.

The Chief company, in charge of E. W. Williams, had a stand in the annex and seemed to interest a good many who strayed that way in their '96 patterns.

Clifford & Lundy had a simple device in a nipple grip which proved beyond question the best thing of its kind exhibited there. They closed a good many deals.

D. D. Warner Company, of Madison, had a prominent stand near the entrance which was made conspicuous by a huge celluloid name plate overhead, a facsimile of their regular plate. D. D. was present together with E. W. Park, the vice-president of the company, Joe Dolister, of Burlington, and E. P. Griedell, of Platteville. Both of the latter young men have but lately gone into the company's employ. Aside from the handsome models which they exhibited for '96 they had an attractive feature in a crude wooden safety, made by a farmer boy, a description of which can be found on another page.

Mr. Palmer represented the Mystic company, of Mukwonago, and he succeeded in interesting a great many in the merits of their Mystic wheels.

The U. S. Manufacturing Company, of Fond du Lac, makers of the U. S. cyclometer and other bicycle specialties, was represented by Messrs. Bean and Lang. Their improved cyclometer is really a wonderful piece of mechanism in that it works so absolutely perfect in the smallest possible case. Their detachable lamp bracket was a novelty which was received with enthusiasm by those who saw it.

Gormully & Jeffery Manufacturing Company had an endless throng of people at its capacious stand, which was the most luxuriously furnished of any in the show. The beautiful models which they exhibited enameled in delicate tints were effective in interesting everyone who passed the stand. Their detachable G. & J. tires were very much in evidence.

Pope Manufacturing Company occupied perhaps the largest floor space of any exhibitor. It measured ten by forty-two feet in which were shown models 40, 41, 42, 43 and 44 Columbia bicycles, and patterns 1, 2, 3, 4, 5 and 6 Hartford bicycles. The special feature of their display was an electric sign "Columbia Bicycles, Standard of the World" which was the most artistic and elaborate ever produced by the Edison company, and in addition thereto, there were two large representation of the now famous Columbia name plate. There were also a model exhibition of parts and features of Columbia construction. The company was represented by Col. A. A. Pope, Mr. Geo. H. Day, Mr. J. C. Pattison, Mr. H. S. Dow, Mr. Wm. Bancroft and nearly all the traveling representatives.

Morgan & Wright's space was modest in the extreme. The only sign which ornamented their stand was a small sign with the words "Morgan & Wright Tires Are Good Tires." But their effective advertising was noticeable in a more conspicuous and effective way, as nearly every wheel which was exhibited at the show bore a neat little celluloid card with the inscription "Fitted with Morgan & Wright tires."

The "Crab Tree Special."

The D. D. Warner Company, of Madison, has in its possession a wooden safety which it has named the "Crab Tree Special" and which attracted considerable attention at the Chicago cycle show where it was on exhibition. The machine was built three years ago by a farmer boy named Atkinson, of about twenty years of age, whose home was then at Ellenboro, near Platteville. Being too poor to buy a machine he constructed one according to his own ideas. A jack knife, an old rusty saw and a hammer were the only tools he used but he turned out a creditable piece of work. He rode the machine for about six months when he began to store it as a curio. Since then it has fallen into the possession of the D. D. Warner Company, in whose factory Atkinson is now employed. In a circular issued by the firm the wheel is described as follows:

Frame—Finest second-growth wood, built on the latest improved lines of speed.

Connections—Wrought iron bolts and nuts, securely clamping frame together.

Wheels—34-inch front and 24-inch rear, with 18 hickory spokes, and fitted with non-puncturable tires.

Bearings—The best parallel, unnecessary to oil them.

Gear, 42. Cranks, 8-in. 2x2 wood. Hubs, Barrel. Weight, 56 pounds, all on. A

special and peculiarly constructed spring saddle lends ease and comfort to the rider.

The machine is constructed entirely of wood, except the sprocket, chain, tires and axles, which are of iron and formerly served as parts of an old reaper. It took the boy about six months to make the wheel. About the same time he built a large wooden cyclometer, which registers 100 miles and rings a bell at every mile. It is truly one of the most interesting and wonderful pieces of work ever attained out of wood with a jack-knife.

Pope Manufacturing Company Catalogue.

It would be hard to imagine a more attractive catalogue than the nineteenth edition of the Pope Manufacturing Company, of Hartford, Conn., manufacturers of the Columbia and Hartford bicycles. It is typographically a work of art. The cover is decorated in black and white with a center picture of a woodland scene and a lady and

gentleman leaning on their wheels in the fore-ground. It is surrounded by a border of a fanciful design. The frontispiece is a Swiss scene.

Bald's Record in 1895.

During the season of 1895 Bald won thirty-six of fifty-five mile races and averaged 2:10½ for time. His fastest mile was 1:55 ⅓, made in competition at Denver, October 18, and his slowest 2:32 ⅓, at Waltham, September 14. In half-mile races Bald won twelve out of twenty-one. His championship winnings were the quarter and half miles at Asbury Park and the one mile at Denver. During the year he held the world's competition mile record successively at 2:04, 1:58 ⅓ and 1:55 ⅓.

Scheme for Changeable Gear.

James E. Lowe, of Norfolk, Va., has invented an improvement in bicycles, the object of which is to make a bicycle easily interchangeable, from a roadster to a racing machine, by means of two small sprocket wheels attached to the rear hub, and a movable crank shaft, to which is attached the large sprocket, as usual. The change is accomplished by loosening the locking device on the crank hanger and moving the cranks, crank axle and large sprocket rearwardly, until the driving chain is loose enough to be changed

from one of the rear sprocket wheels to the other, of greater or smaller diameter, as desired, then moving the crank shaft forward again until the chain is drawn tight, and releasing the thumb piece, when the locking shafts are forced automatically into racks, by means of a spring.

Morgan & Wright's Car Was Here.

Morgan & Wright's private advertising car, "Wanderer," which left Chicago for a 6,000 mile tour to advertise the firm's quick repair tire, recently passed through the city. The car carried a piano and receptions were given in a number of cities to wheelmen and wheelwomen.



At the North Side Cycle Show.

The success of the North Side Club's cycle show is assured. It opened up on the evening of Saturday, January 18, with all the spaces taken by local manufacturers and a good attendance, and there is every indication that the club is going to make some money on the venture. The following are the exhibits:

EXHIBITORS.

Exhibit A, the Telegram Cycle Manufacturing Company's stand, is in charge of Jason R. Church and Morgan S. O'Brien make neat display. The large sign so conspicuous at the Chicago show attracts the eye toward this stand. Telegram track and road wheels and a tandem built on the lines of the Sanger Racer constitute the exhibit. A handsome souvenir in the shape of a memorandum book is given to visitors.

The Chief Cycle Manufacturing Company occupy Space B, which is rendered attractive by their full line displayed. The Chief Scorchers and road and track machines comprise the gentlemen's line. The ladies will find three wheels to please their eyes and make a comparison. The exhibit is in charge of W. C. Williams and Jos. P. Miller. Bunde & Upmeyer the large jewelry firm on Wisconsin street will henceforth be the Chief company's retail agents in this city.

The Julius Andrae & Sons Company in Space C, show a very handsome tandem along with the Andrae track and road wheels. Their Chicago exhibit was sold on the spot and the factory is at present so rushed with work that they have found it impossible to display their exhibit to the greatest advantage. Wm. Schacht is in charge.

The John Meunier Gun Company has quite an extensive and a varied display of wheels at Stand D. The different wheels displayed comprise the Rambler road and tandem wheels, ladies and gentlemen's Phoenix. The J. M. Special which is their own product is also shown in ladies' and gentlemen's frames. The Crescent line of high and medium grade and juvenile wheels are also on exhibition. John Traudt, Jr., in charge, is the inventor of a very handy wheel accessory, a wrench which is also a spoke grip and screw driver.

John McDonald, Jr., exploits the merits of the Union at Exhibit E. The Union Cycle Manufacturing Company is way back with its orders and have failed so far to supply its patrons. Only road wheels are exhibited, but nevertheless the stand attracts its share of visitors. Large framed pictures of W. C. Sanger and H. C. Tyler the Union team of 1894 adorn the corners of this stand.

The Bolte Cycle Manufacturing Company, Exhibit F, finishes up the show on this floor. The League combination and diamond frame tandems are shown, also the high and medium grade League gentlemen's wheel. Wm. Heinzen and John R. Brown have charge of this stand, distributing handsome gold plated souvenirs, which are sought for by all the visitors.

The first stand on the second floor is that of E. S. Potter & Co., Exhibit G. The Anchor road and track machine is

here displayed. This is a sample, and the first one for 1896 turned out by this young firm. A handsome booklet given in commemoration of the show, illustrates and describes the wheel's merits. E. S. Potter and Emil Koepke are alternately in charge.

W. L. Candee, personally, looks after the interests of the Ariels, which are shown at Exhibit H. Two very fine models of road and track wheels, and a ladies' is also exhibited. Ariels are all high grade and command one price. Mr. Candee also shows parts of the Ariel. The Gazelle line of wheels will this year be turned out by him at 145 Mason street.

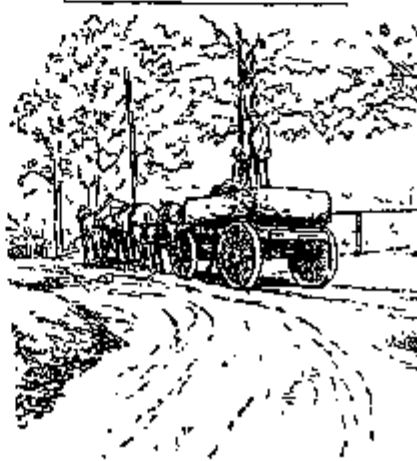
C. Niss & Son have on exhibition the Racycle at Exhibit I. Five models of this handsome wheel are shown, and attract unusual attention. F. A. Wood, the traveling representative of the Miami Manufacturing Company, was in charge for several days, explaining the new crank pin adjustment, which is a decided improvement. Emil A. Krause is in charge throughout the week.

T. J. Donnelly, at Exhibit J, shows saddles and baby carriers, together with a prospectus of Cyclarena bicycle school, conducted on Broadway.

An ice bicycle, the invention of Peter Weber is exhibited on this floor, by Henry Weber. It is a very simple contrivance, and a set can be attached to any wheel. The patent was issued on July 17, '94.

An L. A. W. Headquarters in Milwaukee.

M. C. Rotier, the secretary of the Wisconsin Division, L. A. W., is arranging with the Milwaukee Ethical Society for the establishment of a permanent L. A. W. headquarters for visiting members from everywhere and for members of this state especially. The society's building is large and has every accommodation that a cyclist could wish for and a special room will be furnished for visiting members, where cycling publications will be kept on file and where every member may be free to take advantage of the other privileges. Local members are requested to join the society, but the free use of the large auditorium is extended to them at any time they may desire to use it for gatherings.



New Kind of Tires.

In England, a tire made of skin is the invention of A. Maltby and has some features claimed to be a great improvement in the material and construction of pneumatic tires. It consists, first, of an air-tube of the ordinary form made of skin, kid or rubber, or rubber and silk combined, or other textile fabric combined with rubber. Then comes an outer wrapper or jacket made of horse hair and cotton fabric, material which is elastic in the direction of its length, but not, when inflated, elastic in the cross direction. This outer jacket may have one or more additional thicknesses of the same material, concentric with the tread, to prevent punctures, thus forming a band. Over this again comes a cover of specially prepared kid or other thin skin, stretched and rendered water proof. For rough roads there is still another cover or tread made of rubber or similar materials. In order to permit removal of the air-tube, openings are left in the pocket or wrapper on the side, which are strengthened by means of a stocking around it and somewhat larger than the opening. The tire is detachable but is secured by attaching the kid or skin cover to the rim by means of one, two or three convolutions of catgut specially prepared by being stretched until it is non-elastic and either endless or with the ends hooked together to a cord fastener, which enables it to be tightened and adjusted as to length. Still other forms of detachable fastenings may be used. In a single tube tire the horse hair and cotton fabric may be imbedded in the rubber. This style of tire is said to have been a success in England, where it has been tested by the inventor.

The State Semi-Centennial.

At the conference of Wisconsin's representative men held in the council chamber of the new City Hall, for the purpose of planning a grand celebration in 1898 in commemoration of the fiftieth anniversary of the admission of Wisconsin as a state into the Union, a compliment was paid the wheelmen of the state and the Wisconsin Division, L. A. W. in particular by the selection from its members of Walter W. Pollock to the office of permanent secretary of the general working committee. It was no less gratifying to Mr. Pollock than it was to the division officers who were delegates to the meeting, to see the hearty endorsement he received from nearly every county represented. Mr. Pollock is an old wheelman and an old L. A. W. member and the wheelmen of this state may feel assured that in the celebration of this half-century occasion, their interests will not be neglected.

Cycle Business Prospects.

The calamity howlers who are predicting an over production of wheels in '96 and a general going to the dogs of the bicycle business, might take a grain of comfort in the reflection that even if 1,000,000 wheels are manufactured in 1896 there will still be about 64,000,000 people in this country who will have to go without them.

On Class B.

After all, it appears there is no certainty of the abolition of Class B. Just why in common sense, Class B should have been created, does not appear. Surely it deceives no one—this pretence of amateurism, this spotted cloak of sham.

The whole world knows the B man is a professional in fact; that he selects his mount not for belief in its superiority over all others, but for hire. Nothing discreditable in that. The discredit attaches to the pretence, the effort to gull the public.

Better be honest about it. Let's have pures and pros only. As Dr. Dana would say, "No half breeds!"

Then divide the amateurs into classes according to their speed. The time has come when it is possible at nearly any race meet in this country to fill 2.40, 2.30, 2.20 and in some cases even 2.10 class races. Closer contests would result. There would be a fairer distribution of honors and trophies. We would be spared the now too-common spectacle of Mr. A. A. Crackjack winning firsts in three, four, or even all of the five events on the programme of the country race meet. It would be a measure of protection for local riders against the incursions of city pot-hunters, as most of these latter would be disqualified for the slower class races.

—Frank Putnam in *Bi-World*.

Over-Athleticism.

The body can be killed through one organ, and in youth and middle age mortal injury of body and mind comes usually through one organ as the primary seat of evil; it is an evil of frequent occurrence, and greatly on the increase. A man is said to "throw himself, heart and soul, into his work." Such a man is in danger. He has four great parts of his body to consider—his heart and blood system; his lungs and other organs associated with breathing; his muscles; his brain and nervous system but he does not heed them. He runs or cycles excessively, and in a much shorter time than he has the least idea of he makes his heart too strong for the rest of his organism, and endangers the finer ramifications of the vessels which are under the domination of the heart. He rows without studying consequences, and long before he is convinced of injury he has produced an injury of the chest mechanism, which may soon be permanently established.

He takes to some muscular training, which puts the muscular organs to an extreme tension; large and small muscles alike are exposed to strain, both the strong muscles that give propulsion and the delicate muscles that guide, and before he has become conscious of the error he has committed, he is a strained man, from which predicament he is fortunate if he make anything like a complete recovery. Another man enters into competitions in which his mental organs are kept awake for long intervals, charged with expectations, anxieties, fears, nay, excess of satisfactions, and while he is not yet young he grows old.—*Sir B. W. Richardson, M. D.*

Water Cycle Company Incorporated.

Articles of incorporation have been filed with the secretary of the state by the International Water Cycle Company, of this city. The capital is \$10,000 and P. J. Salentine, Geo. F. Cremer and J. M. Salentine are the incorporators. The company which has an office on National avenue, will manufacture a water-bicycle which Mr. Cremer exhibited on the river above the dam during the past season.

Six Telegram Models.

Six models of Telegram wheels are described in the catalogue of the Telegram Cycle Company. Three of them are gentlemen's wheels, one ladies' and two tandems. The men's wheels range in weight from eighteen to twenty-two and one-half pounds, while the ladies' wheel weighs twenty-three pounds. These wheels list at \$100. The tandem weighs from thirty-four to thirty-six pounds, and is constructed on the Sanger Racer patented frame principle. It lists at \$150. The crank set is a new device. The ends of the axle are shaped to correspond closely with the openings in the cranks. The ends are split, and a tapering hole drilled into the center and threaded. By the aid of a tapering screw the axle end is spread to occupy, under a strong pressure, the aperture in the crank. The eccentric chain adjustment has two pins set accurately opposite each other in the axle slide, and the eccentric adjustment plate, with holes engaging the pins by the same numbered hole, is held there by the axle nut. The slack in the chain is taken up by setting the plate to the next higher number.

A La Crosse Firm's Line.

The J. S. Medary Saddlery Company, of La Crosse, will handle Badger Standards, Queens, Badger Scorchers, La Crosse Flyers, Hiawathas, the Faultless, Champions, Elfs, Sprites and the Success wheels during the coming season.

Refused to Work on New Year's Day.

Twenty men were recently discharged by the Sterling Cycle Company, at Kenosha, because they refused to work on New Year's day. The other employees of the works held a meeting and decided to go out on a strike but the matter was patched up by the men being reinstated.

Wood and Aluminum Wheels.

The board of directors of the recently incorporated Huseby Cycle Company, elected officers as follows: President, William Casper; vice-president, Hugh J. Horrigan;

secretary, Hugo H. Casper; treasurer, Joseph P. Kalt, and superintendent and general manager, Geo. G. Huseby.

The new company will begin at an early date, at its plant on the south side, to manufacture the new style wood and aluminum wheels, which are guaranteed to weigh but fifteen pounds each. The capital stock of the company is \$20,000.

Brief State Trade News.

The Sneller Supply Company, at Fond du Lac, which has been a bicycle repair shop, has been succeeded by the Fond du Lac Cycle and Electric Company.

G. A. Albrecht will open a hardware store at Florence and handle bicycles.

Albert Dudley, of Menominee, will soon enlarge his shop.

The Sheboygan is the name of a wheel now being manufactured by the Jenkins Machine Company, of Sheboygan.

Joseph Dokster, the speedy Burlington rider, has entered the employ of the D. D. Warner Company, of Madison, and will ride a Warner Special hereafter.

Ira D. Lundy has withdrawn from the well-known south side firm, Clifford & Lundy.

Bicycle Factory for Neenah.

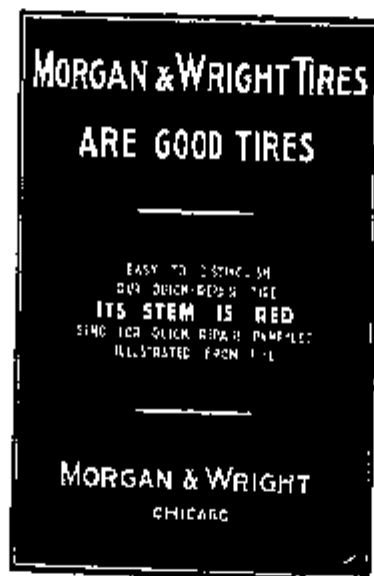
A dispatch from Neenah says: A movement is on foot looking toward the manufacture of bicycles in this city. B. W. Thurston will be the manager of the enterprise, and but a limited number of wheels will be put upon the market the first season. If it proves successful, however, capital will not be wanting to enlarge the output another year.

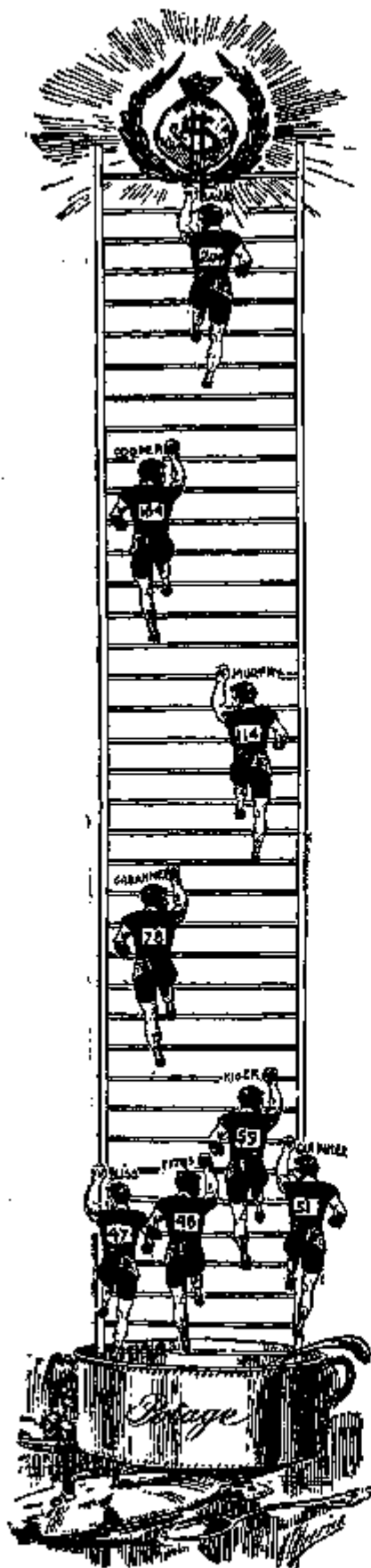
The Huennekens Cycle Co.

Are importers of and dealers in bicycles, bicycle parts and sundries at wholesale to cycle agents and dealers. Special prices and discounts given on application. Address, 124 Ferry street, Milwaukee, and get catalogue.

How's This?

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure!
P. J. CHENEY & CO., Props., Toledo, O.—We, the undersigned, have known P. J. Cheney for the last 15 years, and we believe him perfectly honorable in all business transactions and financially able to carry out any obligation made by their firm. WELLS & TRUAX, Wholesale Druggists, Toledo, O. WATSON, KIRKMAN & MARVIN, Wholesale Druggists, Toledo, O. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Price 75c per bottle. Sold by all Druggists. Testimonials free.





LADDER USED BY
THE WHEEL, New York
TO INDICATE POSITION OF RIDERS
ON NATIONAL CIRCUIT.

Straws

Is it not singular that
whenever the Pope Man-
ufacturing Co. devote any
attention to racing mat-
ters the Columbia repre-
sentative immediately se-
cures such tremendous
lead over all competitors?
Witness

Rowe

(1885-7)

Windle

(1891-2)

Bald

(1894-5)

Maybe it is Columbia luck.
Most people, though, will
consider it additional evi-
dence that

Columbias

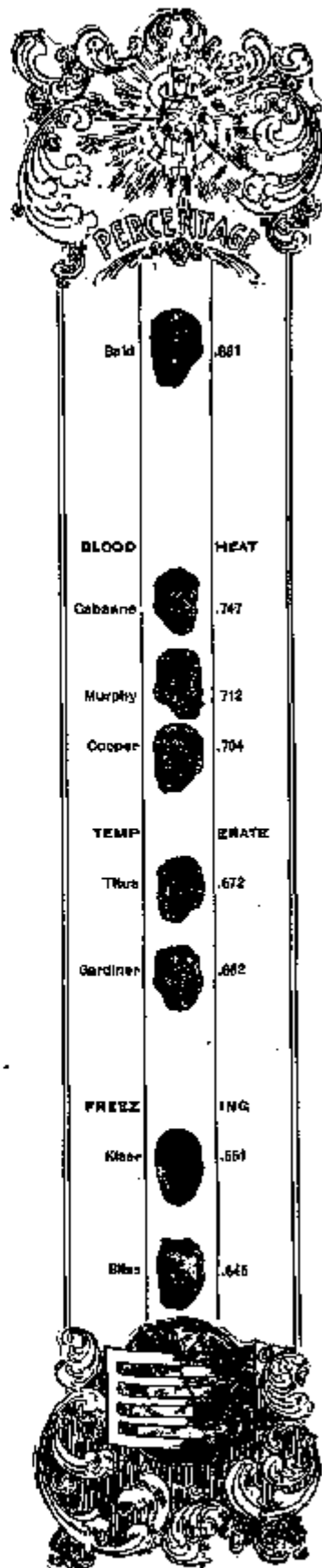
...are...

Standard for the World

The models for 1896 are
nearer perfection than ever.

POPE MANUFACTURING CO.

Hartford, Conn.



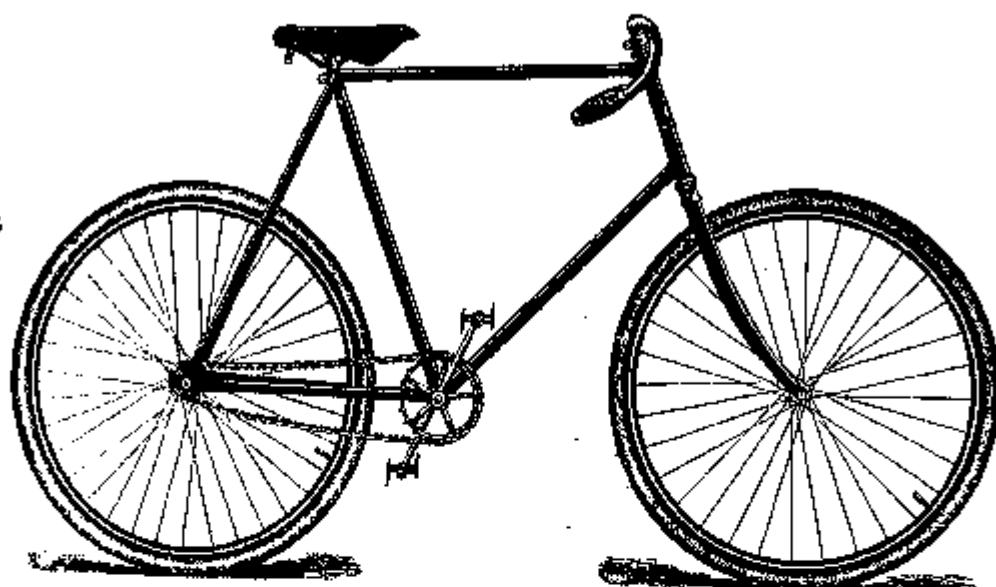
THERMOMETER USED BY
BEARINGS, Chicago
TO INDICATE POSITION OF RIDERS ON
NATIONAL CIRCUIT.

—OUR '96 WHEELS

Union Cycles... \$100.00 • Reiter Special... \$75.00 • Western Flyers... \$60.00

LADIES'
AND GENT'S
TANDEMS.

We have
Second...
Hand
Wheels
from \$5.00
Up.



Sundries
Repairs
Enameling
Nickelling
Riding Suits
Racing Suits
Knicker-
bockers
and
Bloomers.

The only exclu-
sive Retail Cycle
Store in the city.

'96 MODEL.

UNION CYCLE MANUFACTURING CO.,

Salesroom and Repair Shop, 273 Third Street,

MILWAUKEE.

Puncture Proof Bicycle Tire

Our tire prevents
punctures.

No repair outfits
necessary.

Catalogue and Sample
Bicycle of Tire on
application.



NO PUNCTURES TO REPAIR

ADDRESS:

The Puncture Proof Tire Co.

QUINCY, ILLINOIS.

MENTION THE "PNEU."

DR. W. SCHLAGER, 95 WISCONSIN ST.
MILWAUKEE.



—DENTIST—



CROWN and BRIDGE WORK a Specialty. Vitalized Air.

TEETH EXTRACTED WITHOUT PAIN. Teeth Filled Without Pain
by a New Method. All Work Guaranteed.

Simonds'

OVERCOATS

FIT—
EVERYBODY

...

386-388 EAST WATER ST.
MILWAUKEE

LIST OF RELIABLE REPAIR MEN IN THE STATE.

Bicycle riders when in need of repairs or cycle sundries, while touring, will find the firms listed below worthy of patronage.

APPLETON

WM. GROTH,
CYCLE AGENCY AND REPAIR SHOP,
ALL KINDS OF CYCLES REPAIRED.

COLUMBUS

M. B. NUTE,
HANDLING ANDREAS AND CALUMET CYCLES,
BICYCLE REPAIRING A SPECIALTY.

FOND DU LAC

CHAS. YERS,
PRACTICAL CYCLE REPAIRER,
GOOD WORK, REASONABLE PRICES.

FORT HOWARD

CHAS. S. KERR,
High Grade Bicycles
Wheels to Rent. Wheels Repaired.

LA CROSSE

O. A. KREBAUM,
BICYCLES AND SUNDRIES PERMANENT REPAIRS
L. A. W. No. 60220. 227 N. 3d St.

MADISON

D. D. WARNER CO.,
Cycle Agency and Repair Shop.
Fully Equipped to give Satisfaction.

MILWAUKEE

WM. POLLITT,
Experienced Cycle Repairer. 704-706 Chestnut Street.
MAKERS OF "THE ONLY" BICYCLES.

MILWAUKEE

Julius Andrae & Sons Co's Repair Dept.
Equipped in the most complete manner. 225 W. Water St.

MILWAUKEE

E. S. POTTER & CO.
Bicycles Built to Order and Repaired
WHEELS FOR RENT
470 Twelfth St., Cor. Cherry.

NEW RICHMOND

J. W. RIDINGER,
GUN AND CYCLE SHOP... The only reliable
repairer in the city. We carry a line of Bicycle
Sundries and Sporting Goods. ...Main Street.

OSHKOSH

J. W. WAGNER
Exclusive Cycle Repair Shop. Main Street.

SUPERIOR

DODGE & PEARSON,
Bicycles and Sporting Goods
1122 Tower Avenue

WATERLOO

JANISON BROS.
BICYCLES AND HARDWARE,
BICYCLE REPAIRING A SPECIALTY.

E. A. WILLIAMS,

DEALER IN
BICYCLES and CYCLE SUNDRIES
Fine Repair Work a Specialty.
LAKE MILLS, WIS.



C. & N. W. R. Y.

7 SUPERBLY EQUIPPED 7
FAST TRAINS
BETWEEN

MILWAUKEE AND CHICAGO

EQUIPPED WITH
LUXURIOUS PARLOR CARS - PALATIAL DINING CARS.
Palace Sleeping Cars Between
Milwaukee and St. Paul, Minneapolis and Duluth
City Ticket Office, 102 Wisconsin St.
Passenger Station,
Lake Front, Foot of Wisconsin Street.
J. M. WHITMAN, General Manager.
W. A. TRELL, Gen'l Passenger and Ticket Agt.



FOND DU LAC

OSHKOSH

NEENAH

MENASHA

CHIPPewa FALLS

KAU CLAIRE

FULLMAN SLEEPERS TO

ST PAUL MINNEAPOLIS

ASHLAND SUPERIOR

DULUTH

100 Wisconsin Street

We Photograph . .
Everything Under the Sun.

F. C. HAEFER'S
STUDIO

Corner Milwaukee and Mason Streets,
MILWAUKEE.

Indispensable to Cyclists and Tourists.
THIS IS THE ORIGINAL



Peppermint
Flavored
Chewing
GUM.....
To Relieve the Dis-
tressing Pains of
Dyspepsia
and Heart
Burn.....

Chew for Twenty Minutes After Each Meal.
The only Chewing Gum factory open to visitors at
all times.
W. J. WHITE, Sole Manufacturer,
Cleveland, O., U. S. A.

THE HISTORY OF BREWING BEGINS WITH EGWY.

A Mother
loves her child
and can feed it
with nature's...
food if she her-
self... will... take

Pabst...
Malt Extract
The "Best" Tonic



BICYCLE CLUB BADGES, BUTTONS, PINS.

See Our Novelty Lapel Button
Send Ten Cents for Sample.
We can furnish special Club Badges at very
low prices. Also Campaign Buttons, "Free
Silver," Sound Money, Etc. AGENTS WANTED
THOMAS M. GOODWIN,
MANUFACTURER NOVELTIES,
175 PLUM STREET, - CINCINNATI, O.

1895 High Grade Bicycles



Shipped anywhere
C.O.D. Saving you
shipping cost.
28" & 26" Roadsters \$25.00
28" & 26" "Lions" \$35.00
28" & 26" "Bells" \$40.00
28" & 26" "Racers" \$45.00
28" & 26" "Tours" \$50.00
28" & 26" "Road" \$55.00
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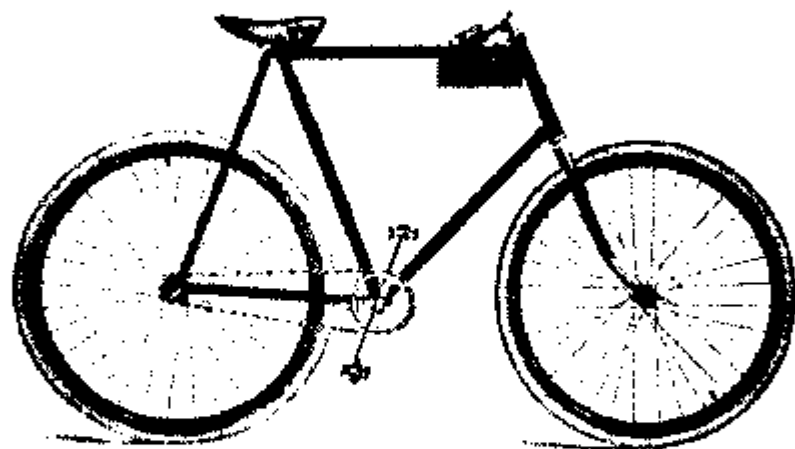
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A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

VOL. VI.

MILWAUKEE, WIS., FEBRUARY, 1896.

No. 11.



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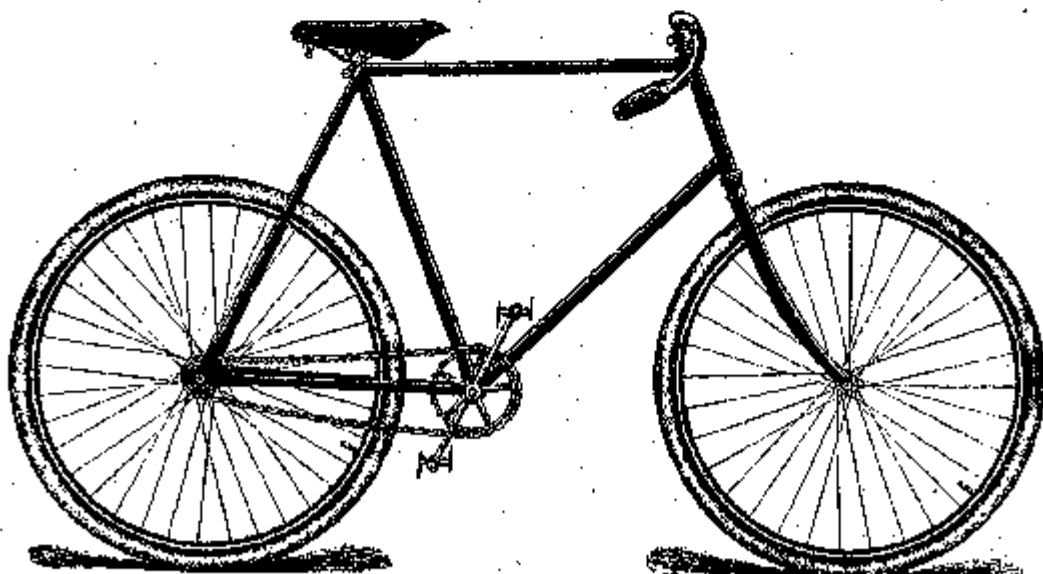
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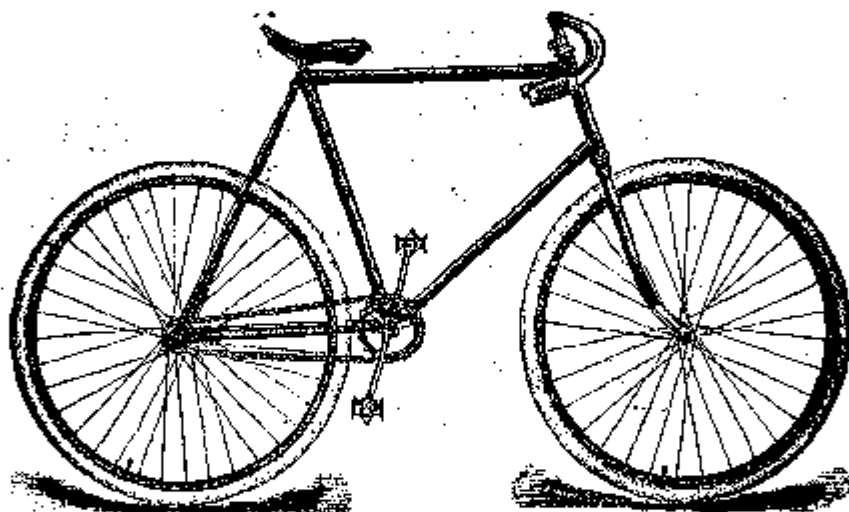
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Eastern Representative: S. Koppal, 81 Times Building, New York.

WISCONSIN'S GROWTH.

Wisconsin's progress during the past year was warmly commented upon at the National Assembly. The report of Secretary Abbot Bassett shows that this division now is eighth in size of membership. The ten largest divisions and their membership for 1895 and 1896 are as follows:

STATE.	1895.	1896.
New York.....	8,149	10,414
Massachusetts.....	5,337	6,084
Pennsylvania.....	3,353	4,544
New Jersey.....	1,083	2,601
Ohio.....	1,044	1,948
Missouri.....	800	1,611
Illinois.....	1,006	1,005
Wisconsin.....	496	1,129
Connecticut.....	1,180	907
No. California.....	475	908

Statistics show that Wisconsin's rate of gain over 1895 is the second largest in the country, New York of course, being in the lead. Following table shows the rate gained by the largest divisions:

STATE.	1895.	1896.	GAIN.	LOSS.	PER CENT.
New York.....	8,149	10,414	1,905	.....	230
Wisconsin.....	496	1,129	606	.....	109
Missouri.....	800	1,611	811	.....	101
No. California.....	475	908	506	.....	105
New Jersey.....	1,083	2,601	1,508	.....	74
Pennsylvania.....	3,353	4,544	1,191	.....	37
Ohio.....	1,044	1,948	904	.....	15
Massachusetts.....	5,337	6,084	747	.....	13
Connecticut.....	1,180	907	.....	103	*17
Illinois.....	1,006	1,005	.....	61	4

* Decreases.

The result is very gratifying and the officers of the division deserve credit for the good showing that this division has made. There is little doubt that a year hence Wisconsin will have a membership of 2,000.

WILL FIGHT WITH THE BALLOT.

Wheelmen in Milwaukee Are Agitating a Movement to Become Active in Politics—Investigating the Records of Candidates for Office.

There seems to be little doubt that the wheelmen of this city will take an active part in the coming municipal campaign. Since the Badger Wheelmen adopted a resolution pledging themselves to work for the defeat of Alderman William H. Starkweather, of the Sixteenth ward, because of the hostility he has shown in the common council against the cyclists of the city, other clubs have taken up the agitation and are now at work investigating the standing of the candidates in the various wards in which the club members reside. In the council Alderman Starkweather has had a number of strong supporters for his bicycle ordinance and the wheelmen are now after all of these. Several clubs have already adopted stringent resolutions, and there seems to be an understanding among all the wheelmen in the city that before they vote for candidates in the coming election they want to know how the candidates feel toward the wheelmen of this city. At a recent meeting of the North Side club the following resolution was unanimously adopted:

"WHEREAS, The action of a number of the present board of aldermen has been such as to clearly indicate their pronounced opposition to the interests of wheelmen by the passage to third reading of a notoriously unjust and entirely uncalled-for 'bicycle ordinance,' and by repeated affronts to reputable wheelmen who sought the privilege of explaining the true position of cyclists, and

WHEREAS, It is feared that the aldermen will call up this onerous and undesirable ordinance for passage as soon as their seats are secured for two years more at the spring election.

"Resolved, By the members of the North Side Cycling Club that it is their intention to assist to elect such candidates as indicate their friendliness to the interests of wheelmen and to oppose such candidates as display a feeling of opposition."

The South Side club has adopted the following resolution:

"WHEREAS, The municipal election at which will be chosen the officials who shall have charge of the administration of public affairs in the city of Milwaukee, and who shall control all matters of a legislative character, including such measures as have peculiar interest to wheelmen, and

"WHEREAS, Certain members of the present common council have displayed a pernicious activity in opposing the interests of cyclists by favoring the passage of an onerous and manifestly unjust and inequitable measure known as 'Alderman Starkweather's bicycle ordinance,' and

"WHEREAS, We, as fair-minded and law abiding citizens of the city of Milwaukee and riders of bicycles, are desirous of the preservation of those rights due all classes of citizens, and are opposed to any distinction as was contemplated in the measure indicated; therefore, be it

"Resolved, By the members of the South Side Cycling Club, that we do condemn the attempt to discriminate

against us made by members of the present council, and that we do pledge ourselves to use all honorable means to bring about the defeat of such candidates in the coming election as display unfair hostility toward wheelmen, and that we will give our support to such candidates as indicate their willingness to further the interests of cyclists."

The Cream City Wheelmen have also decided to adopt campaign resolutions at their next meeting. President Cambier, of the Association of Cycling Clubs may call a meeting of all wheelmen in the city in the near future to take action. The Citizens' League has already held a joint meeting with delegates to the Association of Cycling Clubs, and it is probably that the league will also come to the support of the wheelmen. The cyclists of this city do not ask any favors of the aldermen that other people are not entitled to. They want what they believe they are entitled to and above all they propose to protect themselves in the future against any discrimination such as they would have suffered if Alderman Starkweather had been successful in forcing his ordinance through the council. The wheelmen, however, were alert and there is now little probability of the unfair measure becoming a law.

Sanger's Record Official.

While in the East, in attendance at the National Assembly, A. Cressy Morrison confirmed the report that the racing board had allowed the record which Walter C. Sanger recently made at Denver when he rode an unpaced mile in 2:00 $\frac{3}{4}$. The time was the same as that which Hamilton claimed to have made in a trial against the record two months before. Sanger, however, learned that the race had been made with a flying start and protested Hamilton's record. In speaking of the record Sanger says:

"I protested Hamilton's claim because I believed that I was entitled to the record, having started without a pace-maker. I have not heard directly from the racing board, but I presume it has upheld the protest. Two watches made my time faster than Hamilton's, and a third made it slightly slower, so the referee decided to make it the same as his in order to avoid any complication. I made inquiries and found that the day on which Hamilton made his record was perfect, there being not a breath of wind, so I figure out that altogether he had an advantage of about eight seconds over me. It is possible to make faster time in Denver than on any other place in the country, on account of the lack of resistance in the air."

Praised A. Cressy Morrison.

The Bearings recently in an editorial, states that Sterling Elliott and A. C. Willison both were objectionable as candidates for president, and proposed the name of A. Cressy Morrison for the head of the L. A. W. After "roasting" Elliott and Willison, *The Bearings* says: "All the reforms that have been inaugurated and carried to a successful issue have been originated and pushed to an issue by the

Western member of the League's executive committee, A. Cressy Morrison, of Milwaukee.

To Mr. Morrison the League is indebted for the fact that it is today on a fairly good financial basis, in spite of the fact that the drain on the treasury for the publication of *Good Roads* has reduced the revenue much below what it was for the year 1894. On the plea of good, honest work done, recognition for the West, which has not within the memory of man furnished a president for the L. A. W., and business policy, and on the plea of divorcing League affairs from politics, A. Cressy Morrison is the logical and best candidate. It is not probable that he can influence as many votes as the other candidates, and we have little hope that he will be elected, but we ask the delegates to the National Assembly to give the matter fair consideration, and vote according to their best judgment for the best candidate. If they do this, then Mr. Morrison will be the league's next president."

An Interesting Decision for Dealers.

A suit of considerable interest to dealers was decided by Judge Austin's court several days ago. From the evidence it appears that Paul Adrian, a minor, bought a wheel from William Momsen for \$75 and agreed to pay for it on installments. After Adrian had made the first payment he refused to settle the balance due Momsen on the ground that he was a minor and could not be held to the contract. The court ruled that as a minor he could not avoid the contract, unless he returned the bicycle to Momsen. The case went to the jury and a verdict was returned in favor of the plaintiff. Adrian is seventeen years of age.

Preparing for the Season.

Preparations for the coming season are already being made by the members of the North Side Cycling Club. The members have decided on the appointment of a club centurion whose duty it shall be to keep a record of the number of miles that are ridden during the season by the club members. It is proposed to award several medals at the end of the year to those who make the best showing. The plan is to have all the members of the club equip their wheels with cyclometers and at the end of each month every member will hand to the centurion a record of the number of miles traveled during the month. Of course, the centurion will have to rely entirely on the honesty of the rider.

Still another matter is now under consideration. Last season club runs were held every Sunday. Many members are of the opinion that this is too often. It is now proposed to hold club runs only once a month during the coming summer and to have each lieutenant select a team. While both teams will ride together, the object of having two parties is to see which will make the best showing at the club runs. Final action on these propositions will be taken shortly.

GOOD ROADS MOVEMENT.

First Annual Report of Secretary Otto Dorner Shows That the Agitation Is Growing and That Farmers Are Becoming Interested.

Secretary Otto Dorner, of the Wisconsin League for Good Roads, has completed his first annual report which he has made public. The report gives a complete history of the work of the league during the first year of its existence and shows that the good roads movement has progressed. A marked improvement in the condition of country roads has become noticeable, which is proof that the farmer is beginning to realize the importance of the movement. Mr. Dorner says that when the league began its work its members did not hope to accomplish during the first year the building of miles of beautiful macadamized roads. What has been accomplished is the creating and development of popular sentiment throughout the state, which is sure to manifest itself in the course of a year or two in the shape of radical reforms, for which the league may justly congratulate itself.

Mr. Dorner gives a complete review of the year's work. The reports of the meeting on January 22, 1895, when the league was organized, were published and commented on by nearly all the state papers. Shortly after, the secretary published a map of the state showing the old government post roads, connecting the principal cities in Wisconsin. The newspapers copied the map freely and all urged the immediate improvement of these roads. During the year a pamphlet was published and distributed throughout the state in which the opinions of 167 representative men in relation to the league and its work were quoted. These pamphlets can still be had on application to Secretary Dorner. On February 27, Judge Winsor, of the Superior Chamber of Commerce, arranged a large good roads meeting at Superior, which was well attended by business men. Stirring addresses were delivered and resolutions were passed favoring the passage of legislation looking to a state aid system and to the extensive construction of country roads and endorsing the purposes and objects of the organization. A second meeting was arranged by the Business Men's Association, of Racine, shortly after, on March 5. Resolutions were adopted deploring the poor condition of country highways and urging their improvement in the interest of farmers, who are required to use them for the transportation of farm products, and favoring the construction of state and county roads, and the division of their cost between the state, the cities and towns.

In reviewing the work of the league's committee on legislation in the interest of legislation for better highways, Mr. Dorner says that Senator McGillivray's good roads bill was not supported because it provided for a division of the cost between the county and state and abutting property owners. Mr. Dorner continues: "After considering the matter, the committee on legislation came to the conclusion that it was unwise to support the bill, because if passed it would be unconstitutional. It is a fact perhaps not

generally known that the constitution of Wisconsin, provides in article VIII, section 10, that 'the state shall never contract any debt for works of internal improvement, or be a party in carrying on such works.' Though the provision was evidently incorporated in the constitution to prevent the making of excessive appropriation for railway purposes, it is clearly a bar to the introduction of any state system of road building, or of any state aid system. It looks as though an amendment to the constitution to prevent the making of excessive highway construction might well be one of the first objects which the friends of good roads in Wisconsin should strive to bring about." The league then urged the passage of a good roads bill introduced by Assemblyman E. D. Hoyt which provides for road building in Milwaukee county which was later passed. This is the first legislation that the league has secured.

Mr. Dorner also refers to the result of the official investigation, which was made by the Milwaukee County clerk, showing the \$275,113.30 had been levied in taxes in this county for road improvement between 1890 and 1894, and that the improvements had been comparatively small. The publication of a special good roads edition of *The Wisconsin Agriculturist*, which was gotten out by the league, proved a success. About 35,000 copies of the edition were distributed among the farmers of the state. Speaking of the press, Mr. Dorner says that it has given the league its generous support and has unanimously endorsed the movement. The secretary says that evidence to show that the work of the league has borne fruit is the fact that road machinery is being more generally used. Of Marinette county, he says: "A great stride in the direction of good roads building has been made this fall in Marinette county. The county board has decided upon a general system of county road construction, and the beginning is to be made in the early spring. An appropriation of \$8,000 for this purpose was made on Nov. 13, and the money is to be devoted to the construction of macadamized highways. Similar or larger appropriations for this purpose are to be made annually hereafter until a complete system of county roads has been built. This action on the part of the Marinette county board has been largely the result of our league work. There has been a considerable and growing interest in good roads in Marinette county from the start, and the League for Good Roads may be congratulated upon the fact that this interest has so soon resulted in definite measures for the practical improvement of country highways. Similar action may certainly be expected from the supervisors of other counties during the coming year.

"Much valuable assistance is also being rendered our work by the Wisconsin Farmers' institutes, in charge of Supt. George McKerrow. Mr. McKerrow has made good roads a leading subject at each of the 120 Farmers' institutes conducted this winter, and as the average attendance at these institutes is 500 people, the subject is thus intelligently discussed before 60,000 of the most intelligent

Wisconsin farmers. We understand that the lectures at these institutes advocate the payment of road taxes in cash, and the purchase of road machinery with the money thus raised. If this change of method could be brought about, it would result in an immeasurable improvement in the general character of the common county highways."

In relation to the extension of the Sheridan drive, Mr. Dorner says a great deal of interest has been created along the proposed route about its construction. Newspapers have devoted much space to the project and meetings have been held at Racine and Kenosha, and he thinks definite action will be taken on the subject during the coming spring. Mr. Dorner concludes the report with the statement that the membership of the league has experienced a steady growth.

Wants the '98 National Meet.

Secretary W. W. Pollock, of the semi-centennial committee, has addressed a letter to Secretary-Treasurer M. C. Rotier requesting him to use his influence in securing the National Meet of 1898 for Milwaukee, during which year the State Semi-Centennial will be held here. No definite arrangements for the celebration have been made but at a meeting to be held next month a permanent organization will be perfected, and the details of the celebration will then be drafted. There is no doubt that the committees in charge of the celebration will see that the interests of cyclists are not forgotten during the demonstration.

Improvements Being Planned.

During the next few months, extensive improvements will probably be made at the club house of the North Side club. Contractors have been asked to submit bids for the construction of an addition seventy by forty feet, and to cost between \$3,000 and \$5,000. The addition will be built at the rear of the present club house, and it will be three stories high, the height of the present club house. One of the features of the addition will be three bowling alleys made of cement. There will also be a gymnasium on a big scale, and the club's hall will also be very materially enlarged. Arrangements for the building of the addition seem to have been very quietly conducted, and it is not known outside of the club circles that an addition to the club house has been planned.

Road Race Sanctions.

At the last meeting of the Association of Cycling Clubs several sanctions were granted for the road races which will be held in this city during the coming summer. The North Side club will conduct its annual race on Decoration Day, while a sanction has been granted the Badger Wheelmen for a race on Labor Day. The South Side club has planned a road race for July 18, and has secured a sanction for the same. Other clubs which will conduct road races will be the Milwaukee Wheelmen, the Cream City Wheelmen, but these organizations have not agreed on any date.

Appointed State Centurion.

Secretary C. M. Fairchild, of the Century Road Club of America, has notified H. L. Marshall, of this city, of his appointment as state centurion of the club in Wisconsin. Mr. Marshall is an enthusiastic wheelman and century rider and his appointment will result in a large increase in the membership in this state. At present there are very few members in Wisconsin, but as soon as the riding season opens Mr. Marshall proposes to make a canvass among wheelmen. There are many century riders in Wisconsin, and those who desire to join the club or want any information about the organization, can address Mr. Marshall at 214 West Water street.

Leased a New Home.

The Cream City Wheelmen have leased a club house at No. 9 Racine street, and will shortly take possession of it. The club has been quartered at 25 Junceau avenue, but since its reorganization, last September, it has increased in membership to such an extent that its present home is too small. The new club house contains eight rooms and will make a comfortable home.

Looking for a New Home.

The South Side club is looking for new club quarters. The club has conferred with the lessee of the Standard Theater and he has agreed to make the necessary alterations, if the club will lease the property for \$1,200 a year for a term of two years. There is also some talk of leasing the quarters formerly occupied by the south side Y. M. C. A. Definite action will shortly be taken.

Mercury Club Officers.

At the annual meeting of the Mercury club recently the following officers were elected for the ensuing year:

President—Alexander Emery.
Vice-President—Fred. Huebnekens.
Secretary—Fred. Mielen.
Treasurer—Oscar Gerber.
Financial Secretary—John Weilep.
Captain Pro Tem—Arthur Weilep.

The reports of the officers showed that the club is in a prosperous condition. The quarters of the club are now at 365 Grove street.

Y. M. C. A. May Organize a Club.

The matter of organizing a club is now being considered by members of the Y. M. C. A. While there are quite a number of members in the association who ride wheels, yet few of them belong to any of the cycling clubs in the city. If a club is organized, its members will have excellent training facilities, because they will have the use of a large and complete gymnasium in which they can keep themselves in shape all year.

Brief Milwaukee Notes.

The South Side Cycling Club, at a recent meeting, decided to join the Association of Cycling Clubs. Joseph Cordes, G. Simmerling and J. C. Connell have been elected delegates to represent the club.

The annual ball recently given by the Cream City Wheelmen was well attended.

The Badger Wheelmen will shortly hold a "paper chase" race.

Most of the local clubs have arranged cinch tournaments.

The recent ball of the North Side club was a success.

The South Side club will shortly decide on a date for holding its first annual road race.

Result of Skating Races.

The skating races which were held at Schlitz Park under the auspices of the North Side Cycling Club on January 30, resulted as follows:

FIRST EVENT—One mile—Edward Laubenthaler, first; Edward Schmidt, second; H. Schorke, third; Gustave Kellner, fourth. Time 3:23.

SECOND EVENT—One mile exhibition—Three Davidson Sisters.

THIRD EVENT—Three mile club championship—Gustave Kellner, first; Victor Gutenson, second; Frank Bahnik, third; William Pierson, fourth; F. W. Kellermann, fifth. Time 12:15.

FOURTH EVENT—Five mile open—Edward Schmidt, first; Edward Laubenthaler, second. Time 17:33.

Wheelwomen to Race.

Milwaukee is to have a women's six-day bicycle race, such as recently created so much enthusiasm in New York and Chicago. W. A. Harrold and J. Robertson Smiley, two theatrical managers, have secured the Exposition Building for that purpose the week commencing February 24. A number of crackajacks have already been secured and a ten-lap track is now being built. Helen Baldwin, of California; May Allen, of Liverpool, England; Mate Christopher, of Minneapolis; Lizzie Glaw, of Chicago; Lillie Williams, the "Omaha Cyclone," and others equally well known have signed to enter. It is quite likely that Frankie Nelson, the winner of the big New York race, and who goes to Paris as America's representative in the great international race to be held there, will also be a contestant. Eight hundred dollars are to be offered as prizes, of which \$300 goes to the winner. The race is open to all and the management hopes to secure one or two entries from this city.

Fought It Out in Newspapers.

During the early part of the month members of the Badger Wheelmen and Morgan S. O'Brien and his friends were engaged in airing their opinions of each other in the local newspapers. The trouble arose because of alleged unfair treatment, which O'Brien claims he suffered at the hands of the club. To this the club members replied with counter charges against O'Brien. While a great many unkind words were used, all came out of the affair unharmed, and no one has been benefited by the dispute.

Ethical Society's Show.

Arrangements for the cycle show which the Milwaukee Ethical Society will hold during the week commencing March 3, have nearly been completed. The show will be the largest that has been held here this year. From the number of spaces that have already been sold, there is promise to be about twenty-five exhibits when the doors are thrown open. Good music will be in attendance. Among the exhibitors who have already taken space are the Julius Andrae & Sons' Company, the Mystic Cycle Company, Clement & Williams, D. D. Warner Company of Madison, Huseby Cycle Company, Moore Manufacturing Company, Munn & Company, C. Niss & Sons, Bunde & Upmeyer, John Meunier Gun Company, Wm. Frankfurth Hardware Company.

Plans of Racing Men.

Racing teams are now being formed by manufacturers, and while the make-up of only few teams has been announced, it has almost definitely been settled who the leading racing men will sign with. Cooper and Bliss will again be on the Monarch team. E. C. and L. C. Johnson will probably again ride for the Stearns company, which has also signed Weise Hammer, a well-known Class A rider, of Philadelphia, and Louis Callahan, of Buffalo. The Syracuse company has secured Ziegler, Hamilton and Wells, of San Francisco. Just who Bald will ride for is not certain, but it is reported that he will remain with the Pope Manufacturing Company. Ray MacDonald has not signed. He may go across the ocean with Eck and his party of Johnson, O'Connor and Weinig. Charles Murphy is unsigned. Cabanne will not be able to get a position, owing to the L. A. W. ruling. Titus is in the same position and has opened a store in New York. Sanger has not signed but has plenty of good offers, and will have no trouble in getting a good position. Gardener will continue to ride a Thistle and De Cardy, Barnett and others will probably remain on the M. & W. team. Con. Baker will remain with the Orient company, while the Humber team will very probably be Starbuck, Cutter, Berlo and Wheeler. Kennedy will represent the World people in Class B, and Johnson, O'Connor and Weinig in the professional ranks. Harry Maddox will probably remain with the Sterling team. Sims has not signed and Edward Leonard will be on the Globe team. Banker may ride for the Fowler people.

In the state great activity is noticeable. With Milwaukee, Marinette, Superior and Appleton as candidates for national circuit dates and the holding of a long state circuit which will cover nearly every city in Wisconsin, plenty of races will be provided for riders. In Milwaukee interest is already at its height and clubs are beginning to figure on dates for holding their events. Besides the many road races, it is quite certain that several track events will be held.

E. Muldane, of Hubbleton, is enlarging his stove and hardware store and will deal in bicycles hereafter.

THE NATIONAL ASSEMBLY.

The Session Lasted Four Days—Willison Is Defeated for President, and Morrison Is Retained as Second Vice-President—Class B Is Repudiated—Murphy Reinstated and Titus' and Cabanne's Suspensions Are Reduced—Louisville Gets the Meet.

The National Assembly, which was held at Baltimore, from February 10 to 13, is over, and wheelmen can now arrange their plans for the summer. During the next year the affairs of the League will be in the hands of Sterling Elliott, of Massachusetts, who was elected president. Louisville was chosen for the place of holding the National Meet. It was decided to control only amateur and professional racing, and to abolish Class B. A number of important amendments were also adopted.

In accordance with a resolution adopted a year ago, the first day was devoted for the consideration of good roads topics. The meeting was in charge of the highway improvement committee, and after it had been called to order by President A. C. Willison, Chief Consul I. B. Potter, of New York, who is chairman of the committee, was called to preside. Addresses were then made by Mayor Kennedy, of Allegheny, H. W. Williams, chairman of the Legislative committee of the Maryland League for Good Roads, President A. C. Willison and Sterling Elliott. In the afternoon General Roy Stone, chief of the Road Inquiry Bureau of the United States Agricultural department, delivered an interesting address. Other addresses were made by Secretary E. G. Harrison, of the New Jersey State Road Improvement Association, Isaac B. Potter, G. A. Perkins and A. Cressy Morrison, of Milwaukee, who reviewed the work accomplished in Wisconsin during the past year. In the evening a banquet was given in the handsome club house of the Maryland Bicycle Club, at which many prominent men responded to toasts. Among them were General S. A. Miles, of the United States Army, Hon. J. Southwell, M. C., and Hon. John K. Cowen, M. C. With these speakers the affair was an intellectual feast as well.

The attendance on Monday was small because many delegates were interested in politics, and were working for their friends. Therefore when the session opened on Tuesday morning all were there ready for business. Of 180 delegates 110 were present, and sixty-seven were represented by proxy. The morning session was devoted to receiving reports. President Willison said that the League had progressed. It had more members, and was clear of debt. Encouraging results were noticeable in the good roads work. Treasurer Mergenthaler reported that he had received \$8,231.27 and had paid out \$4,809.19, leaving on hand \$3,622.08. Secretary Abbot Bassett's report showed a membership of 40,402, against 26,140 last year. The report shows that Wisconsin now has 1122 members against 426 last year, and Mr. Bassett commented that this division deserves great credit for the work that has been accomplished. Wisconsin is now the eighth largest division in the country. The receipts of the secretary dur-

ing the year were \$61,680.99, of which a balance of \$1,376.48 remained after paying all expenses. Chairman Gideon's report for the racing board was interesting. During the year, 1956 sanctions were granted, yielding an income of \$4,000. Over 900 suspensions were made. Over 300 riders were transferred from Class A to Class B, and 600 from Classes A and B to the professional ranks, in which there are now 703. Class B has 573 riders. He recommended that the system of records be changed so that less records would have to be allowed.

In the afternoon the election of officers came up. Mr. Willison made an effort to have the election postponed, and deferred business taken up, but on a rising vote the convention, by forty-nine to forty-eight, refused to agree. Mr. Willison then stated that he had a report to make which had an important bearing upon the election of officers. Upon motion of Mr. Sterling, the vote to proceed to election of officers was reconsidered and Mr. Willison made a long report of the conference between members of the executive committee of the L. A. W. and the board of trade of bicycle manufacturers on the question of catalogue advertising and other matters. He asserted that a bill of \$1,232.28 had been contracted in this connection by Consul Potter, which he thought the convention should pass upon before proceeding with the election. He asserted that the charges made in this connection that he had neglected his duties as president were false. Delegate Richardson, of Maine, interrupted the speaker to ask questions about Consul Potter's law suit against the League, which led to a protracted discussion of this subject, in which the president and Mr. Potter, together with several other delegates, took part. A motion was carried to receive the report and postpone its consideration. The convention then proceeded to ballot for officers. The result was as follows:

President, Sterling Elliott, of Massachusetts; first vice-president, Charles P. Cossum, of New York; second vice-president, A. C. Morrison, of Wisconsin; treasurer, E. S. Hartwell, of Colorado; auditing committee, J. F. Adams, of Massachusetts, chairman, J. J. Van Nort, of Pennsylvania, and G. A. McCarthy, of Colorado.

Mr. Morrison was proposed for first vice-president, but he withdrew in favor of Mr. Cossum, and was later re-elected to the office of second vice-president without opposition.

The fight for the National Meet was between Toledo and Louisville, both cities having large delegations on hand. Louisville was chosen by a vote of ninety-seven to eighty-one. Wisconsin voted solid for Louisville.

On Wednesday morning the assembly took up the Potter case. It was finally decided to arbitrate the matter, and the case will now be settled and his suit withdrawn. Mr. Potter's amendment to divorce the League from the control of racing was taken up. Mr. Potter championed his own scheme while Sterling Elliott led the opposition. The vote resulted 135 to 40 against the amendment. Wisconsin

helped to increase the majority. In the afternoon Consul Jacquish's amendment to admit to League membership all classes of riders except colored men, brought out a lively fight. The motion, however, was voted down by ninety-two to seventy-five. The proposition to drop Class B was then brought up by Mr. Potter. After lengthy discussions it was decided that Class B must go, and now the League will only admit amateur men. All men who are not amateurs will hereafter be professionals. Class B riders will be reinstated as amateurs if they so desire.

Amendments were adopted as follows: Providing that an amateur shall not compete in any race outside his own state, at a greater distance than 100 miles by the usual line or route from his legal residence, except at national or closed college championship meetings, or except by special permission from the member of the racing board in charge of his district; making the chairman of the auditing committee a member of the National Assembly; fixing the date for the annual meetings of the League the second Wednesday in February, instead of the second Monday, providing that the place of annual meeting shall be determined by the National Assembly, unless delegated to the executive committee; providing that division secretary-treasurers may hold office until removed by the board of officers, adding to the list of national committees that of local organization.

An amendment providing that divisions, sub-divisions and consulates shall be discontinued whenever the membership falls below twenty-five and all moneys belonging to them pass to the League was adopted, as was also another, providing that all memberships shall expire one year from the publication of the application in the official organ. Amendments providing that memberships may be renewed and that the penalties for lapses in dues shall in no case exceed \$1 for a full year, were adopted.

A resolution was adopted authorizing the president to appoint a committee to draft resolutions to be presented to the various legislatures declaring bicycles to be personal baggage.

On Thursday the following amendments were adopted: To define the duties of the new local organization committee; permitting the racing board to grant sanctions for Sunday racing in divisions which have voted to permit such racing; pronouncing as unfair and ungentlemanly any act which tends to disturb a race meeting, or failing to pay entry fees; providing that members removing from one division to another shall pay a fee of 25 cents for new membership; providing that the chief consuls shall report the financial condition of their divisions at the end of every six months; to provide for the organization of division clubs, composed of "unattached" members; provided that all national committees, except those on auditing and local organization, shall be appointed by the president; making the fee that must accompany applications of clubs for League membership \$2; requiring such club to forward a list of all members, designating those who are members of the League;

requiring that members belonging to more than one club shall designate which club they will vote with; allowing the president to appoint a clerk at a salary of not over \$1,000 per annum; making the bond of the treasurer \$5,000 instead of \$2,000; to increase the fees to \$25 for national circuit meets, \$10 for open race meets, and \$5 for each additional day, and \$2 each for athletic meets, scheduling two events. All League clubs to have sanctions without cost. Messrs. Sams, Cossum and Potter were appointed a special committee to arrange for the incorporation of the League.

One of the last acts of the meeting was the passage of a resolution requesting the racing board to reduce the life suspension which has been placed on Fred. J. Titus and L. D. Cabanne for "fake" racing, to a one year suspension. The proposition was made by Mr. Potter, of New York. The racing board no doubt will comply with the request.

ACTION OF THE RACING BOARD.

On the day previous to the opening of the Assembly, the racing board met behind closed doors. Charles M. Murphy, who with Titus and Cabanne, had been suspended for life for "throwing" a race in St. Louis, asked for a rehearing of his case, but his request was refused. Titus and Cabanne made no effort to have further action taken.

On Monday night the board met again. Titus appeared before the board and made a statement about the Murphy-Titus-Cabanne case. He admitted that he had approached Young and Gratiot Cabanne in St. Louis with a proposition to let L. D. Cabanne win the mile open race, but that Young and Murphy had refused to enter into the agreement. The board thereupon exonerated Murphy and immediately reported his reinstatement.

Local Consul Appointments.

Chief Consul W. A. Brown, will shortly announce his list of appointments of local consuls. Mr. Brown and Secretary-Treasurer Rotier have held several conferences recently and have practically decided on all the appointments. It is understood that a number of changes will be made in cities where League work has not progressed during the past year, but what the changes will be will not be known until the appointments are made public. Consul A. H. Kelley, of Marshfield, and Consul G. K. Mead, of Sheboygan, have declined to serve again, and successors for them are now under consideration.

A Track for Fond du Lac.

Fond du Lac business men have decided upon building a cinder bicycle track in the grounds of the Kite Park Association. The track will be built with all modern improvements and is expected to prove a record maker.

To Become a League Club.

The Pastime Cycle Club, of Green Bay, will shortly become a League club. Fourteen members recently joined the L. A. W. and more applications will be filed in a few days.

Madison News Notes.

At the annual meeting and banquet the Madison Cycling Club elected the following officers: President, Ben. W. Park; vice-president, D. D. Warner; secretary, B. F. Oakley; treasurer, A. E. Small; captain, Angus Udell; lieutenant, E. C. Schneider; director-at-large, P. M. Wootton.

Mr. L. P. Holmes and Miss Henrietta Billings, both of Madison, were married at the home of the bride's parents February 6. Mr. Holmes is a well-known wheelman and is secretary of the D. D. Warner Co. The bride is also popular in cycling circles, being the secretary of the Taychoperal Cycling Club. Their many friends wish them much happiness.

Monroe Wheelmen Organize.

A number of wheelmen of Monroe have organized a club to be known as the Monroe Wheelmen. The following officers have been elected:

President—L. A. Hodges.

Vice-President—Fred. J. Blumer.

Secretary—Erve McCaffrey.

Treasurer—Joe R. Byers.

Captain—Louis Hirsig.

First Lieutenant—E. J. Manning.

Second Lieutenant—Chas. Butterfield.

A committee consisting of C. S. Young, Louis Hirsig and Sam Lytle, to be assisted by the president, has been selected to draft a constitution and by-laws.

Chas. Butterfield, Ed. Eley and Allie Zilmer have been selected as a committee to look up a permanent home.

The Zim We Shall Know No More.

If reports are accurate after having been forwarded from far-away Australia they mark the decline of Arthur A. Zimmerman as a racing man. When first the word came that "Zim" was being beaten in his first contests with the Australians, the same old explanation was given—that it was only a repetition of his proverbial slowness in becoming acclimated. Gradually the time-worn explanation became more and more unsatisfactory, because Zim was being beaten repeatedly, and not by the great riders but by the lesser lights of cycling in the antipodes.

If Zim has seen his supremacy for the last time, if he is no longer the Zim that could beat all America and all Europe in the same race, if the born champion cyclist must now retire to the contemplation of what he was—no longer great for what he is, but for what he was—if that incomparable power has slipped away from him, never to return, the world of cycling will reluctantly close the book and ask, "When shall we see another Zimmerman?"

His place will not soon be filled. There may arise cycling wonders to duplicate his greatest performances, but no personality can, in all stretch of probability, come in to fill the place left vacant by the "Grinder." To duplicate the character of Arthur A. Zimmerman would require, beyond

the circumstance of a man being born to the physical attributes of a champion, a monument of will power, shrewdness, tact, courage that recognizes no such thing as danger or failure, and never-failing devotion to a purpose.—*Bicycle News.*

Cycling in Greece.

George Horton, United States Consul at Athens, Greece, has written the state department at Washington, in relation to the history of cycling in Greece. He says:

"The history of bicycling in Greece is interesting. The first machine was brought here many years ago by the King. It is an all-wood affair, of the variety known as 'bone-shaker.' Naturally His Majesty did not appear in public on this machine, as bicycles were regarded by the natives as supernatural and uncanny for many years. The pioneer cyclists of Greece were subjected to many inconveniences and even dangers. They were hooted and laughed at even in the streets of Athens, and were sometimes stoned and tumbled from their machines. At the present day the rustic generally crosses himself and utters a prayer when a bicyclist passes him.

Bicycling may be said to have begun here in earnest about eight years ago, with the founding of several clubs, and its adoption as an amusement by leading Greeks. It is safe to predict a craze in the near future, as the royal family and many of the leading diplomats are now enthusiastic. The Crown Prince and the English, American and German Ministers among others, may be seen on the streets every day mounted upon wheels. Such leadership has more weight in Greece than it would have in America.

"Last year one of the dealers here brought over five wheels from the United States. He had no difficulty in selling them immediately at 1,000 drachmas apiece. They were lighter than the English machine ordinarily used here and were very much admired.

The greater portion of Greece is passable for bicycles, and the climate is especially favorable. There being a wet and a dry season, one knows before starting what weather to expect. In summer, excursions are possible if one avoids the heat of the day, and in winter the heavy rainstorms are sure to be followed by pleasant days. In spring the climate is charming. Bicycling will be an important feature of the Olympian games, to be held in April, 1896. These games will in themselves give a great impetus to bicycling here, and their influence is already being felt. Great activity is noticeable among the various clubs in view of the coming event. American wheels should be represented at the Olympian games. Any of our manufacturers who will send a competent representative over to the games, or before they take place, will no doubt be able to make profitable arrangements. The firm that has sold the most wheels here is known as M. T. Sourmely & Philon, Athens. They express themselves to me as willing to handle a good American wheel."

A Bicycle Valise.

Frank Mueller, of Reedsburg, Wis., has taken out a patent for a valise to be carried upon bicycles. This invention comprises a box, bag or case which is provided with metallic frames or bows hinged together, and intended to receive parts of the frame of the bicycle, and being provided with means for locking the bows together. A flap or apron secured beneath the hinges is adapted to wrap around the frame.

Favor High Gears.

One of the cycle fashions of the fast approaching season of 1898 will undoubtedly be machines geared higher than any ever ridden by the ordinary cyclist before. Every indication points to the use of uncommonly high gears. Riders who have been content to push a 64 or 68-inch gear have determined to raise the figures to about 72 and in many instances to 80. This is due in a great measure to the ease of running of the present day high-grade machine and partly in imitation of our racing men. The racing men of France were the first to adopt high gears.

When George Banker first went over to France he was surprised to see the riders there going around on machines geared as high as 80 and 90, but this last season he encountered some that rode gears high enough to take one's breath away. Two of the fast riders that boast of France as their home and the land in which they have the partially insane idea that they can vanquish any rider that hails from another heath ride around the tracks on wheels geared above 110. Vasseur, one of the foremost riders of the French class, rides a wheel that is geared to 120, and his side partner, Foussier, makes things hum on one geared to 112. —*Chicago Times-Herald*.

Cycling In Vienna.

In Vienna, Austria, all bicycle riders before obtaining permission to ride on the public streets are required to pass an examination. They are required to ride between boards laid on the floor without touching the sides or edges of them. At the word of command they must be able to dismount either right, left or backward. Until the rider passes this examination satisfactorily, a license to ride on the public highways is refused him.

Honeymooning Awheel.

Bicycle weddings are becoming quite a monotonous institution on the Continent. We hear of a couple who have just returned from a tour during that blissful period, when life seems mirrored in golden sunlight, and the place of abode a grotto of roses, having covered 1,100 miles in seven weeks, and visited 314 towns and villages. —*English Cycling*.

Now A Prison Product.

Bicycles are now being made in the Indiana State prison at Warsaw, Ind. Experts from a prominent bicycle manufactory have been engaged as instructors to the convicts.

Growth of the Industry.

Very few people give a thought to the wonderful advance made in the bicycle building industry in this country during the last twenty years, for it is within that period of time that the development of the business has taken place in this country. In the year 1878 the total number of bicycles built in this country was less than one hundred, and, the prospect is that during this year between eight hundred thousand and a million bicycles of all kinds will be built in the United States.

Mayor Favors Wheelmen.

In his inaugural address recently the mayor of Toronto said: "In the construction of streets hereafter, the council should pay special attention to the needs of those who ride bicycles. A part of each street should be paved with the most suitable material for them. In addition to this, strips on a large number of the streets, in different parts of the city, where asphalt or brick does now exist, should be put in first-class shape for bicycle riders. We must remember the fact that traffic upon the streets is changing rapidly, both because of the electric service, and because of the introduction of bicycles, and parts of the streets hereafter should be graded and paved with special reference to the comfort of those using wheels."

Why We Go "Stale."

Doctor Parkes, an eminent English physician, states that when a muscle, or group of muscles, is exercised to too great an extent, it will, after growing to a great size, commence to waste. This deterioration does not ensue when all, or most of the muscles, are employed, as in cycling or boxing, probably because with so many in use no one muscle is overworked. This is an illustration of the important law that monotonous repetition of the same act is directly conducive to fatigue, either muscle or mental.

An Important Problem.

Speaker Reed was asked the other day what he considered the most important problem now before the public. "How to dodge a bicycle," was the quick retort. "At least I judge so from my own experience since I came to Washington."

Varney's Rambler Biclorama.

One of the most complete bicycle stores in the country has just been opened at Market, Tenth and Stevenson streets, San Francisco, and is known as Thomas H. B. Varney's "Rambler Biclorama." The salesrooms are on the first floor and are eighty by forty feet in dimensions. The renting department occupies 6,000 square feet of space, and the repair shop is the most complete in San Francisco. On the second floor of the building Mr. Varney has fitted out two riding academies, one for ladies and the other for men. A storage room where wheels can be placed in lockers also has been provided in the biclorama. The gentlemen's dressing rooms include lockers and baths.

THE WOOD-ALUMINUM WHEEL.

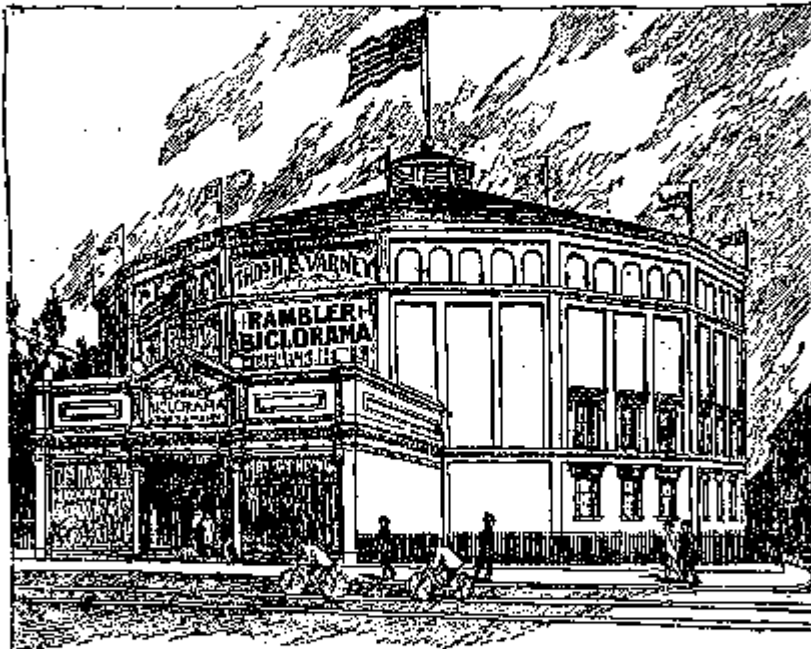
It is Attracting Considerable Attention Among the Trade in the Northwest, and Its Future is Being Watched With Much Interest.

The wood-aluminum wheel, which is being manufactured in this city by the Huseby Cycle Company, is attracting the attention of the trade in the northwest, and wheelmen and dealers are speculating on the future success of the new machine. Its manufacturers claim that the wheel will endure more rough usage than the steel bicycle, that it will be cheaper and much lighter in weight. If these qualities are possessed by the new machine, it will, no doubt, prove to be a ready seller, but other makers are not so sanguine about the success of the machine. It is held by them that the wooden parts of the wheel will not prove durable and will not withstand damp weather as well as a steel machine, and that with each change of atmosphere a change in the wheel will be noticeable. Whether this will be the case, remains to be seen when the wheel has been given a trial.

The prices of the Huseby, as the machine is known, are \$75, \$60 and \$45, according to the three grades, which are being made. Should the new machine prove a success, these prices will probably have some effect on the market. The general lines of the machine are the same as all other '96

models. The frame is diamond shaped, but instead of steel tubing being used, the finest quality rock-elm wood is substituted. The joints of the frame are compressed into aluminum casings, without the use of screws or bolts. This style of jointing is said to be durable and strong. The wood is not painted, and remains in its natural color, but it has been thoroughly oiled to resist all moisture. The hubs are of rock-elm wood and contain steel casings and ball bearings. The spokes are of the ordinary wire, but serve to strengthen the hub at the same time. Each piece of wire serves as two spokes. It commences at the rim, is fastened at the hub, then is wound around the wood of the hub and is led back to the rim in the form of a second spoke. The handlebar also is of wood. The sprockets, chain, etc., are of steel. Ball-bearings are used in all parts with which other machines are supplied.

The inventor of the bicycle is George G. Huseby, a pattern maker, who says that all points of the machine have been carefully studied and that its success is assured. A company with a capital stock of \$200,000 has been organized with the following officers: President, William Casper; vice-president, H. J. Horrigan; secretary, Hugo Casper; treasurer, Joseph P. Kalt; manager and superintendent, George G. Huseby. Temporary quarters have been secured at 133-135 Ferry street, where the first lot of fifty machines has been finished. A larger factory is being negotiated for, when the capacity of the company is to be increased to fifty machines a day. Three styles of machines are being made, a racer, a roadster and a lady's pattern. It is claimed that a 15-pound wheel will resist harder usage than any 25-pound steel wheel on the market, because jars will be less effective on the wooden parts of the wheel than on the steel parts of other bicycles.



VARNEY'S RAMBLER BICLORAMA.

Y. M. C. A. Show.

The cycle show which was held at the Y. M. C. A. hall under the auspices of the Young Men's Christian Association on February 13, 14 and 15, proved a success. No attempt was made by the management to secure outside dealers or manufacturers but nearly every local dealer was represented.

The show was in charge of Physical Instructor T. P. Bond, who deserves great credit for the perfect arrangement of the

exhibit. The hall was appropriately decorated and looked very attractive. Among the exhibitors were: Julius Andrae & Sons Company, B. S. Potter & Company, Cream City Cycle Works, Bunde & Upmeyer, William Frankfurth Company, C. Niss & Sons, Cribb Carriage Company, John Meunier Gun Company, W. L. Candee, Cogan Cycle Company, Phillip Gross, John Pritzlaff Hardware Company and Clement Williams & Company. During the days that the show was open several thousand people visited the hall. About 100 wheels were displayed.

An Andrae Club Organized.

Twenty-five Minneapolis wheelmen and wheelwomen have organized a club and named it the Andrae Club, in honor of the Julius Andrae & Sons Company, of this city. The members all ride Andrae wheels.

....A PILE DRIVER



is not needed to force a favorable impression of the "MYSTIC" CYCLE upon the mind of any person. The general public has now become so well "wheel educated" that they easily discern the difference between the "built to sell" kind and those that are built to wear and give satisfaction. Such a wheel as the latter is the "MYSTIC," presenting so prominently as it does, its inherent quality of excellence, that "those who run" may read and make no mistake in pronouncing it a peer among cycles. Its of the hundred dollar quality and finish. Such a wheel as you want and such as we make.



See us at Ethical Society Cycle Show
Spaces 3 and 4 . March 3 to 7.....

MILWAUKEE RETAIL BRANCH

MYSTIC CYCLE COMPANY

452 EAST WATER STREET
BT. CHARLES HOTEL BLOCK



MAKERS:

MYSTIC CYCLE WORKS

MUKWONAGO, WIS.

Milwaukee Cycle Exhibition.....

Ethical Society
Building

558 Jefferson Street



Afternoon and
Evenings..... **March 3 to 7**

Clauder's Orchestra.....

And other special attractions daily



General Admission 25 Cents
Season Tickets 75 Cents....

All the principal makes of wheels
sold in the city will be on exhibition.
Novelties in cycling equipments.
Latest styles in suits and cycling
apparel.

THE PNEUMATIC.

Mystic Cycle Company's Store.

Another large and complete bicycle store has been opened in the city. It is that of the Mystic Cycle Company, of Mukwonago, which has leased large and spacious quarters at 442 East Water street, near the St. Charles Hotel. The place has been thoroughly overhauled and is now one of the finest cycle departments in the city. Besides handling a full line of Mystic wheels for the retail trade, the company will carry a complete line of bicycle sundries. The firm will have a large display at the Milwaukee Ethical Society's cycle show, which will begin on March 8.

Fire Threatens Bicycle Factories.

For a second time within a year the Telegram Cycle Manufacturing Company and the Bolte Cycle Manufacturing Company have been threatened with destruction by fire. On January 20 a fire broke out on the top floor of the Norris Block on East Water street, and before it was extinguished the entire top floor of the building was gutted. The Bolte company occupies the third floor of the block and suffered considerable damage by water. The fire caused a slight delay in the work of the firm, but by running day and night shifts all lost time has been made up. The Telegram company lost about \$1,000 by its stock being damaged. Last February a fire raged in the Norris Block and both bicycle firms suffered loss by it.

Bicycle Factory for Superior.

West Superior will soon have a bicycle factory. It is reported that M. R. Martin has purchased the large building formerly owned by the Malleable Iron Works Company at South Superior, and is now preparing to place a high grade wheel on the market. Mr. Martin has secured a number of patents for his wheel which he thinks will greatly add to the popularity of the machine. He will have his bicycle on the market in a few weeks. The machinery for the same has already been secured.

Madison Trade Notes.

The D. D. Warner Company gave a cycle show at their salesrooms February 7, 8 and 10. The "Warner Special" and "Lady Warner" were shown in all styles, and also the "Madison" and the "Warner Special" tandems. No pains were spared to make this the best bicycle display ever shown in the city. The rooms were beautifully decorated and a musical program was also rendered each day and evening.

Miller & Crook opened up their new bicycle store on King street, February 6, with an elegant line of wheels, consisting of the "Forward," their own make, and also a

line of other high grade wheels. A large crowd was present at the opening.

The Badger Cycle Company have had no special opening, but their salesrooms will be found open at any time anyone wishes to inspect the Badger line of wheels.

Local and State News.

W. L. Miller and G. L. Crook, of Madison, who have had the agency for several wheels, are about to put a machine of their own on the market. The wheel will be known as the Forward.

H. L. Dodson, of Chicago, owner of a patent for the Dodson bicycle, is negotiating at Racine Junction for the purpose of establishing a factory for the manufacture of wheels. J. Seager is also interested in the deal.

J. H. Hamlin, of Wausau, is raising capital for the manufacture of a horseless carriage. A model has been completed and patents have been applied for.

The Jenkins Manufacturing Company, of Sheboygan, is busy getting out its line of bicycles which will be placed on the '96 market.

C. Dreher, W. R. Roberts, A. S. Wilson and A. Hall, of Hartford, are making preparations to enlarge their building and put in the necessary machinery for the manufacture of bicycles.

At Sheboygan M. A. Randall, hardware, has opened a new store and will add bicycles. He was formerly in the hardware business at West Branch.

At Fond du Lac, Martin Halfpenny & Company are making preparations to commence the manufacture of bicycles.

Henry Helling, a well-known South Side wheelman, has opened an enameling plant at 245 Lake street, where he has built several new enameling ovens.

The Moore Cycle company, of Milwaukee, has been incorporated with a capital of \$15,000, with S. H. Moore, E. T. Moore and V. M. Moore, as incorporators.

\$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 this Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

Sold by Druggists, etc. Address F. J. CHENEY & CO., Toledo, O.



Columbia Army Bicycles.

At the New York show, recently, the Pope Manufacturing Company displayed the bicycle as adapted to practical army use. An ordinary Columbia tandem, model 43, and a single model 40, have been equipped in a complete and convenient manner. The tandem was not built specially for the purpose. On either side of the steering head are attached steel enameled gun rests, lined with leather, into which the barrel of the gun snugly fits, while similar rests are attached to the main upright, to hold the gun stocks. The two guns are Colt's twelve-shot repeating magazine carbines. On the right side of either seat-post are strapped two of Colt's regulation six-shooters. Also on the right side, attached to the steering head in front, and to the lower center tube in the rear, is a jointed flag staff. To the front handle bar are securely strapped two tightly rolled army overcoats, while on the rear bars is a pair of army blankets.

The other wheel, a single model 40, presents a more formidable appearance than the tandem, on account of its having attached, and ready for action, a vicious looking forty-pound gun. This is supported by an extra piece of steel tubing running perpendicularly from the fork-crown to the height of the handle-bar, and secured to the steering-head by two semi-circular pieces of steel. Upon the V shape frame thus formed is a turn-table and bracket, upon which the gun rests securely fastened. It is always ready for use, whether the rider is going fast or slow, over bad roads or good. The gun itself is known as the Colt automatic gun, which has recently been adopted by the navy.

The cartridge boxes contain 250 or 500 cartridges each. In a recent test for accuracy, at 200 yards, 100 consecutive hits were made in sixteen seconds, demonstrating the rapid action of the gun. The additional weight of forty pounds does not cause the bicycle to steer hard, nor does it interfere with the balance or comfort of the rider.

10 times out of 10

The New York Journal recently offered ten bicycles to the ten winners in a guessing contest, leaving the choice of machine to each.*****

ALL OF THEM CHOSE

Columbia Bicycles

STANDARD OF THE WORLD.

Nine immediately, and one after he had looked at others. And the Journal bought Ten Columbias. Paid \$100 each for them, too.

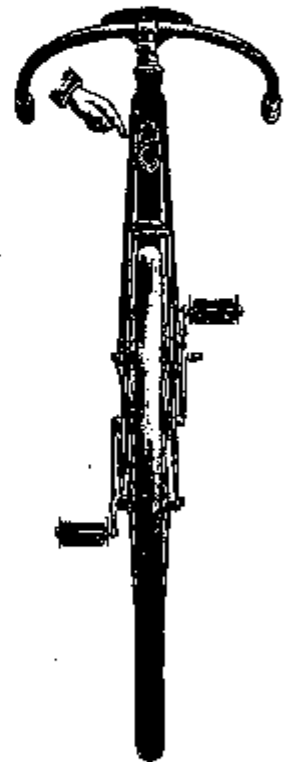
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THE PNEUMATIC.

Additional Local and State News.

At Eau Claire, the Miner Spring Saddle Company has been incorporated to manufacture a patent spring bicycle saddle, which was recently patented by Leroy Miner.

Twenty polishers employed by the Sieg & Walpole Manufacturing Company at Kenosha are on a strike on account of a reduction in wages.

Joseph T. Kelly, during the past year one of the leading cycle dealers at Dubuque, Ia., will travel this year through Northern Iowa and Southern Minnesota, selling Andraes and Crawfords.

Important Legislation Wanted.

Two bills of considerable moment in cycling circles were recently introduced in the New York legislature, now in session at Albany. The one, fathered by Assemblyman Robbins, of Allegheny County, classes bicycles as baggage, and compels every general transportation company to check wheels and assume full responsibility for them as for other baggage. The other bill, of a similar character, has also been introduced, but it will not carry with it the endorsement of the New York State Division. It gives to wheelmen the option of having their wheels carried free or of paying a nominal charge to secure the railroad's responsibility. It is not improbable that both these measures will be lost in the room of the railroad committee, but there will be some music over the matter if such turns out to be the case. Chief Consul Potter intends to keep an eye on the Robbins bill. Similar legislation would be desirable in Wisconsin.

Miscellaneous News.

A race was recently run in France, in which no machine was entered which was not twenty years of age or more.

Toronto has a Chinaman who rides a bicycle of the latest model.

Amateur racing in Canada is not thriving and clubs hesitate to hold meets unless large guarantees can be secured from merchants. It is thought that cash prize professional racing will soon result.

An English firm is executing an order for 150 bicycles to be used by a company of Salvation Army soldiers in prosecuting their religious work.

A western paper is authority for the statement that a blind man recently rode a bicycle from San Jose, Cal. to Berkeley, Cal. and return, without any accidents.

The street railroad companies of Kansas City have decided to allow the bicycles to be carried on their cars

when the wheelmen have their tires punctured or their wheels otherwise damaged so that they would be obliged to walk.

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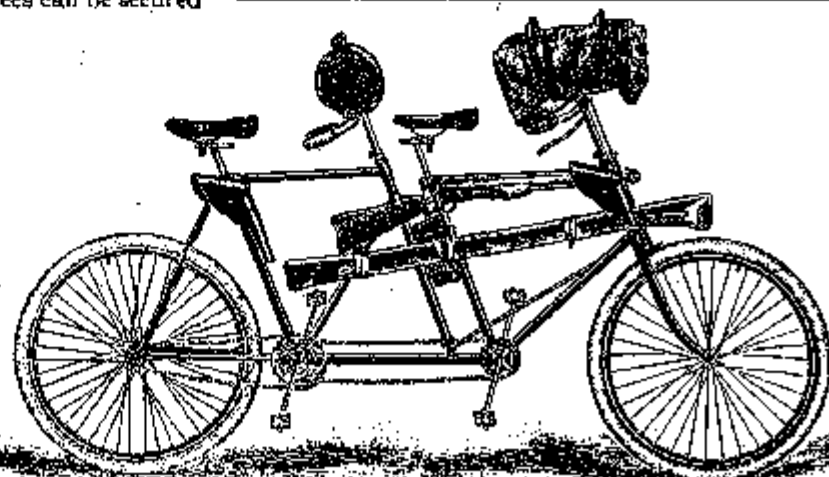
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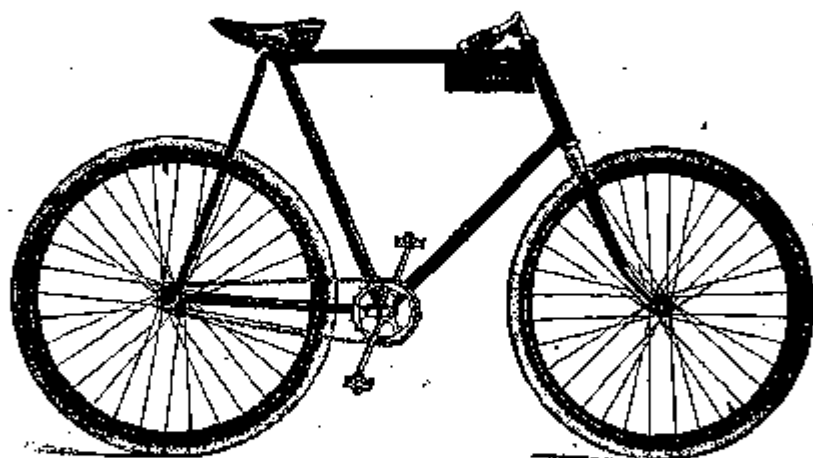
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MILWAUKEE

THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
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VOL. VI.

MILWAUKEE, WIS., MARCH, 1896.

No. 12.



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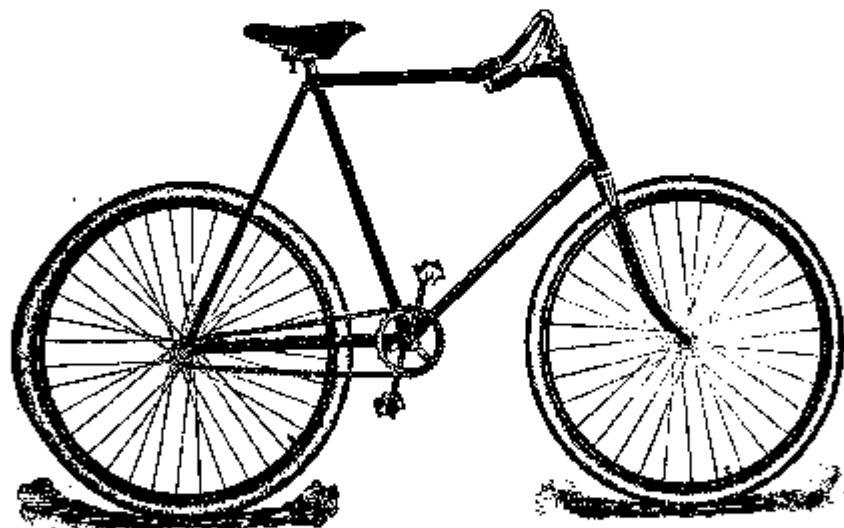
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OTTO DORNER'S APPOINTMENT.

The appointment by President Sterling Elliott of Otto Dorner, of this city, as a member of the highway improvement committee of the L. A. W. again, is gratifying. There are few men in the country who during the past two years have worked harder for good roads than Mr. Dorner. He has devoted every moment of his spare time to the work and has done more to arouse interest in Wisconsin than any other member of the League. As secretary of the Wisconsin League for Good Roads he has worked conscientiously and that his services will be valuable on the national committee there is not the slightest doubt.

ORGANIZE THE TRADE.

There is some talk among local dealers and manufacturers of organizing a local Board of Trade. It is to be hoped that there will be no delay in the matter. An association of the trade has long been needed. The bicycle business in this city has grown to such proportions that the various men engaged in it should be on harmonious terms and work on the same basis. By having an organization they could work to each other's interest and in many instances protect each other against frauds and "dead-beats." The past also has shown that some concerted action is necessary next year for the holding of a cycle show. No good can be derived by holding several shows on a small scale. If the dealers and manufacturers would be benefited, they ought to have one large show which should be under their management. This also could be undertaken by the association. The trade should be thoroughly organized.

CLASS B MEN BECOME PROFESSIONALS.

The decision of riders who last year belonged to Class B to become professionals is the best thing that could have happened to the state division. It will place racing in this state on a fair basis. Had the riders gone back to the amateur ranks, it would have been an injustice to all riders who last year belonged to Class A. As it is, the riders of this state are now classed as they should be.

Appointment of Local Consuls.

The following re-appointments to the office of local consul have been settled on by the division officers:

Appleton.....S. J. Ryan	La Crosse.....J. W. Thompson
Ashtabula.....P. M. Conkey, resigned	Lake Delah.....C. H. Stevens
Ashland.....Marion H. Potter	Lake Geneva.....E. A. Burdick
Attigo.....Roy Dorr	Lake Mills.....F. M. Seaver
Bayfield.....A. Lester Hellwig	Little Shawano.....J. J. Whitcomb
Belmont.....W. E. Minoy	Madison.....L. P. Holmes
Berlin.....L. E. Davis	Marshfield.....Wm. H. Beach
Black River Falls.....Sydney H. Cassin	vice, A. H. Kelley, resigned
Bloomington.....Gus. Mortland	Medford.....Arthur Elviss
Brandon.....G. B. Weinstock	vice, Louis A. Muler, resigned
Brownstown.....Harry Lathrop	Merrill.....E. P. Hellman
Burlington.....J. M. Schroeder	Milwaukee.....Louis Pierson
Childwell.....R. R. Clark	Monroe.....L. A. Hodges
Cedar Grove.....L. C. Smith	Neenah.....A. W. Anderson
Chetek.....B. F. Birdworth	Neshanic.....Geo. A. Hantzicker
vice, Miss Edna E. Moore, resigned	New London.....M. T. Puchin
Cincinnati.....L. E. Schroeder	Oconomowoc.....Chas. Ogan
Colby.....A. W. Moerke	Oshkosh.....Prof. J. P. Sims
Columbus.....Geo. C. Stevens	Chicago.....John A. Johnson
Commonwealth.....E. W. Hopkins	Platteville.....E. P. Grindell
Cuba City.....Lewis A. Wilson	Plymouth.....W. D. Porter
Deerfield.....H. Holgren	Port Washington.....H. L. Coe
Deland.....R. Lowrance	Princeton.....Fred. S. Yahr
Delavan.....H. G. Hambricht	Radiac.....W. J. Hopkins
Dopere.....B. J. Strauss	Reedsburg.....E. G. Stolte
Emu Claire.....W. W. Jackson	Rhineland.....H. M. Woodard
Elkhorn.....Will B. Lyon	Rice Lake.....J. W. Munnell
vice, W. R. Allen, resigned	Richland Centre.....B. D. Black
Fall River.....Chas. E. Tasher	Ripon.....Frank W. Lyle
Florinco.....E. D. Wilcox	vice, J. Stone Hall, resigned
Grafton.....Wm. L. Kind	Shawano.....T. S. McMichael
vice, J. F. Giesebro, resigned	Shoboygan.....S. J. Fairweather
Grand Rapids.....Gen. N. Wood	vice, Gen. H. Meid, resigned
Green Bay.....W. H. Field	Shell Lake.....W. W. Wachus
Hika.....Henry Knoll	Shullsburg.....B. B. Chamberlin
Hillsboro.....R. F. Myers	Stevens Point.....W. F. Dewey
Horicon.....Dr. F. Forbes	Tomah.....L. W. Earle
Hortonville.....O. J. W. Spengler	Towne.....C. H. Smith
Hurley.....S. J. Power, M. D.	Uley.....O. W. Blum
Ida.....E. W. Smith	Watertown.....O. Grundstedt
Janesville.....Dr. C. T. Pehres	Waterloo.....Max Janitsch
Jefferson.....E. O. Ray	Waupesa.....D. W. Spencer
Kenosha.....E. H. Welles	Waupun.....Sol. A. Davison
Kewnauke.....H. R. Erickson	Wausau.....W. W. Wilson, M. D.
Kiel.....P. O. Schabert	Whitewater.....Chas. S. Weeks
Lancaster.....Chas. W. Burr	Winneconne.....W. A. Melcher
vice, Edw. Mc Dermott, resigned	

The following is a list of new consuls recently appointed:

Kimberly.....Chas. E. Escott	Ellsworth.....A. Swahn
Wrightstown.....C. J. Pope	Rainey.....Arthur V. Hill
Sparta.....Fred. L. Schaller	Washburna.....E. C. Prudhomme
Maple Valley.....James Elanson	Greenwood.....P. B. Peterson
Necedah.....C. H. Maxson	Rosendale.....J. F. Duley
Milton Jct.....Irving P. Hinkley	Castle Rock.....Herbert J. Johnson
McFarland.....M. D. Larson	Montello.....Max Staehle
Waunakee.....Henry Elert	Mukwonago.....C. D. Palmer
Johnson's Creek.....W. A. Christians	Mellen.....Louis A. Maser
Continued Locals.....Aug. Hetch	

An effort is being made by the Federated Trades Council to organize the employees of local bicycle factories into a union.

DOES NOT FAVOR POLITICS.

The Associated Cycling Clubs Decide not to Mix in Political Affairs.—A New Bicycle Ordinance to be Drafted.

An important meeting of the Associated Cycling Clubs was held on March 12, at the rooms of the Cream City Wheelmen, at which it was decided not to hold a mass meeting of local wheelmen to decide on political action, and to refrain from passing resolutions referring to political affairs. The question of politics was brought about by a suggestion from President P. H. Cambier, who thought it might be wise to call a meeting of wheelmen to discuss the matter. Henry P. Andrae did not agree with the president. He thought that the passage of resolutions and holding of mass meetings would be detrimental to the interests of wheelmen. He thought that the wheelmen ought to draft an ordinance to suit themselves and present it as a substitute measure to the common council, which, he thought, would give any reasonable measure due consideration. "A majority of the aldermen," he said, "do not know exactly what the wheelmen desire. We have said that we did not want certain things, but we have yet to say just what we want, so, if we draw up a measure showing just what we want, I am sure that we shall profit by it. There is no use in securing pledges from candidates to do certain things; everybody knows the value of a pledge made before election. What we want is legislation that shall meet with our approval, and I don't see how resolutions that will make enemies for us will accomplish anything, especially when we have not yet made known to the council exactly what we want in the line of legislation. As I have stated, the resolutions which have been passed by the clubs belonging to this body, and the publicity which has been given to them, have injured us more than they have benefited us."

Frank J. Morawetz spoke in a similar tone, and thought that the mingling of wheelmen in politics was out of place. He believed that in view of the fact that cycling was increasing to so large a proportion, that something ought to be done to regulate it by an ordinance, and he felt positive that the aldermen would be pleased to receive any suggestions. "I am sure," he continued, "that it has not been properly explained just what sort of an ordinance the wheelmen desire, and this plan will serve to set everything right. It is not our place to mix in politics. We have no interests which we can benefit by political action, and we will accomplish much more if we go about the matter of an ordinance as I have suggested, because we will then show just what we want, and the aldermen will see when our suggestion is presented that we are not asking something which is not to the interest of every citizen, be he a wheelman or not."

A committee of Louis Pierron, of the North Side club, H. P. Andrae, of the Milwaukee Wheelmen, and Joseph Cordes, of the South Side club, was appointed to draft an ordinance regulating bicycling on streets in the city as the wheelmen believe it ought to be controlled. It was

unanimously decided not to take part in politics, and not to call a mass meeting for that purpose. The Milwaukee Wheelmen were granted a sanction for the Waukesha-Milwaukee road race on June 20, and the Cream City Wheelmen one for a road race on July 4.

The matter of railroads charging for the transportation of wheels came up for brief discussion, and it was voted to instruct the railroads that the Association of Cycling Clubs objected to the charge being made for the transportation of bicycles. An application for membership was received from the Mercury Cycling Club, and it was voted to grant the application as soon as the Mercury club qualified. An amendment to the by-laws was also introduced, instructing each club to furnish the secretary with a list of members expelled for non-payment of dues, and these lists will be sent by the secretary to each of the clubs belonging to the Associated Cycling Clubs. All members so expelled will be black-listed among the clubs belonging to the association.

Will Begin a Boom for the '98 Meet.

Local wheelmen and especially the officers of the Wisconsin Division, L. A. W., are enthusiastic over the plan of securing the great National L. A. W. Meet in Milwaukee for 1898, during the celebration of the State Semi-Centennial, which will be held in this city.

The following letter from Mr. Pollock, who is at present secretary of the state committee of one hundred which has the entire project in charge, recently addressed the following letter to Secretary M. C. Rotter, of the State L. A. W.:

M. C. ROTTER,

Sec'y-Treas. Wisconsin Division, L. A. W.

Dear Sir: I would like to call your attention to the contemplated holding of a mammoth Industrial Exposition in the City of Milwaukee during the summer and fall of the year 1898, to celebrate the fiftieth anniversary of the admission of the State of Wisconsin into the Union, and to suggest that the League of American Wheelmen be solicited to hold their National Meet in this city that year. If an opportunity arises to put in some missionary work in this direction at any time I trust that you will make the most of it. Of course, as you undoubtedly know, the Semi-Centennial project is not yet in such shape that its promoters can make a definite offer to the League. But one of the first bureaus to be organized will be one which will have in its charge the promotion of national gatherings to be held in Milwaukee and other points in Wisconsin during the progress of the exposition, and I can assure you that the L. A. W. meet will receive prompt attention as soon as that bureau is in shape to talk business.

Yours very truly,

WALTER W. POLLOCK, Sec'y.

Wheelmen's Racing Board.

The racing board of the Milwaukee Wheelmen this year is as follows: Henry P. Andrae, chairman; E. H. Neustadt, H. Crocker, F. J. Morawetz and G. Rutz. It is likely that the club will hold a track meet during the summer but no definite action has been taken.

Riders Become Professionals.

All local wheelmen who last year rode in Class B, and some who rode in Class A, have decided to turn professionals. The list includes Walter C. Schrader, William F. Sanger, Harry Crocker, Edward Roth, A. F. Bingenheimer, Henry Zerbel, John F. Reitzner, John C. Schmidtbauer and Morgan S. O'Brien. The riders say that under the rules of the L. A. W. it would be folly for them to turn to pure amateurism because they would be unable to compete at any of the large races in the state if they had to pay their own expenses. The riders have not all determined what wheels they will ride during the summer, but William F. Sanger has chosen the Telegram for his mount.

With the decision of the riders to join the professional class, several other questions arise, which will have to be considered during the summer, both by race promoters and division officers. The riders are the fastest in the state, and in them the most interest has always centered in race meets in Wisconsin. Race promoters in the future will have to offer cash prizes in events in which they will consent to compete, and this, no doubt, will add considerable expense in conducting meets during the coming season, as compared with last summer, when prizes of little value could be offered as an inducement for Class B men to race. Provisions for allowing these men to ride in meets arranged for amateurs will also have to be made, and special sanctions will have to be secured, because none of the riders will enter unsanctioned races, for fear of being barred from tracks controlled by the L. A. W. As an effort is to be made by the division officers and members of the racing board to strictly enforce the L. A. W. racing rules during the coming season, it is safe to predict that few unsanctioned races will be conducted in this state, because riders learned last year that it is not profitable to take part in such races, each offense being followed by prompt suspension.

Pure amateurs will no doubt rejoice that the Class B riders have decided to become professionals. The riders mentioned have been the fear of nearly all other riders in the state, and had they gone back to amateurism, the outlook of pure amateurs, who are not riding as a business, but as a sport, would have been anything but pleasant. With men like Schrader, Sanger, Bingenheimer and others to race against, they would have had little or no show, and it is safe to say that the Milwaukee string would have captured almost every large amateur race in the state. As it is, the pure amateur will be in a class where he will not meet riders who devote their entire time to racing, and live on the sport.

Exposition Races.

The indoor ladies' race at the Exposition Building proved a fizzle, as all events of its kind deserve to. The Milwaukee public failed to patronize the "races" sufficiently to pay for the expenses, and when the affair finally came to a close, William F. Sanger and "Scorcher" Murphy, who

were induced to accept the positions as track managers of the "races" had to attach the track to secure salaries for their services. The riders who were entered labored under difficulties. Helen Baldwin fell twice and was badly injured, May Allen had to drop out on account of a fall sustained. Lillie Williams was "fouled," and Lizzie Glaw, though she covered the largest number of miles, was not awarded the race, because of unfair riding.

Sanger's Future Is Bright.

Walter C. Sanger's plans for the summer have not been fully decided upon, but it is very probable that he will leave the city in a few weeks and go to Louisville to train for the coming season. Dumbleton will again have charge of him. He has not closed a contract for his next season's mount but it is quite certain that he will ride the Orient fitted with Vim tires. He expects to do good work during the summer.

Sanger is well pleased with the prospects of professional riders, and is of the opinion that the action of the assembly in dropping Class B, is a move in the right direction. He thinks that both the amateur and professional classes will be greatly benefited. "It just suits the professionals," he said recently, when talking about the assembly. "All the fast men will now be with us, and we will have to be recognized by the makers as well as the public which wants to see good racing. The trouble with us last year was that there were only a few riders among the professional class, who were considered speedy. The larger percentage were poor riders. Now it is quite different. With men like Cooper, Bald and others, who led the Class B crowd last year over on our side, we are all right. The professional class will now be able to put up the races in which all the stars are entered, and under those conditions we are well taken care of."

Sanger's prospects are exceedingly bright this year, and he will, no doubt, be the leading rider on the circuit. Zimmerman has retired and Johnson is in Europe. His chief opponents now will be Bald and Cooper, and just how he will compare with them will be watched with local interest. He is now in perfect health and unless he meets with accidents ought to be able to ride better this year than ever before. There is little doubt that the coming year will be the most profitable he has had.

No Indoor Race Meet.

The indoor meet, which was spoken of several weeks ago, will not be held at the Exposition Building. Fred J. Schroeder, who was at the head of the scheme, on figuring the cost of such an undertaking, found that it would entail an outlay of about \$600 a night, if the promoters would have men like Sanger and other professionals compete. This was more than the admission to the races would average in Milwaukee, and consequently the project has been abandoned.

Arranging Road Races.

Preparations for a number of road races to be held during the summer are already under way. The first race will probably be that of the North Side club, which has secured a sanction from the Association of Cycling Clubs for holding the event on Decoration Day. Though the Chicago road race is held on that day, it is not thought that it will have any effect on the success of the local race. It is very probable that the Silver Springs triangular course will be chosen. Following the North Side club's event will be the Milwaukee Wheelmen's big Waukesha road race. It has been decided to hold this on June 20 this year, instead of July 4, as has been done in former years. Recent races have proven that there are too many other attractions on July 4 to insure a thorough success of the road race on that day. It is expected that this year there will be a larger number of outside competitors than ever before. The date falls on Saturday. The South Side club already has its sanction for its first avenue race to be held on July 18. The course will be from Hales Corners to the city and it is now proposed to have the finish at National Park. Joseph Cordes is chairman of the committee which is arranging the details of the race. The Badger Wheelmen will hold their race on Labor Day, September 7, but just what course will be chosen has not been fully determined upon. All these races have been sanctioned by the Association of Cycling Clubs. Other races will probably be conducted by the Niagara Wheelmen, the Mercury club, the Cream City Wheelmen and other local clubs.

South Side Racing Team.

The South Side club's racing team this year will be E. A. Clifford, Morgan S. O'Brien, Anton Stoltz, John Crace, John Reitzner and Edward Roth.

Violated the Racing Rules.

Walter C. Sanger, Henry Kanaska and Joseph Bezenek, of Chicago, recently violated the L. A. W. racing rules by riding at an unsanctioned meet at the Exposition Building, during the ladies' indoor races, and the wheelmen are now awaiting with interest what action the racing board will take in the matter. Sanger, Kanaska and Bezenek, it is reported, agreed to go against the half mile, the mile, and the two mile indoor records, respectively, in consideration of a portion of the gate receipts. On the following night a number of local wheelmen were to compete and Fred. Gerlach, western representative of the racing board of the L. A. W., was asked for a sanction. He refused to issue one, and notified the riders that whoever competed would be subject to suspension. Not wishing to take any chances the riders did not enter the races. At the time Mr. Gerlach warned the riders, he did not know that Sanger, Kanaska and Bezenek had ridden against time, which, on an unsanctioned track is a violation of the rules. He has since learned of it, and the board now has their case under con-

sideration. Ladies' races are never sanctioned by the L. A. W., and by riding on the track the three racers made themselves liable to suspension. It is not probable, however, that any stringent punishment will follow. In a recent letter Mr. Gerlach said that in view of the fact that the riders had no intention of violating the rules, a lenient punishment will be adequate. What that will be is not known.

Sanger and Hamilton May Race.

There is talk of a match race for a \$5000 purse between Walter C. Sanger and W. W. Hamilton at the opening on Memorial day of the new track at Cambridge, Mass. These two men have the best unpaced records to their credit. Wallie says he is willing. He wants to see the money in sight, however, before going into the deal.

The Waukesha On June 20.

The racing board of the Milwaukee Wheelmen has decided to hold the Waukesha-Milwaukee road race on June 20 this year, instead of on the Fourth of July, as has been done in former years. It is thought by so doing the race will be more successful than ever before, because there will be no other events in the state to detract the attention of wheelmen from the race.

Gideon Lays Down the Law.

The following is part of Chairman Gideon's bulletin just issued, and is of interest to the racing men:

The greatest abuses of the League's rules and the racing board's confidence are committed by those men who obtain their expenses and other concessions, and yet seek to remain amateurs. When men travel far from their homes to race, under the care and direction of representatives of the trade, there can be but one inference. Men in the employ of the trade who are allowed time for training, and travel from meet to meet, enjoy advantages which it was never contemplated the amateur would have. Such men do a great injustice to those who are yet amateurs perforce, and who are struggling to develop themselves with their own resources. Amatenism is the nursery of racing, and when one so develops as to command the assistance of the trade he belongs in professionalism, and there he will be transferred by the board under the general provisions which authorize it to act.

This warning is issued now, that racing men may at once select their proper class. The board will not be satisfied to simply transfer to the professional class riders found guilty of violating the amateur rules, but will also suspend from all track racing riders who enter races under such false pretenses and are detected.

Applicants for sanctions on national holidays should bear in mind the fact that the rules regarding confliction of interests are wanted on such days.

S. D. Baird, better known as "Dennie," the well-known Neenah rider, will make a tour of Europe during the summer.

Gideon Reappointed.

President Sterling Elliott has announced his appointments of standing committees as follows:

Racing Board—George D. Gideon, Philadelphia; H. W. Robinson, Boston; A. G. Hatchelder, New York City; E. H. Croninger, Cincinnati; Fred. Gerlach, Chicago; D. W. Robert, St. Louis; R. M. Welch, San Francisco.

Membership Committee—Parker E. Reed, Chillicothe, Ohio; W. A. Howell, Rockville, Conn.; Charles Culmore, Houston, Tex.

Rights and Privileges Committee—George L. Cooke, Providence, R. I.; Herbert W. Knight, Newark, N. J.; Conway W. Sams, Baltimore, Md.

Rules and Regulations Committee—W. C. Reichenbach, Topeka, Kan.; B. Kostomlatzky, Oskaloosa, Iowa; C. C. Monaghan, Santa Ana, Cal.

Highway Improvement Committee—Isaac B. Potter, New York City; Otto Dorner, Milwaukee, Wis.; A. B. Choate, Minneapolis, Minn.; W. A. Connelly, Danville, Ill.; Percy H. Richardson, Portland, Me.; T. Wallace Sherwood, Indianapolis, Ind.; G. Richmond Parsons, Providence, R. I.

Transportation Committee—Geo. R. Bidwell, New York City; H. C. Nickerson, Boston; Burley B. Ayers, Chicago; A. R. Edmiston, Lincoln, Neb.

The League and Road Racing.

The little lambs who ride for glory will have an easy time of it on the road this year, thanks to the assembly being in such a hurry to adjourn. When Class B was abolished and the official League stamp put on professionalism, the delegates forgot to make provision for the meeting of the two classes on the road, and now the bad men who ride for cash will be barred from all road races. The League has always announced that it did not seek to control road racing, but just the same the chairman of the racing board has kept his eagle eye upon his charges when they were racing on the road, and if by chance one of them raced with a professional he was promptly cast out of the League fold. Fred. Gerlach, Chicago member of the racing board, says that the racing board has made no provision for the meeting of two classes, and that the League's old policy of prohibiting such meeting will be strictly adhered to. This will be a severe blow to good racing, for it will bar the cracks, unless races are gotten up for their especial benefit.—*The Bearings*.

That Inter-State Meet.

One of the important events which the state racing board will shortly be asked to take hold of, is the matter of holding an Illinois-Wisconsin Inter-state meet during the coming summer. The plans have been informally discussed by Secretary-Treasurer M. C. Rotier of this division, and Fred. Gerlach, of Chicago, who is the western representative of the National Racing Board. Both officials are highly in favor of arranging such an event. It is proposed to hold

the races either at Milwaukee or Chicago, and the plan is to have all the fast riders of the two states enter and compete for superiority. The inter-state meet would serve to bring the riders of the two states on closer acquaintance, and would, no doubt, prove a great success. The division officers of both states are understood to be in hearty sympathy with the plan.

Building Cycle Paths.

The building of cycle paths is now occupying the attention of wheelmen in this state. In La Crosse the cyclists are considering the building of a path to Winona, Minn., a distance of twenty-eight miles. Directly opposite La Crosse on the Mississippi river is La Crescent, a small country town. The path proper is to run from this place along to Winona. La Crosse and La Crescent will be connected by a path across the bridge. The river scenery along the proposed route is among the finest in the country, and if the path is constructed it will be a treat for the cyclists. At Black River Falls and Sparta a plan is under consideration to join the two cities with a path. It is thought that such a path could be built at a moderate cost and that interest in cycling will be greatly increased by it. Nearly three-fourths of the distance between the two cities is now impassable on bicycles, but with some improvements a good road could be made. There is also some talk of building a track from Black River Falls to Merrillan or Hixton.

A Series of Circuits.

Chairman Gideon, of the L. A. W. racing board, favors having a series of national circuits, starting in the East, South and West and converging to a central point which should be the National Meet of the League, and then continue as a combined circuit to about October 1. The circuits, if decided on, will open about May 1.

Kenosha's Cycle Track.

It is rumored that the Sieg & Walpole Company will purchase a tract of land west of the City of Kenosha, and build a bicycle track, to be ready during the coming summer.

May Hold a Cycle Show.

At Fond du Lac cycle dealers are planning to give a cycle show at Armory B the latter part of April. They are very enthusiastic in regard to the matter and nearly all of them have signified their willingness to take part in the show. Several of them are already making plans for a novel display. The proceeds of the show will go toward making a bicycle track, probably to be situated inside the kite track.

Willis B. Troy, who formerly handled Zimmerman, when the latter was in his prime, is of the opinion that the Jerseyman can put up as good a race yet, if properly handled, as ever.

THE SEARCH FOR FRANK LENZ.

Story of an Armenian Detective Who Found Traces of the Murdered American—Where the Murder Occurred.

Under a St. Louis date, *The Bearings* publishes the following:

H. A. Caulfield, the business partner of W. L. Sachtleben, the searcher for Frank Lenz,* is in receipt of a long communication from Sachtleben. Inclosed in the letter were several documents bearing on the case, the most interesting of which is a statement by Khazar Semonian, an Armenian detective, who was employed to investigate the murder. Khazar disguised himself as a buyer of old iron and went into the houses of the Kurds. His statement is as follows:

"I, Khazar Semonian, of Armenian nationality, and a citizen of Bitlis, left Erzerum on May 21, 1895, to make investigation and search for Frank G. Lenz, the missing American. On May 27 I reached Tchelkani, in the Alshguer district, where Lenz was last seen. On the first opportunity I went to the house of Moostooe Nisch, a resident of the village, who is a member of the Hamidieh Cavalry, and with whom I am personally acquainted, and whom I know to be a notorious robber chief and murderer.

"I spent the night in this village. Questioning the villagers, I obtained the following information: 'In May, 1894, a foreigner, riding a wheel, came to the village in the evening and became the guest in the house of Avak Parsegh. He appeared ill. A number of people came to see him and his wheel, but not feeling well, he retired to bed early. The next morning, about daybreak, he continued his journey. A few days latter we heard that this man had been murdered, and about that time our boys, taking the animals to water at the stream Hopuz, found in the stream a small hand mirror and a small box broken in pieces, and a lot of shiny paper which went to pieces as it dried in the sun. Later, we understood that pieces of the bicycle were in the possession of the Kurds.'

"The next morning I went through the village to sell my goods, at the same time offering to buy old iron, yellow and white metal, etc. In continuing this, I found myself at the above mentioned Moostooe Nisch's house, where I found a saddle, on the two girths of which were pasted two pieces of rubber tubing, each piece being about two feet in length, with a diameter of two inches, and about three-sixteenths of an inch in thickness. Though I tried to buy this saddle, I could not succeed. Maggerditch, of the same village, showed me the hand-mirror that he had found in the stream Hopuz.

"On May 29, I went to Bovanon village, where it was reported that parts of the riding wheel were to be found in the house of Seelowe Shatanaal, a companion of Moostooe Nisch. I went to this house to sell my goods and to buy

bits of metal. His wife told me she had some pieces, which she described as parts of the wheel. She was willing to sell them, but being busy that day, she promised to give them later. When I returned she refused, saying, 'My husband is not here.'

"From there I went to Tehuronkh, where I purchased a piece of the bicycle bell in the house of Hassoe Hesso (Hassan Hesso Oghloo).

"From Hashian I went to Toprakaleh, and thence to Mollah Soleiman, where I met Channes Baghdasarian, of whom I made inquiries. He declared that no such man had passed that way. Had he done so he should have seen him. He added: 'In June, 1891, two men riding wheels (Messrs. Allen and Sachtleben), passed through their village, after which no one had passed.'

"But in May, 1894, three days after the report of the murder of a man riding a wheel, the river Sherian cast up a dead body in the neighborhood of Tchelkani. The government medjilis of Toprakaleh proceeded to Tchelkani and examined the body, which was naked, and of a man, fat, of heavy build, of medium height and sandy complexion. He could not be identified. He did not know whether there were marks of violence on the body or not. The medjilis ordered the body to be buried near Kolan, a Koordish village on the south bank of the Sherian.

"I then went to Zediken village, at the mouth of the pass. The people declared that was the only road, and they saw no man pass through riding a wheel.

"I, Khazar Semonian, declare that from information collected on the spot, and from various investigations made by myself in the district, I am perfectly convinced and believe that a foreigner riding a wheel was seized and murdered by Kurds in May, 1894, at the ford of the stream Hop Hupuz, about two hours (six miles) distant from Tchelkani."

The Railroads Are Receding.

There is a noticeable tendency among many of the more important railroads of the country to recede from the agreement made to charge for carrying bicycles as baggage and which for a time was so generally observed. One or two roads, which refused absolutely to enter into the agreement, are responsible for this pleasing state of affairs, inasmuch as they have received the support of the wheelmen and of which they were deserving.

The Pennsylvania line found its receipts falling away to an alarming extent in the East, while its competitors in sections were receiving liberal patronage as a result of generosity toward the cyclist; again, it discovered that its share of business from those following the national circuit was materially lessened through its adhesion to the trunk line agreement; and further the officials of this corporation found that their action in signing the compact was such as

* Frank Lenz, a native of Pittsburg, left New York in May, 1893, to ride around the world on a bicycle. He started on the trip in the interest of Outing, in which magazine his own accounts of his journey have been appearing. His route carried him across the United States and thence across Asia. He had covered the greater part of the dangerous territory included in his route and had been on his journey about two years, when, in May, 1894, he was, it is supposed, murdered near Erzerum in Asiatic Turkey. For a long time it was unknown what had become of him. After nearly a year's delay the Outing company sent W. L. Sachtleben, who with Thomas G. Allen, Jr., had made a trip around the world, in search of the unfortunate tourist.

to cause a leak in the treasury. As a result an official says the road will break away and hereafter be on a par with the Baltimore & Ohio in friendliness toward the cycling fraternity. Several of the roads running into Chicago, including the suburban departments, have found that it will be profitable to carry bicycles free even at the expense of a little inconvenience, and two at least, the Chicago & Eastern Illinois and the Chicago & Northern Pacific, which, by the way, are competitors of several other important lines, have made announcements to this effect.

There is too much to gain and too little to lose on the part of the railroads to stick to an agreement to which one or two other lines are not parties. The roads have discovered, or will soon discover, that the cost of carrying a wheel is so trifling as compared with what the owner thereof pays for a ticket, and that the amount received in a month for charges on carrying bicycles as baggage will not equal the amount lost on or two first-class tickets when the prospective passengers take another route, that it is a losing game to abide by the agreement heretofore mentioned.

Not a single road in this country is doing a business beyond its capacity; on the other hand, many are losing money daily. Like business houses, the roads are seeking trade and must secure it, even if they have to do a little bowing and scraping to get it. Gradually, therefore, these corporations will find it to their respective interests to cater to the wheelmen and will withdraw from any such deal as that made regarding the charges for carrying bicycles. There are too many wheelmen nowadays who wish to take their bicycles with them on short or long trips to be overlooked. Their money is too valuable to the outcome of a successful year's business and the railroads want it.

Whether the Armstrong bill shall or shall not pass the New York assembly, the time is not far distant when all railroads will be only too glad to carry bicycles free.—*The Referee*.

New Cycle Skirt.

Mrs. Bygrave, a pretty and attractive woman, arrived from England recently with a bicycle skirt she had invented. Within ten hours after landing she had donned her new creation and was showing its merits to one of the largest sporting goods houses in New York. The proprietor made an offer for it, but Mrs. Bygrave thought she could get a higher price and went to a firm on Twenty-third street where she closed with an offer of \$5,000, the purchasers stipulating they should receive full assurance of a patent issued at Washington. She went to Washington on Monday, spent two hours in the patent office, and saw all clear for launching her patent. She returned to New York on the afternoon train. Tuesday she visited a New York patent lawyer to make sure of no delay in granting the patent; visited the firm with which she had been negotiating, received a check for \$500 with a note for \$4,500 as soon as the patent should be received, and Wednesday sailed on the Majestic for home, the \$5,000 deal having been accomplished in less than four days.

Her skirt is novel. A system of cords worked through near the waist line operates it. It is a trim, circular walking skirt, close fitting at the hips and measuring about three yards at the hem. To adapt it for a drop frame bicycle, a shirring string runs down the front seam between the lining and a narrow casing, drawn through an opening at the waist where it is fastened under a neat pocket flap by means of a clasp. The shirring reaches a short distance above the knees, leaving the skirt smooth-fitting about the hips and forming two loose bags in which the knees work up and down without any pulling or dragging about the waist line. By pulling two side cords that run up the back seams and find an outlet under a flap just above the hip, the skirt is converted into a pair of graceful bloomers, permitting the rider to mount a diamond frame.

Bicycle Thief Sentenced.

Chas. D. Edeler has been sentenced to one year and six months in the house of correction on the charge of larceny. He was convicted of having appropriated bicycle sundries from the Telegram Cycle Company, by which he was employed, to the value of about \$500.

Y. M. C. A. Club to be Formed.

At a recent meeting of members of the Y. M. C. A. preliminary steps for the organization of a cycling club were taken. A meeting was held and a committee was appointed to draw up a constitution and by-laws. Twenty signed as charter members, and it was voted to keep the list of charter members open until March 23, when the election of officers will take place. There are many bicycle riders among the members of the Y. M. C. A. and it is thought that a large club can be organized.

Forming a Stock Company.

If the movement which is now under way among the members of the North Side club is brought to a successful issue, it will have one of the finest club houses in the state in a very short time. An organization of a stock company, for the purchase of the club house is now under way. The plan is to form a company having 250 shares of \$100 each, and thus to raise a fund of \$25,000. Of this amount \$20,000 will be used to buy the property, which includes the club house and several fine residences on the grounds. The other \$5,000 is to be expended for building an addition to the club's home. It is proposed to increase the membership of the club to 250. Ten members have already agreed to take stock in the new company, and while it will be impossible to place all the stock among club members it is thought that there will be little trouble in interesting people in the new company. The undertaking has been carefully considered and the promoters find that the company will be able to pay good dividends. Nearly \$200 rent will be derived monthly from the property and the expenses will be comparatively small. The new addition is to include a cement laid bowling alley.

New South Side Club.

A number of wheelmen on the south side have organized the Sterling Cycling Club and elected the following officers:
 President—Theodore Eggers.
 Vice-President—L. C. Wachtsheim.
 Secretary and Treasurer—Charles F. Stamm.
 The club has rented rooms at 610 Clinton street.

Will Have a Banquet.

The eleventh anniversary on April 28 of the organization of the Milwaukee Wheelmen, the oldest cycling club in the state, will be celebrated with a banquet.

Took Advantage of J. E. Reiter.

J. E. Reiter, of the Union Cycle Company, is the first victim this season of a bicycle thief. The otherday a young fellow strolled into his store and asked to be shown a wheel. Reiter accommodated him by displaying a Union Cracka-jack, and the visitor left saying he would call again. On the following day the would-be purchaser came back. He told Reiter that his father was going to buy the wheel for him and said that he expected him along at almost any moment. While the boy was waiting for his father an idea seemed to seize him. He said he guessed he would ride around the block on one of Reiter's old machines. The agent did not object to this and his mistake was made. The rider did not come back and the next time Reiter saw the wheel was when a detective showed it to him. The thief had sold it for \$5. His name is Tony Sandner and he is now serving a nine month's term in the House of Correction.

Won't Carry Bicycles Free.

Local railroad officials have announced that the charge of a baggage fee for carrying bicycles on trains will again be made this summer. While wheelmen are opposed to this ruling, they will be powerless to do anything to have the roads carry wheels free of charge like ordinary baggage. Chief Consul Brown will shortly appoint his standing committee on transportation, which will probably take up the question at once. It is very probable that as soon as the next legislature convenes, bills similar to those pending in New York, which provide that railroads must carry bicycles as ordinary baggage, will be introduced.

Local Notes.

Fenton S. Fox, western representative of *Bicycling World*, was in the city several days ago.

James White, with his special *Idc* machine, has left for New Orleans, where he will tour the country surrounding, and ride on the shell beach for several months.

Two of the finest collections of sketches and camera snap shots of choice bits of English, French and Italian scenes are possessed by Peter Brust and Elmer Grey, who toured Europe last year for several months.

Ethical Society Cycle Show.

The Milwaukee Ethical Society's cycle show, from March 3 to 7, was successfully conducted. The exhibits were all interesting and occupied every spare inch of floor space in the large hall. The show was open nightly from 6:30 to 11, o'clock during which time large crowds viewed the many displays. The hall was gayly decorated and presented an attractive appearance. On the stage large palms and ferns were banked, behind which Clauder's orchestra was hidden and furnished music. Alfredo Holt, the whistler, nightly assisted in entertaining the visitors with imitations, and Mrs. John Paine rendered several solos. The exhibits were as follows:

The D. D. Warner Company's stand was in charge of Ben W. Park and H. J. Niedermann, who had a good line of wheels to show. They had probably the most attractive stand in the show. They occupied a double space on the south side of the hall, near the entrance. The floor was covered with rugs and the wall was completely hidden with southern emilar decorations. A neat banner hung over the display. One of the features of the show was the "Crab Tree Special," the wooden wheel built by a poor farmer boy near Fort Atkinson some time ago, and which has since fallen into the possession of the Warner Company. The line of wheels on exhibition included the double diamond and combination tandems, a roadster, a lady's and a racer. One of the features of the firm's wheel this year is the adjustable handle bar. It also has a very attractive name-plate.

The Julius Andrae & Sons Company had a stand on the south side of the hall where the merits of the Andrae wheels could be shown to the visitors. William M. Raasch, who was in charge of the exhibit had a double diamond tandem, a racer, a roadster and a lady's wheel as samples. Every body who inspected the wheels conceded that the construction was modern and possessive of features that place the machine on a level with any make in the country. The extra large tubing of the tandem attracted considerable attention. On the wall the word "Andrae" was displayed in electric light globes.

A full line of wheels was displayed by the Mystic Cycle Company, of Mukwonago, which has recently opened a store on East Water street. The exhibit included a lady's drop frame wheel, No. 17; a lady's diamond wheel, No. 15; a roadster, No. 14; a lady's drop frame wheel, No. 16, and several other styles. The wheels are very neat in construction and are durable and modern. Their design is the latest and it possesses among its features the Morse roller joint chain and the cycloidal sprocket, which is frictionless.

The Chief bicycle, which was exhibited by Bunde & Upmeyer, who have lately become interested in the trade, was shown to advantage. The exhibit was in charge of Mack Olsen who had a partly finished wheel on hand to explain to the visitors the process of construction. The wheel possesses the latest improved diamond frame with

1 1/8-inch Mannesmann tubing, detachable sprocket and Janney dust-proof pedals. Their other wheels were finished in dark blue and maroon enamel.

J. E. Griffin had charge of the Griffin-Bloomer Company's stand on the stage, and showed a full line of Orient and Bellis wheels, for which the company has the local agency. The Bellis adjustable handle bar which can be changed to any position by the rider without dismounting, attracted a good deal of attention.

The wood-aluminum wheel manufactured by the Huseby Cycle Company attracted a good deal of attention, and the managers of the exhibit were kept busy explaining the merits of their wheel. A roadster weighing fourteen pounds and a lady's wheel were shown and closely inspected by the visitors. H. H. Casper and George Huseby were in charge of the exhibit.

T. H. Brown Company, local agents for the Stearns, Fowler, Thistle, Sterling and Niagara wheels, had a choice display of these lines. R. S. Baird, manager of the cycle department of the company, was in charge, and besides explaining the merits of the various wheels gave out several styles of souvenir buttons.

The Moore Cycle Company also had a creditable display of its wheels of which three roadsters and a racer were shown. The exhibit was in charge of George Carroll and W. A. Bremer. The Humber pattern chain, with hardened centers and rivets, is used in the construction of the wheel.

The Barnes Cycle Company's stand was in charge of P. H. Cambier, who represented D. W. Howle, the local agent. The firm distributed a neat souvenir button and gave to the ladies white carnations each evening. Several styles of the company's wheels were exhibited.

Clement, Williams & Company had an exhibit in charge of F. Holmes. The Napoleon and Josephine wheels of the Jenkins Cycle Company, of Chicago, were shown to advantage, while the Imperial also was displayed. A line of Cleverlands and several juvenile wheels were among the bicycles displayed.

Munn & Company had a full line of Remington and Majestic wheels on exhibition. A medium line of wheels known as the Munn were also shown by the firm. D. E. Maxsen was in charge of the exhibit.

E. A. Krause and W. C. Niss were in charge of the stand of C. Niss & Sons, who exhibited a line of Racycle wheels. A double diamond tandem, a roadster and racer, and a line of Golden Rod wheels were viewed by the visitors, who especially inspected the two-speed changeable gear of the Racycle.

The John Muenier Gun Company, whose stand was in charge of J. Traudt and C. Bodenbach, displayed a line of Rambler, Phoenix, Crescent and J. M. Special wheels. A combination Crescent tandem was also among the lot.

The A. K. Camp Company had a neat display of Gladiator wheels, for which it has recently secured the local agency. The list included a racer, roadster and a ladies' wheel.

The 80-light Gladiator sign which was such a big attraction at the Chicago show was illuminated each evening.

The John Pritzlaff Hardware Company had a full line of the wheels it handles in its stand, including the Road King, the Peerless, the Pritzlaff Special Roadster. The construction and design of the wheels are modern.

E. D. Rigby, a repair man, had what he termed a bicycle hospital rigged up. Among the novelties of his display was the first Morgan & Wright vulcanizer that has ever been used in this state.

Col. Andrae's Novel Scheme.

Henry P. Andrae, of the Julius Andrae & Sons Company, has a novel scheme at work at present. For some time he has realized that people living in the interior of the state, especially ladies, have no facilities for learning to ride, as there are no riding academies outside of Milwaukee. Mr. Andrae has now started a traveling instructor through the state. The company rents a large hall in each of the various cities to be visited, and gives free instructions to those who wish to learn. It is said this undertaking is proving a big advertising card for the company.

Local Trade Notes.

John C. Schmidtbauer will have charge of the retail department of Julius Andrae & Sons Company's store in the future.

The Bolte Cycle Manufacturing Company, of this city, has placed on the market for the trade a patent revolting vise which saves a great deal of time, labor and inconvenience by not having frames crushed or dented in the process of filing.

J. C. Schmidtbauer, W. C. Nielson, W. C. Schrader, A. Weilep and Ole Virum, of Stevens Point, will comprise the Andrae racing team for '96.

W. & B. Schmidt, Third street jewelers, will handle the Howard wheel this year. Herman Janssen will have charge of the cycle department.

The Cream City Cycle Company, composed of Lundy, Acker & Lundy, have opened up a handsome cycle store on Grand avenue, with a line of Waverly and Aluminum wheels.

E. A. Clifford, formerly of Clifford & Lundy, has opened up a store near the corner of National avenue and Grove street. He expects to sell his own make of wheel exclusively.

George Soule Spencer has been engaged by the D. D. Warner Company, of Madison, to be the manager of their Milwaukee branch which will be opened at 390 East Water street, April 1.

Riding Instructor Engaged.

Mr. M. B. Nute, a popular wheelman of Columbus, Wis., has been engaged by the Julius Andrae & Sons Company to look after the circuit of riding schools which that enterprising firm is conducting in all the principal towns in the state.

Springtime and the Poets.

Today there was a whisper of spring in the air. I heard it in the birds' notes, and felt it in the shimmering sunshine; decidedly the winter is over and gone, and we are entering "that new world that is the old."

How gladsome is this season of spring! The first faint indications of its arrival are eagerly watched for, and as eagerly heralded. For more than all the other seasons, spring "brings hope with it and forward-looking thoughts." And in the springtime a young man's fancy—aye, and a young maid's too—lightly turns to the joys of the wheel. When the hedgerows begin to bud, when in limpid pool and pellucid stream the light shadows from drifting clouds chase each other; when the swallow comes back, and the cuckoo's call is heard in the land, then there is jubilation in the pages of the cycling press, and exultation in the hearts of all their readers that "spring has come," and that nature with a thousand voices is calling in irresistible tones to come out and participate in her gladness.

O, happy, happy cyclist! It is yours to respond with alacrity to that call. Mount your steel steed, and

AWAY INTO QUIET COUNTRY PLACES,
and see where spring is writing her poem upon meadow, hill and tree, in letters of living green. Away with sordid care and depressing thoughts! It is yours to drink as few others can a soothing draught from nature's Lethe; to feel the subtle influence in lengthening days and clearer atmosphere; in budding leaf and springing grass, to rejoice.

"That the old spring sweeps over the world again
Shedding soft eyes from her ethereal wings,
Flowers on the mountains, fruits on the plain,
And music on the waves and woods who sing,
And love on all that lives, and calm on lifeless things."

Springtime is a subject time-honoured with the poets (nor, if we accept wastepaper-basket records, is it old-fashioned yet with poetical aspirants)! Its radiance and freshness, its changing moods, its altering passions—now its flashes of merriment, when every hill and valley seems to laugh aloud in the fullness of rejoicing, and again, its fits of gusty, tear-stained, melancholy appeal with an iridescent charm to the poetic sensibility.

Shelley feels the magic of—

"The April primrose
When all the forest lips begin to burn
With kindling green, touched by the azure
Of the young year's dawn."

Tennyson again and again paints in words of beauty the beauty of spring.

"Then rode we
Beneath huge trees, a thousand rings of spring
In every vale, a song on every spray
Of birds that piped their valedictions."

And in the "Idylls of the King" we have,

"The birds made
Melody on the branch, and melody in mid air;
The damp hill slopes were quickened into green,
And the live green was quickened into flowers.
For it was past the time of Easter day."

The cyclist who has wandered far and often to catch the

FIRST GLIMPSES OF SPRING

cannot read without a rush of pleasant reminiscences that passagewhere one of our prose-poets describes how his hero

"dressed in haste and went out to meet the spring. He wandered into the heart of the wood. The sunshine shone like a sunset upon the red trunks and boughs of the old fir-trees, but like the first sunrise of the world upon the new green fringes that edged the young shoots of the larches. High up hung the memorials of past summers, in the rich brown tassels of the clustering cones; while the ground underfoot was dappled with sunshine on the fallen fir-needles, and the great fallen cones, which had opened to scatter their autumnal seed, and now lay waiting for decay. Overhead the tops, where they had fallen, waved in the wind, as in welcome of the spring, with that peculiar swinging motion which made the poets of the sixteenth century call them "sailing pines." The wind blew cool but not cold, and was filled with a delicious odour from the earth, which Sunderland took as a sign that she was coming alive at last. And the spring, he went out to meet, met him. For first, at the foot of a tree, he spied a tiny primrose, peeping out of its rough, careful leaves, and he wondered how by any metamorphosis such leaves could pass into such a flower. And, next, as he passed on, with the primrose in his hand, thinking it was almost cruel to pluck it, the spring met him, as if in her own shape, in the person of Margaret, whom he spied a little way off, leaning against the stem of a Scotch fir, and looking up to its top swaying overhead in the first billows of the outburst ocean of life."

LONGFELLOW SINGS OF SPRING

"the second spring."
"It was the season when through all the land
The merle and mavis build and building sing
Those lovely lyrics, written by his hand,
Whom Saxon Ormston calls the blithe-heart king,
When on the boughs the purple buds expand,
The banners of the vanguard of the spring,
And rivulets, rejoicing, rush and leap
And wave their fluttering signals from the steep."

And see what an exquisite bouquet of spring Shakespeare has culled for all ages, a delicate fragrance clings to the lines, like the sweetness of early flowers:

Daffodils
That come before the swallow darts, and take
The winds of March, with beauty violence dim
But sweeter than the lids of Juno's eyes
Or Cytherea's breath, pale primroses
That die unmarred, bold oxlips
And the crown imperial, lilies of all kinds,
The flower-de-luce being one.

If we accept Mr. Richard le Gallinuc's theory, a love of poetry in art or nature is a gift only to the favoured few. The beauty of the vernal season, the poetry that lies in meadow, wood and stream, as well as that that lies between the covers of a book, are "caviare to the general." Doubtless our age is a very prosaic, matter-of-fact one, yet it would be surely regrettable were a sense and perception of the beautiful limited to poets and critics and poetasters! The bicycle may be

A FRIEND TO THIS GENERATION,

not only because of its hygienic effects, but as a means of bringing us into closer union with the manifold wonders, and yet the wondrous simplicity, of our earth and its varying moods and seasons—teaching us to see, and seeing to appreciate—

"—Above and all around
Nature's unchanging harmony."

The average cyclist, I fear me, "who bends his back and bows his head," in order to pass the milestones with a rapidity which would have astonished our easy-going ancestors of last century, could scarcely be persuaded how much he is losing. Sweet are the uses of the bicycle, but not always, nor in the highest degree, to the speed rider.

L. A. M. PRIESTLEY in *English Cycling*.

State Trade Notes.

Sutherland & Sons, of Janesville, will handle bicycles in the future.

Eugene Giller, of Racine, has opened a bicycle store and repair shop.

Ramsey & Lerdall, hardware dealers of Madison, have decided to sell bicycles.

Johnson & Field, who are manufacturing wheels at Racine, have opened salesrooms.

Stoves & Holte, of La Crosse, have opened a new bicycle shop at 1033 Caledonia street.

The bicycle craze has struck Sturgeon Bay and many agencies of wheels have been placed there.

Haney Brothers, of Abnapee, have gone into the bicycle business and will handle the Domestic wheel.

F. Randall, of Janesville, has fitted up a shop at 293 Glen street and has commenced the manufacture of wheels.

Adam Kroner, of La Crosse, who has heretofore dealt in hardware and stoves, will also handle bicycles in the future.

At Plymouth, H. E. Genske and W. E. Wolf have gone into the bicycle business. They will make a salesroom of the basement of the Radloff & Runge block.

James Wheeler, of Marinette, has leased a large new store in the Cook block, for his bicycle business, and will have a large repair shop in connection with the salesrooms.

At Appleton A. E. Wambold, proprietor of the Appleton Screen Plate Company, is finishing his preparations for the equipment of one of the most complete repair shops in Northern Wisconsin.

At Waupun, Harry Ferguson has started an enameling and finishing plant for bicycles. He has erected several ovens and is operating a machine for fitting wood rims and adjusting spokes.

The Fidelity Cycle Company, of Fond du Lac, has been incorporated by Verner and Thomas Weeks, of Fond du Lac, and Garrett W. Madison, of Chicago. The firm has a capital of \$7,000 and will buy and sell bicycles.

F. C. Brown and J. H. Saris have dissolved partnership in the Brown-Saris Cycle Company at Litchfield, Ill. Mr. Brown has bought Mr. Saris' interests and will retain the plant, while Mr. Saris will establish himself in business at Beloit.

General Trade Notes.

Tom Cooper will ride a Monarch during the coming season.

James Field, an employe of Morgan & Wright, of Chicago was recently arrested at Oconomowoc for embezzling \$4,000.

A bicycle factory is to be started at Escanaba shortly by Harry Morris, until recently an employe of the Monarch Cycle works, of Chicago.

D. O. Rohne will have the Chicago agency of the Julius Andrae & Sons Company this year. M. Rohne has a large carriage repository at 361 Wabash ave.

There were sixty-one wheels exhibited in the cycle show held by the Lake View Cycling Club, of Chicago, March 12, 13 and 14. Of the sixty-one wheels, thirty-nine were fitted with Morgan & Wright tires.

The surface of a properly shaped road will act as a roof to keep the rain away from its foundation.

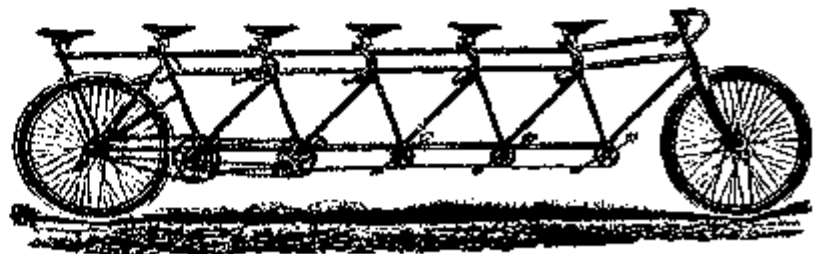
Boys often leave the farm, but if the road is good enough they may return to it again.

It's a long lane that has no bottom.

The Cream City Wheelmen have rented new quarters and are now installed at 68 Biddle street.

T. H. Brown Company's Show.

On March 26 the grand opening of the cycle department of the T. H. Brown Company will be held. It has been decided to take out all the carriages on the first floor so as to make plenty of room for a large display of wheels and for the entertainment of the guests. The company has secured the agency of five good makes, viz.



the Fowler, the Stearns, the Sterling, the Niagara and the Thistle. One of the features of the display will be the Fowler sex-tuplet and the Sterling "giraffe." A general invitation to the public has been extended.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

\$50 IN GOLD

SUPPOSE WE MAKE
1,000,000 PAIRS OF TIRES IN 1896.
HOW QUICKLY COULD THEY BE INFLATED
BY HAND, AT THIS RATE:
THREE MINUTES PER TIRE
EIGHT HOURS PER DAY
365 DAYS PER YEAR.
ANSWERS WILL BE OPENED MAY 1st.
FIRST CORRECT ANSWER WINNING THE PRIZE
MARK ENVELOPE PLAINLY FIGURING CONTIST
PIN THIS AD TO YOUR ANSWER

MORGAN & WRIGHT

CHICAGO

18

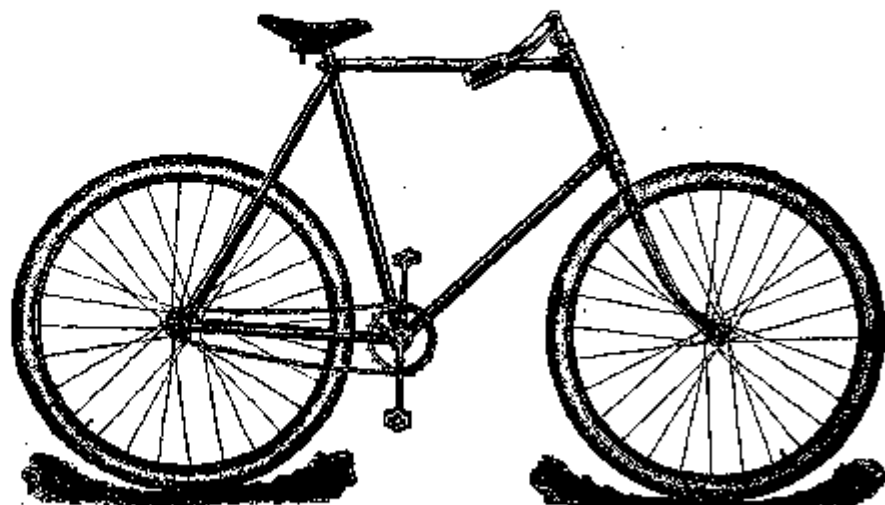
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We are placing before the cycling public what we honestly consider to be one of the most handsomely designed and artistically finished wheels possible to produce.



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Telling about our Line



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Skidmore Shoe & Clothing Co.
2 to 10 Grand Avenue
W. A. Leonard, Mgr. Cycle Dept.

MYSTIC CYCLE WORKS
MUKWONAGO, WISCONSIN

Andrae's Catalogue.

The first installment of Andrae's art catalogues has just been issued. The work is, beyond question, the handsomest of all the handsome cycle catalogues issued this year by cycle concerns. It is printed in three delicate colors, and each page is embellished by a beautiful half-tone, representing scenes in Milwaukee, the home of the factory. The illustrating was done by the Binner Engraving Company, of Chicago, and the printing by the Meyer-Rotier Printing Company, of Milwaukee.

Monroe Wheelmen.

There seems to be great enthusiasm in Monroe wheeling circles. A strong club has been organized, with the following officers:

President, L. A. Hodges; vice-president, Fred. Blumer; secretary, M. E. McCaffrey; treasurer, Joe Byers; first lieutenant, E. J. Manning; second lieutenant, Chas. Butterfield; directors, Rice Gorham, Chas. Young, Fred. Buehler.

The president, vice-president, secretary and treasurer, with the three directors constitute the board of directors. They shall control the practical and internal affairs of the club, and are the only committee authorized to contract a money liability in the name of the club.

It is more than likely that they will make their club an L. A. W. organization and apply for the '97 state meet. They feel the need of a state meet in this section of the country to boom cycling.

An Ad.

It's my business to write for the journals,
I have written in poem and prose,
And I have studied to garnish with splendor
The subject I've sought to expose.
And hundreds of ads I have furnished
Composed in a versatile way,
To tickle the taste of the public
And give an exchange for my pay.
And though it may seem quite perplexing
And to write on one subject hum-drum,
Yet I always can find it refreshing
To puff up old Yucatan Gum.

If a Member's Bicycle Is Stolen

The American Wheelmen's Protective Association, of Chicago, will replace an exact duplicate of it free of charge. Annual dues \$2. Write for further particulars to Geo. Y. Wilkinson, general agent, 371 Broadway, Milwaukee, Wis.

The Huennekens Cycle Co.

Are importers of and dealers in bicycles, bicycle parts and sundries at wholesale to cycle agents and dealers. Special prices and discounts given on application. Address, 124 Ferry street, Milwaukee, and get catalogue.



25 CENTS THE BICYCLE .. ITS
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80 Illustrations .. 180 Subjects
Money back if you wish.

C. VON CULIN

BOX 50

Delaware City, Del.

One of Whys.

The good road movement moves slowly in some localities. Men who should be progressive and up to date, cling to old habits and conditions as mud clings to the wheel. The roads were good enough for their fathers and their grandfathers, and so they insist that nothing better is required now. While the average opponent to better highways is generally supposed to be a resident of Wayback county, Danville, Ill., is afflicted with a school superintendent who is fond of mud, and ought to be peddling clams. But as a happy and efficient antidote for his influence, Danville possesses a live, progressive newspaper, *The Press*, which gave the slow-going superintendent the following lesson on brains, and how to use them:

"Superintendent Carter, who has always been considered an advanced thinker, and for whom *The Press* has always entertained the highest esteem, stood before the Farmers' institute and declared the farmers did not want better roads as much as some people supposed. The roads were good enough for them, and if they were at times muddy and wet, the farmer could always provide himself with rubber boots and gum coat. That sentiment fostered and encouraged and applied to education would send Superintendent Carter back to the farm, and put a \$700 or \$900 man in his place. Some people might think the \$900 man was good enough for them, and those who did not, could send their children to other towns and schools to acquire an education, just as well as the farmer who did not like mud and water could provide himself with gum coat and rubber boots. If the roads are good enough now for the farmer, we can make them more to their liking by ceasing to spend annually thousands of dollars for their improvement. It is folly to spend money upon

something that already is to your liking, and in doing which there is danger of dispossessing yourself of a great boon. All things possible to others we should ourselves have and enjoy. If we mistake not, Superintendent Carter has been caught snoozing on the progressive highway of thought and action."

"In the multitude of counsellors there is safety." ❀ ❀ ❀



A board of 21 expert engineers and mechanics, every one wise in bicycle building, passes upon each detail of Columbia construction. These men are all workers in bicycle improvement. Little of value can escape their watchful search. Few mistakes of construction can pass the scrutiny of their combined wisdom.

You are buying the safest bicycle in the world when you buy a

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\$100 TO ALL
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Standard of the World

The handsomest catalogue ever issued tells fully of Columbias, and of Hartford bicycles, —\$80, \$60, \$50—next best to Columbias. The book is free if you call upon the Columbia agent; by mail from us for two 2-cent stamps.

Pope Manufacturing Co., Hartford, Conn.

Branch Stores and Agencies in almost every city and town. If Columbias are not properly represented in your vicinity let us know.

Will Enlarge Its Plant.

C. S. Smith & Sons, manufacturers of bicycle supplies, are to build a large addition to their factory at the corner of Park and Clinton streets. June 11, 1895, this firm took out a permit to build a factory which was to cost \$24,000 and the plans now submitted to the building inspector are for an addition quite as large as the building put up last summer. It is estimated that it will cost between \$20,000 and \$25,000. It is fifty by 200 feet in general dimensions, five stories high and will be built of brick with steel "I" beams and a concrete foundation.

To Manufacture Bamboo Wheels.

The newest thing in bicycles, a machine with bamboo hubs and frame, is being manufactured in Milwaukee, and the manufacturers have already received orders enough to keep them busy for a long time. The manufacturers are Messrs. W. N. Durant and W. H. Prichard, and their headquarters at present are at 234 Twenty-second street. Mr. Durant is the widely known manufacturer of the counting machine for printing presses and for that business he has agencies in England, Australia, Mexico, France and Brazil.

The frame of the new bicycle is made of rock elm or bamboo, as desired, and the hubs are of bamboo also. The frames and the hubs have been given every test and the machine has successfully held a dead weight of 1,500 pounds. In addition to the wooden frame and hubs, the bicycle made by Messrs. Durant & Prichard have all the latest improvements used on the highest grades of wheels. The business wheel which these gentlemen are making weighs only seventeen or eighteen pounds and they make a light wheel that has the wonderful weight of fourteen or fifteen pounds. Mr. Prichard is a practical bicycle builder and a well-known south side wheelman.

Another Large Factory.

Contracts have been closed at North Milwaukee for the establishment there of a mammoth bicycle factory. A. D. Agnew, representing the owner of a large factory which was formerly occupied by the North Milwaukee Furniture Company, has closed a deal with the Milwaukee Manufacturing Company, which has just been organized, whereby the company agrees to lease the plant and operate it as a cycle factory. The site covers an area of over an acre and a quarter and is between Adam and Court streets and the St. Paul tracks and Thirty-second street. The building will be enlarged at once so as to cover the entire site. When completed the plant will be one of the largest in the northwest. The officers of the new company are: A. D. Meiselbach, president; E. W. Schreiber, vice-president; J. H. Hoyt, secretary and treasurer. Mr. Meiselbach is president of the A. D. Meiselbach Manufacturing Company, of this city, but the new company, which has a capital of \$50,000 and will employ about 175 men, is entirely independent of the local concern. The plant at North Milwaukee is now being placed in shape.

W. R. Walpole Resigns.

W. R. Walpole has resigned the position which he has held as secretary and treasurer of the Sieg & Walpole Manufacturing Company, Kenosha, Wis., and will take a well-earned vacation. Mr. Walpole states that his plan for the future are as yet uncertain, but it is possible that he will remain in the cycle business. The interest which was held in the Sieg & Walpole Manufacturing Company by W. R. Walpole has been bought by Rudolph Grossenbach, of Milwaukee. It comprises about one-fourth share in the concern, and the transfer will in no way change the policy or management of the company, but it places it in a position to make extensive preparations for the future. Mr. Grossenbach is a gentleman of high standing and of wealth, and will take an active interest in the affairs of the company.

May Move to Muskegon, Mich.

H. H. Casper, of the Huseby Cycle Company, says that the company is considering an offer from the Chamber of Commerce of Muskegon, Michigan, to move its plant to that city. At present the firm has a factory on Lake street, but it has also leased several floors in the Larkin block, at Reed and Lake streets, for a finishing department and riding school, which is sixty-five by seventy-five feet in dimensions. If the company goes to Muskegon, it will purchase a large four story brick factory, 150 x 200 feet in dimensions. Mr. Casper says that it may be decided to only manufacture supplies for the trade in the future. A large lot of orders are now being filled.

Dealers May Organize.

There is some talk among local dealers of organizing an association for their mutual protection. If this is done, it is proposed to hold a large cycle show next year, under the new association's auspices, and every local dealer will, no doubt, be represented.

Kanaska May Ride a Union.

Henry Kanaska, the young local professional, of whom little was heard last year because he was in France, is negotiating with a local firm to ride its wheel during the coming summer. Kanaska has developed considerable speed since he last rode in this city.

The Mercury Cycling Club has become a member of the Association of Cycling Clubs.

STATE OF OHIO, CITY OF TOLEDO, } ss.
 Lucas County.
 FRANK J. CHENEY makes oath that he is the senior partner of the firm of F. J. CHENEY & CO., doing business in the city of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of HALL'S CATARRH CURE.
 Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1895.
 A. W. GLEASON,
 Notary Public.
 Hall's Catarrh Cure is taken internally and acts directly on the blood and mucous surfaces of the system. Send for testimonials, free.
 Sold by Druggists, etc. F. J. CHENEY & CO., Toledo, O.

LIST OF RELIABLE REPAIR MEN IN THE STATE.

Bicycle riders when in need of repairs or cycle sundries, while touring, will find the firms listed below worthy of patronage.

APPLETON

WM. GROTH,
CYCLE AGENCY AND REPAIR SHOP,
ALL KINDS OF CYCLE SUNDRIES.

COLUMBUS

GEO. O. STEVENS,
HANDLING ANDREAS AND CALUMET CYCLES,
BICYCLE REPAIRING A SPECIALTY.

FOND DU LAC

CHAS. YERS,
PRACTICAL CYCLE REPAIRER,
GOOD WORK. REASONABLE PRICES.

FORT HOWARD

CHAS. S. KERR,
High Grade Bicycles
Wheels to Rent. Wheels Repaired.

LA CROSSE

O. A. KREBAUM,
BICYCLES AND SUNDRIES. PERMANENT REPAIRS
L. A. W. No. 622M. 227 N. 3d St.

MADISON

D. D. WARNER CO.,
Cycle Agency and Repair Shop.
Fully Equipped to give Satisfaction.

MILWAUKEE

WM. POLLITT,
Experienced Cycle Repairer. 701-706 Chestnut Street.
Makers of "THE ONLY" CYCLES.

MILWAUKEE

Jullus Andrae & Sons Co.'s Repair Dept.
Equipped in the most complete manner. 225 W. Water St.

MILWAUKEE

E. S. POTTER & CO.
Bicycles Built to Order and Repaired
WHEELS FOR RENT
270 Twelfth St., Cor. Cherry.

NEW RICHMOND

J. W. RIDINGER,
GUN AND CYCLE SHOP... The only reliable
repairer in the city. We carry a line of Bicycles
Sundries and Sporting Goods. ...Main Street.

OSHKOSH

J. W. WAGNER
Exclusive Cycle Repair Shop. Main Street.

SUPERIOR

DODGE & PEARSON,
Bicycles and Sporting Goods
1123 Tower Avenue

WATERLOO

JANISCH BROS.
BICYCLES AND HARDWARE,
BICYCLE REPAIRING A SPECIALTY.



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FAST TRAINS
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LUXURIOUS PARLOR CARS - PATENTED DOMO CARS.
Palace Sleeping Cars Between
MILWAUKEE AND ST. PAUL, MINNEAPOLIS AND DULUTH
City Ticket Office, 102 Wisconsin St.
Passenger Station,
Lake Front, Foot of Wisconsin Street.
- E. HEWMAN, J. M. CRITMAN,
Third Vice-Pres. General Manager.
W. A. THRALL, Gen'l Passenger and Ticket Agt.



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OSHKOSH
NEENAH
MENASHA
CHIPPEWA FALLS
EAU CLAIRE
DULUTH
MINNEAPOLIS
ASHLAND
ST. PAUL
PULLMAN SLEEPERS TO

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the power to do,
will and force of
character, come
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PAID
THE HISTORY OF BREWING KINGS WITH PABST

BICYCLE CLUB BADGES, BUTTONS, PINS.

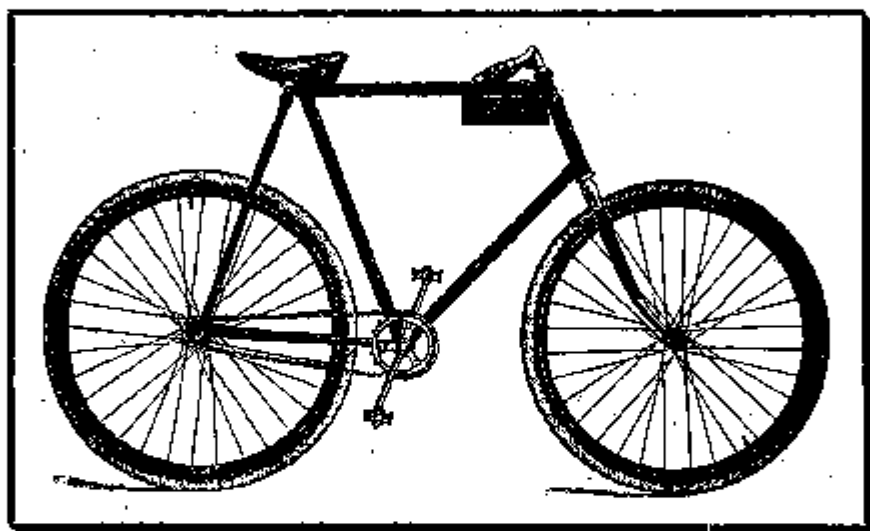
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Send Ten Cents for Sample.
We can furnish special Club Badges at very
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Silver," Sound Money, Etc. AGENTS WANTED
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MANUFACTURER NOVELTIES,
172 PLUM STREET, - CINCINNATI, O.

Pneumatic
50 Cents a Year

Telegram

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Open every day from morning until
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array of high grade up-to-date bicy-
cles can be seen at all times.



The '96 Features

on them are worthy of inspection.
You are invited to call or send for
illustrated catalogue.



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