

# THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE  
AND TRADE NEWS.

1896

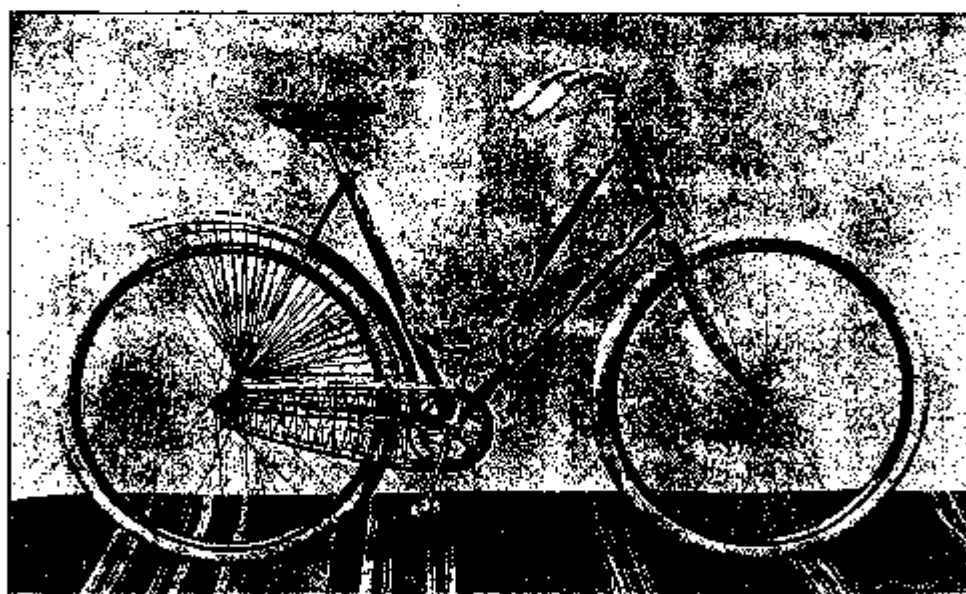
VOL. VII.

MILWAUKEE, WIS., APRIL, 1896.

No. 1.

THIS BEAUTIFUL \$1,000.00 *Rambler* Bicycle WILL BE PRESENTED

to the amateur rider who, before November 1, 1896, will have ridden the fastest mile, made in competition, during this season on a *Rambler* in a regular race, at any race meet in the U. S., sanctioned by the L. A. W.



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The jewel studded, silver embossed, gold and silver plated, Model G. Ladies' Rambler, which was exhibited at the Chicago and New York Cycle shows, is worth \$1,000.00. All the enameled parts of this beautiful machine are finished and embellished with silver embossing in most artistic and original fashion. The handle bars, pedals, cranks, sprockets, hubs, ball cups and spokes are silver plated. The brake is covered with gold, the spoke nipples are gold and glisten through rims of highly polished mahogany. The saddle is of highly polished leather, hand carved, in fanciful designs, with gold mountings. The handles are of solid ivory, turned in a neat spiral design and are tipped with jeweled gold ends. The head is crowned with a circle of pearls, surrounding an immense aquamarine, while in either handle tip are set similar specimens of the violet blue gems. Turquoise gems are set in the head of the adjustable handle bar set screw, and at the end of either rear fork, diagonal tube.

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We will also donate \$500.00 in gold toward defraying the expense of the meet at which this "fastest Rambler mile" is made.

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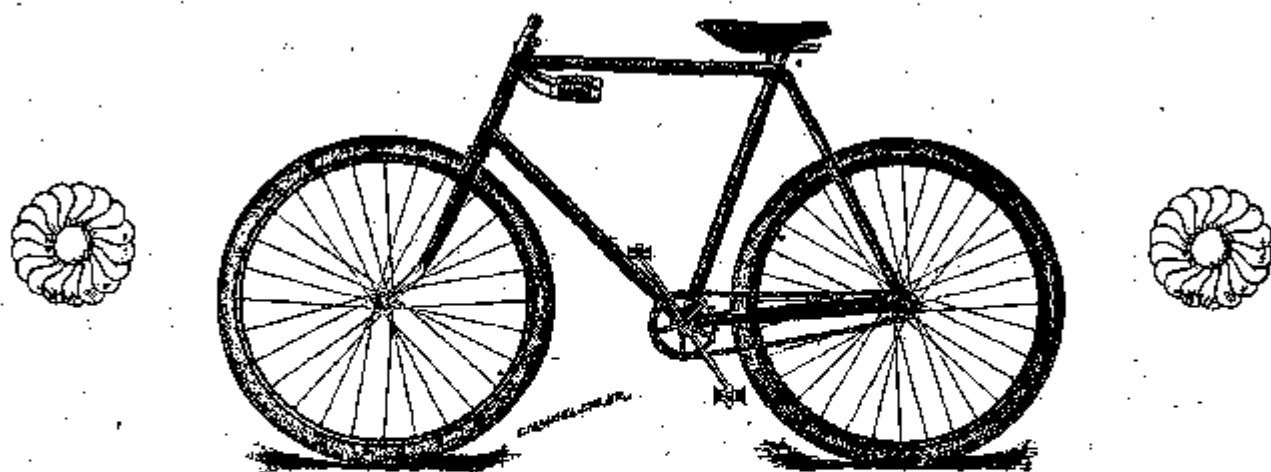
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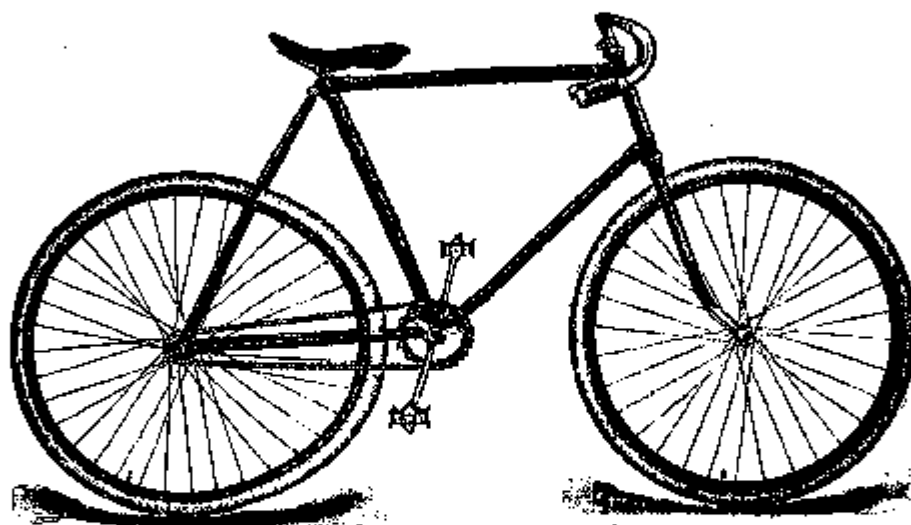
THE PNEUMATIC.

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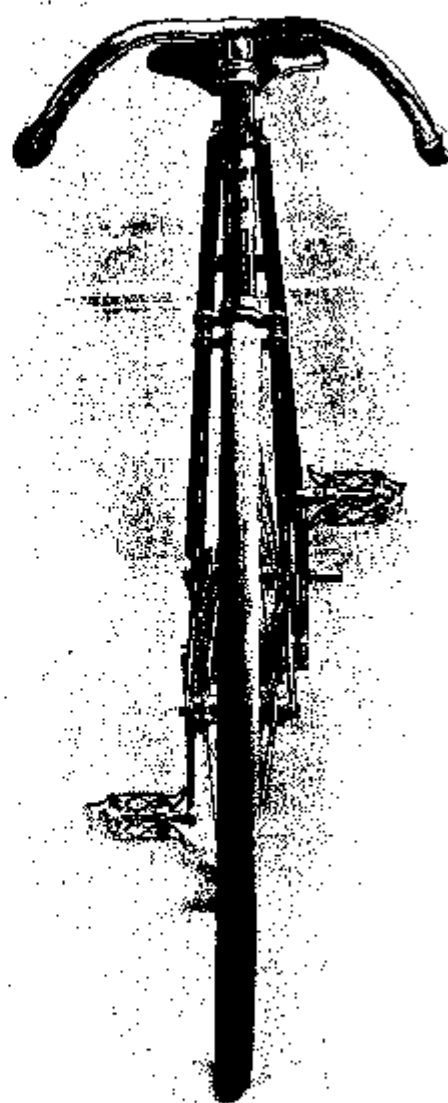
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A MONTHLY

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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,

305 East Water Street, Milwaukee, Wis.

J. POPPENDIECK, JR., Editor.

M. C. ROTIER, Associate Editor.

M. C. ROTIER, Business Manager.

Eastern Representative: S. Koppel, 82 Times Building, New York.

#### WISCONSIN PUSHING TO THE FRONT.

Owing to the expiration of many League memberships on April 1, the Wisconsin Division now numbers about 800, but at the rate renewals are being sent to Secretary Bassett and new members are being secured for the division, Wisconsin will soon again be over the 1,000 mark. In every part of the state the League officers and local consuls are hard at work recruiting members. Reports received in this city would indicate that the coming season is going to surpass all former ones in League membership. In many towns League clubs are being organized and in this way the list of members in the state is gradually climbing. There is no doubt that Wisconsin will have 2,000 members before many months are past.

#### DECORATION DAY DEMONSTRATION.

As May 30, Decoration Day, draws near, there again is talk among local wheelmen of holding a large parade in honor of the soldiers who fought for the Union. It is said that the conditions this year for holding such a demonstration are more favorable than in former years and that an event of this kind could now be made a thorough success whereas in the past it has been a failure. The argument is that the clubs are better organized at present and are working together through the Associated Cycling Clubs. It is hoped that the latter organization will take hold of the matter and perfect plans for a parade like that held during the Semi-Centennial celebration last October. Care should be taken that there will be no interference in the line of march, however. There are thousands of wheelmen in the city who can turn out and each one of them ought to be in line.

#### OPENING OF THE SEASON.

May 30 will mark the opening of the '96 racing season this year, and never before in the history of Wisconsin was the outlook so promising. Reports from every corner of the state are of the most encouraging character. Green Bay is going to hold a road race on that day, Oshkosh also is planning one, Marinette and Menominee wheelmen again will try their speed on the road, while in other cities in the state smaller events are being arranged. In the city of Milwaukee the North Side club will hold its annual race and this will be the attraction for local riders.

The conditions for a very promising racing season are excellent. In the state a wide-awake interest is found. New clubs are springing up almost daily and old ones are being strengthened. In the city all the organizations are prosperous and they are working harmoniously for the interest of all concerned. With these conditions there is but one outcome—prosperity.

#### Insure Your Wheel.

In a recent issue of the *L. A. W. Bulletin*, President Sterling Elliott says:

"Many members of the League have written to the *Bulletin* asking whether or not this organization could adopt some practical means of systematically recovering stolen wheels. I would say that I have been for some time negotiating with a responsible concern, with a view to giving this protection to L. A. W. members at a greatly reduced rate, the result of which is an entirely satisfactory arrangement, which will enable League members to feel that their wheels are protected against theft for the low price of \$1 per year. For obvious reasons the L. A. W. could not enter into any business of this sort, but we have made an arrangement with the American Wheelmen's Protective Association, whose address is Marquette Building, Chicago, Ill., to give their guarantee policy to L. A. W. members at one-half their regular rates, the regular fee being \$2 per year. The consideration given for this reduction is the official endorsement of the L. A. W., and the advertising incident to it. I have investigated the financial standing of this concern very carefully, and find that they are perfectly responsible, and will carry out any contracts which they make. Their method of doing business they will be glad to explain on application. At this late hour we are unable to give more space to the subject this week."

#### National Circuit Meets.

Wisconsin will be represented on the national circuit early in July. H. E. Pomeroy, of Appleton, who is a member of the state racing board, and who is taking an active part in the management of the racing affairs of Appleton, has received a reply in relation to the application of Appleton for two dates on the national circuit. In a letter to Martin C. Rotier, secretary-treasurer of the Wisconsin Division, Mr. Pomeroy writes that Chairman Gideon say

Appleton has been granted July 7 and 8 on the national circuit. This is the earliest that this state has ever been on the circuit. It is understood that the Appleton wheelmen are not altogether pleased with the dates and it is likely that the dates will be changed. Appleton has notified Chairman Gideon that unless the dates granted on the national circuit, July 7 and 8, are changed, the wheelmen of that city will have to surrender the sanctions which have been granted by the racing board. On July 2, 3 and 4 three days of horse racing are to be held and it would be impossible to assure a successful cycle meet so soon after the horse races. Secretary-Treasurer Rotier and A. Cressy Morrison have asked Chairman Gideon to change the date for Appleton if possible. Other cities of Wisconsin which have applied for dates on the national circuit are Milwaukee and West Superior. In a recent letter to Secretary-Treasurer Rotier, Chairman Gideon says there is little doubt about Milwaukee being placed on the circuit in accordance with the application of the Associated Cycling Clubs, but he is not positive if West Superior also can be accommodated. Chairman Gideon stated that the Milwaukee dates will be just after Appleton dates and it is possible that July 11 will be secured. The meets in Wisconsin will all be held before the National Meet at Louisville.

In connection with the national circuit races Appleton will hold the annual state meet this year. Members of the Appleton club, which is an L. A. W. organization, are now busy getting up a prize list and it is reported that enough promises have already been secured to guarantee a better list than has ever been offered in this state. The program for the races has not been fully mapped out but it will be announced very soon. Appleton is beautifully situated on the Fox river and an enjoyable amusement program will surely be furnished for the members who attend the state meet. The wheelmen are doing all in their power to arrange a pleasant time for the visitors.

Later: Chairman Gideon announces that Appleton can have July 8 and 9, Milwaukee July 4 and Superior July 6. These dates are satisfactory to Milwaukee and Superior but not to Appleton.

#### Gerhard Aussem Handicapper.

Gerhard Aussem, of the North Side club, has been appointed official handicapper of the Associated Cycling Clubs. Mr. Aussem will have charge of all the handicapping which is to be done in road races which are conducted under the sanction of the association and therefore his position is quite an important one. It has been decided to allow him to charge ten cents an entry in open road races and five cents an entry in club road races. Owing to the fact that many new riders will spring up this year the position will be a hard one to fill, but Mr. Aussem is perhaps as well posted a wheelman, on the standing of riders, as anybody in the city and it is believed will give perfect satisfaction.

#### The '96 State Circuit.

Members of the state racing board are busy at present arranging plans for the state circuit which will be held during the summer. Chairman Fred Schroeder favors holding but one circuit which is to start on about June 30 and end about September 1. He has written all members of the racing board for their views on the subject and has received a number of replies. All agree with him that one circuit instead of two short ones is preferable. A number of cities have already asked for dates on the circuit and the indications are that there will be a continuous list of race meets from the time the circuit opens to the time it closes.

As soon as the racing board has fixed the details of the state circuit it will give the matter of holding an interstate meet its attention.

#### The Crackajacks May Be at Ripon.

The matter of a vacation for the circuit chasers has not been mentioned in the talk of the circuit. In view of the arrangements that are being talked of, Ripon, Wis., will make a bid for this vacation. During the coming season Ripon is again to give one of its famous meets and the men of that city have an ideal club house to which they will invite many of the men. The large hotel at Green Lake is a most delightful place and would make an ideal lounging spot in the woods. There is a long gradual sloping bank to the lake and this is covered with a nice turf. The lake provides good bathing, and there are a number of fine sailing boats on the lakes. Row boats may be had in large numbers, and there are hosts of pretty girls. This matter of a vacation at the lakes was once broached to the managers of the Hotel Green, and they then said that a rate for the party would be made that would be within the bounds of reason, and in fact very low. It is almost certain that the men of the Ripon Cycling Club will extend the invitation. Should this be done, every circuit chaser with the memories of '83 and '84 in his mind, will make that vacation point although he does not do another thing during the season.—F. Ed. Spooner in the Bearings.

Since this, Gideon's bulletin of circuit dates has been made up and it does not include Ripon.

#### Sanger Will Train at Louisville.

Walter C. Sanger has decided to train at Louisville, Ky., this year for the coming season and will leave very soon for that place. He expects to get into condition rapidly and will probably enter his first race on or about May 30. It has not been positively decided what wheel he will ride but there is little doubt that it will be the Union. His trainer and manager, Dumbleton, who handled him the latter part of last season, has been negotiating with the Union company for some time and there now seems to be little doubt that the negotiation will be closed. Sanger rode the Union two years ago but he will command a much higher salary than he did at that time. His friends predict

that this will be his best year. He will ride the Vim tires again, having closed a contract with the firm.

Later: The deal with the Union company has fallen through and the Stearns company is now negotiating to send Sanger to France during the summer.

William F. Sanger stated several nights ago that he will remain with the Telegram company for another year and ride in the professional class.

In relation to the challenge of C. M. Murphy, who wants to race Sanger three races for \$500 to \$1,000, Walter says all who want to meet him can do so during the summer when he will be found on scratch of every professional race on the national circuit.

### Will Enforce the Racing Rules.

In a recent bulletin to local clubs Secretary-Treasurer Rotter shows that an effort is being made this year to strictly enforce the L. A. W. racing rules. He says: "It may never have occurred to you that you owe a duty to the racing department of the League of American Wheelmen. Wheelmen throughout the country are constantly violating our rules through ignorance. Professionals are made by the county fairs given in the neighborhood. Small cash prizes are offered in cycle races. Sanctions are not asked for, and all this could be avoided by you. Remember three cardinal principles as regards racing: 'A man may not compete under any circumstances for cash; neither can he compete with anyone who has been declared a professional; and a sanction must in all cases be obtained for a single event or complete meet.' We ask that you will promulgate these facts. We ask that when you hear of a race to take place for cash prizes, that you will either personally warn intending competitors, or cause a warning to be published in the local paper. When men compete in such races, send their names and address to the western representative of the National Racing Board, Fred. Gerlach, Montauk Building, Chicago."

### Improving National Park.

Bicycle riders will find National Park very convenient for training this year. A new judges' stand has been erected and new training sheds with all the necessary equipment have been built. The track also is to be put in first-class condition as soon as the weather becomes warm enough for training purposes.

### Chandler May Sue.

The trouble between Chandler and the North Side club is again recalled by a report which comes from Wauwata that Chandler will sue the club. It will be remembered that Chandler won the North Side road race two years ago and that for the first prize a \$350 piano was advertised. When Chandler came to collect his prize he was offered a \$50 piano by the dealer who donated the prize. This he refused, and now he threatens to bring legal action to get a \$350 piano.

### Rules of Road Races.

At a recent meeting of the Association of Cycling Clubs the following rules were adopted in relation to the conducting of road races:

A—All road races conducted in the city of Milwaukee, sanctioned by the Association of Cycling Clubs, shall be conducted under the supervision of the Association of Cycling Clubs.

B—They shall be open to any amateur in good standing.

C—The handicaps of all road races conducted under the supervision of the Association of Cycling Clubs shall be arranged by an official handicapper, who shall be elected by the Association of Cycling Clubs and whose term of office shall expire at the annual meeting following his election. As a compensation for his work he shall be permitted to charge 10 cents for each entry in open road races and 5 cents for each entry in club road races.

D—The official handicapper may call upon the racing boards of all clubs belonging to the Association of Cycling Clubs for such assistance as they may be able to render to him.

E—All entries must be in the hands of the official handicapper not less than five days before the date on which the race is to be held, and they shall be on a form as required by the Association of Cycling Clubs, of which the attached is a copy. (The copy attached was the form used last year in the Chicago road race.)

F—The officials in charge of each road race shall be a referee, starter, with assistants, clerk of the course, five judges, with assistants and five timers with assistants, to be selected by the club sanctioning the road race.

### Will Not Be Punished.

There is little doubt that Walter C. Sanger, Henry Kanaska and Joseph Bezenek, the professional riders who participated in the races which were held at the Exposition building during the woman's indoor tournament, will not be punished for the violation of the L. A. W. rules. The board has made a careful examination of the case and it is understood that the riders had no intention of violating the rules. Morgan S. O'Brien, one of the local riders who also took a hand in the tournament, has received a letter from Fred. Gerlach, the western representative of the racing board, saying that nothing would be done in his case, and it is believed that this is good evidence that the other three riders will escape equally easy. It would be very unfortunate for Sanger to get into trouble at this time of the year.

### Local Racing Teams.

Henry Zerbel, A. Bingenheimer and W. P. Sanger will be members of the Telegram racing team this year. The company has decided to send them on the Wisconsin circuit this year. Walter C. Schrader, who was considered the fastest man on the circuit last year, will represent the Andrae company.

### The Track Problem Not Settled.

It now begins to appear as if Milwaukee is not going to have a new track after all. Some time ago it was partially agreed with H. D. Quin that he should rebuild his track at Athletic Park in consideration of receiving the support of the wheelmen of this city. Mr. Quin is not certain that it will pay him to enter into the deal and there is a hitch in the matter at present. Unless an agreement is soon reached with him, the riders will again have to confine all their training to the National Park track. It now begins to look as if all the races will again be held there this summer.

streets. The house is large and roomy, being of the old colonial style of architecture with delightful rambling porches that extend around the house. The roof of the porch may be used as a balcony, being well supported by large round pillars that form one of the chief attractions of the house. The grounds surrounding the house have been well kept and will give the members a fine resting place in the summer time. There are seventeen rooms in the building. The entire lower floor is given up to double parlors which will make fine reception rooms. The rooms on the upper floors are splendidly arranged so that the club will have to make very few changes. It is the intention to furnish the club in a sumptuous manner. Besides reading and card rooms there will be billiard and pool rooms, a dining hall, a culinary department and a gymnasium, with shower baths.

#### Brief Milwaukee Notes.

Edward Clifford will again follow the state circuit this year.

The West Side club has rented new quarters at North avenue and Seventh streets.

Pugilist James J. Corbett's wheel was recently exhibited in the city and attracted considerable attention.

The home trainer which was recently placed in the North Side club's gymnasium is proving very popular.

Morgan S. O'Brien is still undecided as to whether or not to become a professional. Anton Stoltz is in the same position.

The racing board of the Badger Wheelmen this year will be P. H. Cambier, W. A. Krasselt, C. Reinke, W. C. Schrader, Sr. and E. J. Dahinden.

It is announced that A. Bingenheimer will try to break the quarter mile world's record as soon as the weather becomes warm. The trial is to be made at the State Fair Park track.

The North Side club celebrated its fourth anniversary on April 16 in a fitting manner. During its four years of existence the club has made remarkable progress and today it is one of the largest in the state.

Besides holding an annual road race this year, several members of the South Side club have decided to ask for a sanction to conduct an event independent of the club's race. There is some doubt as to what course will be selected for their annual road race in July. The course from Hales Corners and one from Frankville are under consideration.

#### New Use for the Bicycle.

At Marinette, W. H. Stephanson, a well-known woodsman and an enthusiastic wheelman, recently used a bicycle in making a 100 mile trip up the Menominee river to estimate logs. It was the first time that the bicycle was used in the logging business, and it saved considerable time in making the trip. Mr. Stephanson was obliged to ride nearly the whole distance on a frozen river.

#### Manager George Soule Spencer.

Few of the young men who start out in business life are so well equipped with a business knowledge, enterprise and



hustling ability as George Soule Spencer, the subject of this sketch. Mr. Spencer has embarked in the bicycle business and has chosen well from among the numerous makes of wheels. He is handling the D. D. Warner Company's line of Warner Specials and Madisons and is a young man of prominent standing in the city and counts among his friends everyone whom he has ever met.

He has established a store at 390 East Water street and a very complete line of wheels will be handled. Being well known to wheelmen in Milwaukee, he will no doubt prove an active competitor of the local dealers.

#### Bicycle Makers Organize.

Local employes of bicycle factories have perfected a labor union which is known as the Bicycle Makers' Union. Every branch of the work is represented. The following officers have been elected: President, Frank Summers; vice-president, Christian Burke; recording secretary, Charles Manthei; financial secretary, Louis Baumann; treasurer, Henry Ernst. The delegates to the Federated Trades Council will be Frank Summers, Henry Dieringer and John Mueller.

#### La Crosse Cycle Show.

La Crosse recently held a very successful cycle show. One day the attendance was over 2,000. Among the exhibitors were Stephen Gantert, J. S. Medary Saddlery Company, Fred. Kroner Hardware Company, George Stangl, Holte & Steves, James A. Trane & Company, La Crosse Wallis Carriage Works, P. E. Steves and Carl B. Noelke.

#### Sheboygan's Cycle Show.

Sheboygan held a successful cycle show on April 8. The show, which was conducted under the auspices of the newly organized Sheboygan club, which is a League organization, was held at Concordia hall. Nearly every dealer in Sheboygan was represented.

The Telegram Cycle Company's catalogue for '96 is out and is a good specimen of work and shows off to great advantage their models and features for '98.

### Concerning Club Runs.

The question of "club runs" is giving many a cycling club no little concern. The attendance on club runs has very materially dropped off in the last few years, until now, when the captain is so fortunate as to turn out a baker's dozen he is considered to be something of a hustler.

Investigation will no doubt disclose the fact that the main supports of a cycling organization are those members who are enthusiastically devoted to road riding; who have not taken up the wheel for the convenience, pleasure and profit to be derived from its use, nor simply for the racing feature, nor for the purpose of keeping the boulevards and park drives in good condition, but because it is a ready and agreeable means of conveyance to green fields, somber woods, and other pastoral scenes, and because it enables him to get away, at least once a week, from the city's noise and constant strife.

It is certainly much to be regretted that club runs or excursions into the country are not taken advantage of as they should be. While at times it does not seem very agreeable to ride along a dusty country road, with the appearance more of a disreputable tramp than a respectable wheelman, still it is more than compensated for by the unrestrained good fellowship and jollity of your companions, by the zest and enjoyment with which you partake of an old-fashioned country dinner; more than compensated for by the change of air and scenes and by the opportunity of contemplating nature's handiwork.

In order to stimulate these country runs, and to tempt out some of the "butterfly" contingent who heretofore have been exceedingly fearful of soiling their clothes by country dust, many of the Chicago cycling clubs—the Lincolns and Chicagos in particular—will offer valuable prizes to members attending the greatest number of runs during the season.—*Bicycle News.*

### The Pace that Kills.

The question is frequently asked by persons who are termed laymen, "Do the racing men take as good care of their physical beings as we are sometimes led to believe they do?" The correct reply is both yes and no, and partially because of the truth of such a queer answer it is easy to explain why such a comparative few of the really fast men retain their phenomenal speed so short a time. A research of cycling history in the United States during the last ten years will not disclose more than four or five riders who have been able to keep at their high point of speed for a longer period than three successive years. And even then, only one or two of that small number may be said to have taken strictly proper care of themselves, and the others have owed their longevity in the racing game to their naturally strong constitutions and adaptabilities, given them on the day of their birth, than to their fidelity to correct habits. The man who takes an "outside" interest in cycling affairs asks the wheelman who is "on the inside"

whether the racing men really do take excellent care of themselves, and the wheelman, true to theory, or tradition, or self-preserving fiction that racing men must necessarily be careful in their diet and daily habit, replies, "Oh, yes, if they didn't, how could they ride as they do?"

Now, if the whole truth is told, as a jury should be advised, the racing men do not take proper care of themselves, and if they did take proper care of themselves they would be able to ride even faster than they do now. The whole truth is that during the riding season they take fairly good care of themselves—and some of them take even excellent care—and in the winter time they take poor care of themselves. They become accustomed to the fast gait while riding, hence have a desire to continue the same fast gait through the winter. Having become accustomed to the glamor and excitement of the racing circuit in the summer time, they find winter time too dull if they do not turn their attention to some method of "making things lively."

It is not the hard strain of rigid training and hard riding in the riding season that makes "has-beens" of so many racing men in so short a time, but the reckless pace that is followed during the winter interim. Why do so many racing men, reputed to be first-class performers, have such hard work to go through in the spring getting fit for the season's racing. Because they have filled their bodies from hair to heels with unwholesome stuff to eat and drink, that must be either boiled or sweated out, and because they have impoverished their systems with late hours, in which the beer was bad, the atmosphere blue with smoke and the limit as high as the ceiling. That's the explanation, and nobody can refute it. But the public makes these dear racing men its idols, and the pace of the world at large is too fast to make it worth while very often to stop and inquire into the underlying truths. Perhaps this condition will always exist, and we will be compelled to charge the unfortunate contingencies not to the racing men themselves but to the environments and to the general system, and we will go on worshipping the track hero as we have done in the past.—*J. M. Erwin in Bicycle News.*

### Want Aid from the State.

Thomas Turiff, supervisor from Lawrence township, Brown county, says that the Board of Brown County Supervisors should petition the next legislature to aid the county in preparing good roads. Some parts of the county have no gravel and inasmuch as hauling it over long distances proves too expensive, a legislative act will be asked for, directing the railroads to dump gravel at cross roads and to fix on the price of gravel per yard to be dumped. Mr. Turiff points out that, whenever markets are the highest, the roads are in the worst condition possible and farmers cannot avail themselves of the good prices for their products. He believes that other counties will join Brown county in this matter.

### How He Played the Organ.

Charles Close, of Danbury, Conn., has discovered a new use for the bicycle. He is a musician and has the ability not only to play, but make almost any sort of musical instrument. A short time ago he made an instrument that plays ten popular airs better than any hand organ here. Still the Danbury Yankee was not satisfied. He found that before he had wound or ground out half the tunes of his wonderful music box he had to stop to rest his aching arm. To overcome that unpleasant feature he constructed a bicycle with a driving wheel in the place of the usual rear wheel. The machine is made stationary by placing it in a framework and elevating the fly wheel from the floor. A flywheel on the organ, connecting with the bicycle by a broad belt, did the rest. A day or two ago Mr. Close and his wife celebrated the fiftieth anniversary of their marriage and on that occasion Mr. Close entertained his guests by mounting the seat of the bicycle and playing the whole repertory of music in his unique machine. The guests got away alive.—*Hardware.*

### Bicycle Law.

Summing up the law pertaining to bicycles in a general way, it may be said:

1. Municipal corporations or cities are liable to a bicyclist for injuries incurred by reason of defective roads (namely, unguarded embankment, a deep rut, a large stone) provided he is not guilty of contributory negligence. A city is under no special obligation to wheelmen, and the defect must be such as to cause injury to vehicles in general. A bicyclist injured while riding on Sunday for pleasure or business cannot recover in states where "Sunday laws" are in force."

2. A wheelman has a right of action against the driver or owner of a vehicle who willfully or negligently causes a collision or damages his wheel left standing by the street curb or roadside. It is the duty of a wheelman, however, to avert collision if possible, and he cannot recover damages if his own negligence is the proximate cause of the injury complained of.

3. A traveler riding on the left hand side of the road properly assumes all risk, and is prima facie guilty of negligence.

4. Vehicles going in the same direction, the hindermost may pass on either side.

5. Sidewalks are exclusively for foot passengers, but a foot passenger has a right to walk in the highway, and is entitled to cross the street where he may elect, but is guilty of negligence if he attempts to cross ahead of a vehicle. And the fact that the vehicle is on the wrong side of the road is no evidence of negligence in an action for injury to a pedestrian.

6. A bicyclist employing an immoderate rate of speed on a highway or street may be liable civilly or criminally in case of accident. Recklessness will sometimes supply the

place of criminal intent, and if a bicyclist kills a human being while going at a dangerous rate of speed he may be convicted of manslaughter.

6. The term immoderate rate of speed cannot be accurately defined. It depends upon time, place and circumstances.

### Law on Guide Boards.

The officers of the Wisconsin Division have issued the following notice to local consuls in relation to guide boards:

"The laws of the state require that, '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 boards erected, the expense to be paid from the treasury of the town. And every such chairman who neglects to erect or repair any guide board, after ten day's 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 \$5, one-half to go to the person making the complaint and the other half to the school fund.' That this law should be enforced, for the benefit of the touring wheelmen, and the community at large, is obvious. Therefore, look into this matter in your town and surrounding country."

### L. A. W. Rights and Privileges Committee.

The Rights and Privileges Committee of the Wisconsin Division, L. A. W., has outlined its plans for the coming year, and it looks as though some important movements will be pushed by the new committee. It proposes to have an attorney appointed in every city of any size in the state to act as an adviser to L. A. W. members on anything pertaining to bicycle laws and legal points. This will be an advantage to local wheelmen and those who may be touring. The committee is also gathering copies of the bicycle ordinances now existing in the various cities of the state, and will get this material into shape to be given to the members for reference when touring. The committee believes through this plan it will get an idea of a uniform and reasonable law governing bicycles which might be framed and passed in the next state legislature.

### Chinamen as Cyclists.

A Green Bay dispatch says: Sam Wing is learning to ride a bicycle. Here, in Green Bay, even Chinamen become imbued with the hustle and progress of modern civilization and find it necessary to take to the wheel in order to keep up with the procession. Sam made his debut last Sunday before an interested and appreciative crowd of spectators. After several trial heats on the back seat of a tandem he was helped into the saddle of a single wheel and started out. The bicycle is no respecter of persons and Sam was

dumped upon the pavement and rolled in the dust with about the same reckless abandon and frequency with which the ordinary man is treated. Sam had little to say, but displayed a persistency in purpose that was truly admirable. Whenever the irrepressible wheel got the best of him he simply entangled himself, smiled as if he was enjoying it just as much as the onlookers and started in again. He was assisted by a couple of local wheelmen and after about an hour got so that he could stay on top of the wheel the greater part of the time. Since then he has been practicing a little every day and within the next week it is confidently expected that a Chinaman on a wheel will be a common sight here. Sam has selected an 1898 "Yellow Fellow" for his mount. None of his fellow countrymen here have as yet shown any symptoms of becoming victims of the bicycle habit.

#### How to Beat the Railroads.

E. E. Wilcox, local consul of Florence, has discovered a way in which wheelmen who are going on a long journey can have their wheels carried free as personal baggage. He writes:

"I intend going to southern Michigan shortly. Excess baggage rate to the point I will visit is \$8.10. A cabinet maker will build me a trunk for my wheel for \$3. It is needless to say that the railroad company will carry both wheel and trunk for nothing and the cabinet maker will get the \$3. Question—How much is the railroad company ahead on the excess baggage rate on wheels?"

#### Oshkosh Coming to the Front.

Oshkosh is to have a road race on May 30. The course will be fifteen miles. Though Oshkosh is one of the largest cities in the state there has always been a lack of interest in that city as compared with other towns in the state. Reports for the coming season would indicate that there will be an improvement in the situation, however.

#### Change in Consulship.

Louis Maier has resigned his position as local consul for Medford in favor of Arthur Elvis, an old L. A. W. member. Mr. Maier has assumed charge of one of Shaw's plants at Mellen, Wis., where he will serve the League as its consul for this year. There are no roads around there at the present time to speak of, but great improvements are contemplated. Mellen is situated at the western terminus of the Penokee and Gogebic iron range.

It is stated at Madison that bloomers will be more popular at the capital this year.

#### Dispute Over a Race.

Marinette and Menominee wheelmen are wrangling over the question as to who shall conduct the annual road race on Decoration Day. The race in the past has been planned by the Menominee riders, but this year there is some talk of the Marinette club holding the event. This has brought forth a vigorous protest on the part of the Menominee riders.

#### New Track at Kenosha.

The Windsor Cycling Club, of Kenosha, has leased Bain Driving Park in that city and will take possession on May 1. It is the intention to hold several cycling and athletic meets at the park this summer, and the name of the park will be changed to Windsor Cycling Park. The club has a membership of 190, and it has a good band among its members.

#### Racine Will Boom.

Encouraging reports come from Racine. It is stated that at least 2,000 wheels will be ridden there this year. A number of club runs to Chicago, Milwaukee, Burlington, Kenosha, Delavan and other points have already been arranged. The riding school in that city is crowded with new riders.

#### Green Bay Road Race.

The Pastime Cycle Club, of Green Bay, has appointed A. Hollmann, A. B. Fontaine and Oscar Mann members of its racing board, which has decided to hold a road race on May 30. The club is in a prosperous condition and is rapidly increasing in membership.

The Easter number of *Yenowines' Illustrated News*, as usual, was very interesting from cover to cover. The large

full page half tone pictures are beautiful, and the yard of baby pictures as pleasing as any that were ever issued. It is a credit to the publishers.

#### 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.

### MORGAN & WRIGHT TIRES

#### ARE GOOD TIRES

#### \$50 IN GOLD

SUPPOSE WE MAKE  
100,000 PAIRS OF TIRES IN 1898.  
HOW QUICKLY COULD THEY BE INFLATED  
BY HAND AT THIS RATE:  
THREE MINUTES PER TIRE  
EIGHT HOURS PER DAY  
385 DAYS PER YEAR.  
ANSWERS WILL BE OPENED MAY 1st.  
FIRST CORRECT ANSWER OPENED WINS THE PRIZE.  
MARK ANYONE PLANNING "TRIPPING CONTEST"  
ON THIS AD. TO YOUR ANSWER

### MORGAN & WRIGHT

CHICAGO

18

### Forming L. A. W. Clubs.

Evansville and Rhineclander are going to have L. A. W. clubs. Wheelmen in those cities have written for details to perfect organizations and Secretary-Treasurer Rotter is kept busy sending out detailed instructions to a large number of other towns.

### Fond du Lac's League Club.

The Winnebago Wheelmen of Fond du Lac have decided to again become a League club. The club was organized some years ago and became a member of the L. A. W. and was given as its number "400" in the League. This number was looked upon with great pride by the Fond du Lac riders, but later they allowed interest to lag and lost their number. Now it is proposed to again apply for a League charter and to ask the L. A. W. to assign to the club its old number, 400. The club has a membership of about 125 and nearly all of the riders will join the L. A. W.

### Janesville Club Officers.

At the annual meeting of the Arrow Cycling Club, of Janesville, the following officers were elected:

President—W. A. Jackson.  
First Vice-President—O. Sutherland.  
Second Vice-President—Frank Isanner.  
Corresponding Secretary—E. V. Whiton, Jr.  
Financial Secretary—Leonard Johnson.  
Treasurer—F. H. Jackman.  
Road Captain—J. G. DeLong.  
First Lieutenant—Frank Isanner.  
Second Lieutenant—R. H. King.  
Directors—B. F. Nolan, J. G. DeLong, G. D. Simpson, Fred Sheldon, Albert Schaller and Dr. R. J. Hart.

### Wisconsin Tourists Going South.

John Bodine and Emil Voecks, of Appleton, are arranging for a long bicycle tour, which they propose to take early in the summer. Their destination is Thomasville, Ga., and they will make the trip entirely awheel, their route lying through Wisconsin, Illinois, Indiana, Kentucky, Tennessee and Georgia.

### State Notes.

The Mound City Wheelmen, of Platteville, are planning to give a race meet this season and will probably be on the state circuit. The club will also give several road races this season.

O. J. W. Spengler, of Hortonville, Wis., is the first L. A. W. member in Wisconsin, aside from Walter Sanger, that has been transferred to the professional class. His transfer was caused by competing in a race for money at Weyauwega in 1894 in company with A. M. Chandler, of Waupaca, although the latter seems not to have been taken notice of. Spengler says he was found out because somebody reported him for not wanting to appear against Chandler in a later race.

### L. A. W. Club at Sheboygan.

It is reported that Sheboygan may have a bicycle track this year. It is said that land has been donated for the purpose and all that is now required is the funds to build the track. A prosperous club was recently organized in that city and most of its members belong to the L. A. W. The following have been elected officers:

President—George K. Mend.  
Vice President—H. Barrows.  
Secretary and Treasurer—S. J. Fairweather.  
Directors—Gustave Schrage, G. B. Wheelock, Edward Rummele and L. S. Williams.

### Stole a New Frame.

Manager Pingree of the Telegram Cycle Manufacturing Company for several weeks has been trying to apprehend the thief who stole a new bicycle frame with which he was experimenting in the store. The frame was diamond shape, but it was built differently from other patterns and if it was found to be acceptable the company was figuring on adopting it for its next year's machines. One morning Manager Pingree went to the works to discover that it had disappeared during the night. The police have been unable to find it and Manager Pingree will now have to build a new design.

### G. & J.'s Third Offer.

Not content with the offer made of a \$1,000 bicycle to the Rambler rider making the fastest mile in 1896, and of \$500 in gold to the promoters of the race meet at which this mile is made, the Gormully & Jeffery Manufacturing Company, through its agents, announces a third offer, that of \$400 in cold cash to the bicycle club whose members, those riding rambles, fitted with G. & J. tires, shall have the best aggregate mileage to their credit on December 1 of this year.

### New Crank Shaft.

Robin Reten, of Stevens Point, recently invented a new contrivance whereby it is as easy to ride a wheel geared to 101½ as to 66½. The contrivance works on an eccentric by means of which the crank shaft is lengthened from four to nine inches when the foot descends, and when it is raised the shaft is shortened. Patents have been applied for.

### Now Have a Handsome Store.

On April 3 and 4 the annual spring opening of the Julius Andrae & Sons Company was held in their store on West Water street. The place was handsomely decorated with flowers and a full line of the firm's wheels were exhibited to visitors. The newly remodeled store is one of the largest and best equipped in the state.

It is reported that another bicycle factory may be started at Madison. James E. Baker & Sons are said to be the promoters.

**"Bounds Like a Deer.....  
At Slightest Touch"**



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Prettiest Wheel that runs. Have  
also complete line of Children's  
and Medium Priced Wheels. ....  
Drop in and See Them. ....

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NEAR CLYBOURN STREET**



**CRESCENTS  
AGAIN  
LEAD**

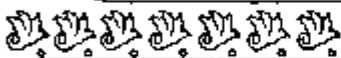
The Fastest Mile Ridden on any  
form of Bicycle, was made by O. M.  
Dennis, at Denver, Colorado, March  
27, '96, on a Crescent No. 1 Model,  
1890, the time was one minute,  
eleven and three-fifths seconds. This  
was not done on a racing wheel, but on a  
Crescent No. 1, which sells the world over  
at \$75.00. Highest Grade in Quality, but  
not in Price. Our line comprises such well-  
known makes as the Rambler, Phoenix,  
Crescent and J. M. Special, acknowledged  
by everyone, Models of perfection in finish  
and workmanship. Our Repair Depart-  
ment is Under the Supervision of an  
Expert Mechanic. ....

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MILWAUKEE**



YOU who have been studying  
the make-up of the bicycles for  
'96 cannot but admit that  
there are none which are better  
than the.....



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We do more than most manu-  
facturers. We build three styles  
of ladies' machines. All beau-  
ties and of perfect mechanical  
build. Send for catalogue. ....

**MYSTIC CYCLE WORKS  
MUKWONAGO, WIS.**

Can be seen at SKIDMORE'S in  
Milwaukee at Grand Avenue Bridge

**Local Trade Notes.**

D. W. Howie is handling the Barnes and Viking wheels at his store on Second street near Grand avenue.

T. F. Hannifin has opened a store at 129 Mason street where he is handling the Falcon, New Haven, Home and Temple machines.

The United States Casualty Company, with C. H. Eldridge as local agent, is issuing a special bicycle policy at a very reasonable cost.

G. W. Ogden & Company, large carriage dealers, have embarked in the cycle business and are handling a high grade machine for \$85.

Phillip Gross has the agency for one of the best high grade wheels made. It is the Eagle, formerly carried by the Friesz Boat and Cycle Company.

The Cream City Cycle Company, with the main store on Grand avenue, has the most complete bicycle store in the city and is without doubt the handsomest.

John Meunier Gun Company was the successful firm in the competition of supplying the Pabst Brewing Company's clerical help with 140 Phoenix machines. This wheel is known to be strictly high grade.

J. E. Reiter, of the Union Company, has published a waltz song, "Have You a Wheel?" by O. A. Hoffmann, and is circulating it as a souvenir. The piece is well written, with a pretty and catchy air that bids fair to become popular.

C. B. Case, manager of the Backus Heating Company, located at Wisconsin and East Water streets, will handle the Moore Manufacturing Company's wheels for the season. Mr. Case's general enterprise and hustling ability assures the success of his new venture.

The formal opening of the Cream City Cycle Company's store on Grand avenue on Saturday, April 11, was marked with the success which the enterprise of the firm of hustling young men deserved. The store was thronged all the day with ladies and gentlemen examining the splendid line of wheels and sundries they handle.

At the McCallum House Furnishing Company, on West Water street, was centered a great deal of interest a few weeks ago by the competition of two young ladies mounted on wheels in the large show windows of the store. The machines were stationary, the wheels revolving on spools and a cyclometer attached to each. The show lasted until April 18, the girls riding five hours each day. One of them was presented with a wheel as a prize for having ridden the most miles. The McCallum house are handling the Norwood and America machines.

**Will Use M. & W. Tires.**

Among the many speedy riders of Morgan & Wright tires this year will be Gardiner, Johnson, Coulter, Ziegler, Cooper and Bliss.

**New Factory for Racine.**

At Racine the Beebe Manufacturing Company is preparing to engage extensively in the bicycle business. It has purchased the shop of Edward Fish who for the past two years has been manufacturing wheels. The new firm will enlarge its establishment, which is now at Racine Junction, and move it to Racine. Mr. Fish has been engaged as superintendent of the new works.

**Brief Trade Notes.**

Haney Brothers, at Ahnapee, will handle bicycles hereafter.

The Savings Bank Store at Green Bay has decided to handle bicycles in the future.

Trilling Brothers, dealers in hardware and bicycles at Menasha, have made a voluntary assignment to P. J. Robertson. It is believed that the difficulty will be settled shortly.

E. P. Grindell, Platteville, Wis., has just opened up a new bicycle store, with repair shop in connection. Mr. Grindell claims to have the only exclusive bicycle store in southwestern Wisconsin. He handles, as a leader, the Warner Special.

**Enlarging Their Factory.**

C. J. Smith & Sons Company are building a large addition to their bicycle works at Clinton and Park streets. The addition will be five stories high and will cost about \$28,000. It will be built on a concrete foundation and is to be completed in a few weeks.

**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

**Moscip & Holt Company.**

The Moscip & Holt Company, at 103 West Water street, now carry a full line of bicycles. Robert Moscip has been connected with some of the largest jobbing houses in the vehicle and bicycle line in the country for the past thirteen years and is well qualified to fill the wants of the cycling people. The firm buys for cash and can therefore give their customers the advantage of such purchases. Mr. Holt also is an old and successful business man.

**TAYLOR & DALTON**

**SUNDRIES HIGH GRADE..... REPAIRS**  
**BICYCLES**

428 East Water St. Telephone 1350 MILWAUKEE

### **Humor On Cycle Legislation.**

A citizen of Fond du Lac, Wis., contributes the following to the grim humor of cycle legislation:

"Section 1. No person shall ride a bicycle on any public street or highway within this city without having firmly attached to said bicycle a red light on the starboard side thereof, a green light on the port side thereof, and a boat gong and fog horn on the handle bar thereof, and said red light and said green light shall be kept constantly burning between the hours of sunset and sunrise by means of an electric battery or motor with suitable attachments.

Sec. 2. "No person shall ride a bicycle on the streets of this city at a greater rate of speed than four miles an hour, and every person shall dismount before passing a street crossing, and shall fire a pistol, beat his gong and sing a hymn before proceeding on his journey.

"Sec. 3. No person shall ride a bicycle on any street or highway within this city without having first obtained from the coroner, poundmaster, health officer and at least one clergyman of good moral character, a certificate under seal, severally signed by said officials, certifying that the said rider of the said bicycle is entitled to be at large and that he is properly equipped for his journey."

### **New Club at Baraboo.**

Cycling will be the chief amusement among the young people in Baraboo this season. An organization has been perfected and will be known as the Devil's Lake Cycling Club. The officers are: J. G. Seaman, president; Frank Brewer, vice-president; W. J. Power, secretary; W. A. Warren, treasurer; W. H. Hopkins, captain.

At Lancaster the wheelmen are agitating the organization of an L. A. W. club.

The North Side club, of La Crosse, was recently organized, and John Kendall was elected president.

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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.

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NEW! - "EXCELLENCA" - NEW!

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Patented "Excellenca"  
Parcel Carrier Clamp  
Spring for Bicycles . . . .

are to be manufactured and placed on the  
market immediately. To do this we desire  
to interest someone with \$4,000 or \$5,000.  
It's a splendid chance. The carrier is the  
cheapest, simplest, strongest, lightest and  
best in the world. Patents secured in all  
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HIGHEST POSSIBLE GRADE  
MOST ELEGANT FINISH  
SUPERIOR WORKMANSHIP  
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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

GEO. O. STEVENS,  
HANDLING ANDRAE AND CALUMET CYCLES,  
BICYCLES 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. 60228. 227 N. 2d St.

## MADISON

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

## MILWAUKEE

WM. POLLITT,  
Experienced Cycle Repairer. 704-708 Chestnut Street  
MAKER 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 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.



7 SUPERBLY EQUIPPED 7  
FAST TRAINS  
BETWEEN

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LUXURIOUS PARLOR CARS - PALATIAL DINING CARS.  
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City Ticket Office, 102 Wisconsin St.  
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Send Ten Cents for Sample.  
We can furnish special Club Badges at very  
low price. Also Campaign Buttons, "Free  
Silver," Sound Money, Etc. AGENTS WANTED  
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MANUFACTURER NOVELTIES,  
175 PLUM STREET, - CINCINNATI, O.

Pneumatic...  
50 Cents a Year



# Telegram Bicycles...

**ARE  
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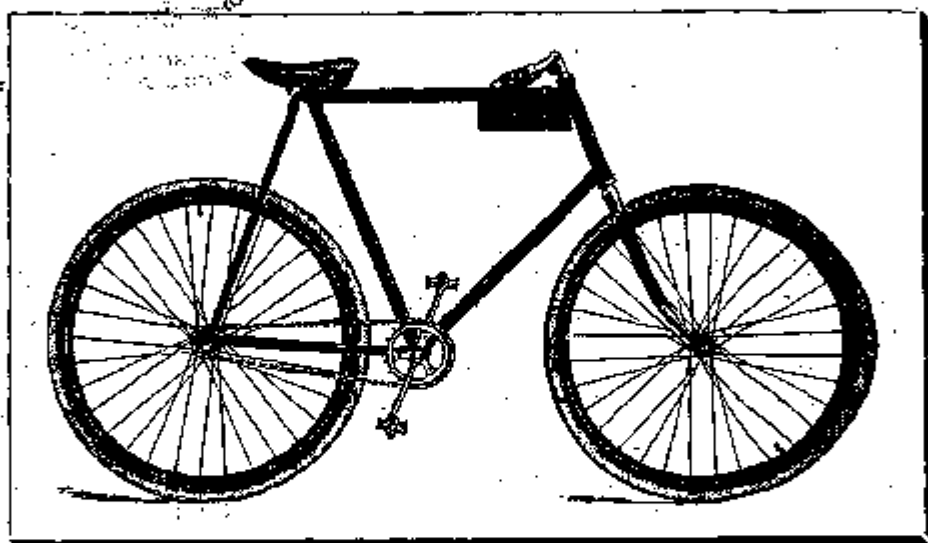
They are Good Sellers  
because they give...

**Good Service**



They Give Good Service  
because they are .....

**Made Well**



They are Well Made because  
**Highest Skilled Mechanics**

are only employed in our  
Establishment—And they are  
employed because we know  
that in the long, unending  
run for Business .....

**IT PAYS**

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# THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE  
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VOL. VII.

MILWAUKEE, WIS., MAY, 1896.

No. 2.

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Find it easy to sell Rambler Bicycles, because they are well advertised and continually "boomed," besides being popular among people who know a good wheel.

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Offer No. 1—The \$1,000 Rambler to be given away.

No. 2—\$100 in Gold to race meet promoters (published in detail in last issue of this paper.)  
We announce Gifts Nos. 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16.

No. 3—\$400 in Gold for greatest aggregate mileage on Ramblers and G. & J. tires, in any club.

No. 4—\$300 in Gold for the greatest individual mileage on a Rambler Bicycle, fitted with G. & J. tires.

No. 5—\$200 in Gold for greatest individual mileage on any make of wheel other than the Rambler, fitted with G. & J. tires.

No. 6—Handsome Souvenir to every rider who makes 2,000 miles or more on a Rambler and G. & J. tires.

No. 7—Handsome Souvenir to every rider making 3,000 miles or more on any make of wheel other than the Rambler, but fitted with G. & J. tires.

No. 8—Handsome Souvenir to the rider who rides a mile in less than Two Minutes in any regular race, sanctioned by the L. A. W., on a Rambler and G. & J. tires. One souvenir every time it is done.

No. 9—Handsome Souvenir to the rider who rides a mile in less than Two Minutes in any regular race, sanctioned by the L. A. W., on any wheel other than the Rambler, but fitted with G. & J. tires.

Offer No. 10—To the holder of the greatest number of these Rambler "Two Minute" souvenirs, at the end of the year, we will present a Grand Souvenir.

No. 11—To the holder of the greatest number of G. & J. tire "Two Minute" souvenirs, at the end of the year, we will present a Grand Souvenir.

No. 12—A Valuable Souvenir every time the 25 Mile Road Record is broken in competition on a Rambler, fitted with G. & J. tires.

No. 13—A Valuable Souvenir if same record is broken on any bicycle other than the Rambler, but fitted with G. & J. tires.

No. 14—To the holder of the 25 Mile Road Record on December 1, 1896, if made on a Rambler, fitted with G. & J. tires, A Grand Souvenir Valued at \$150.

No. 15—Same, if made on any wheel other than the Rambler, but fitted with G. & J. tires, A Grand Souvenir Valued at \$100.

No. 16—To the professional rider who makes the Fastest Mile World's Record (as it will stand accepted January 1, 1897) on a Rambler, fitted with G. & J. tires, \$1,000 in Gold.

No. 17—Same as No. 16, but made on any make of wheel, other than the Rambler, but fitted with G. & J. tires, \$500 in Gold.

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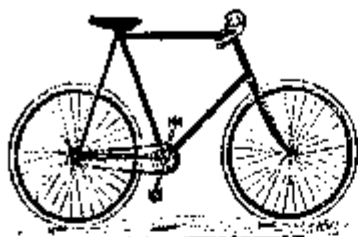
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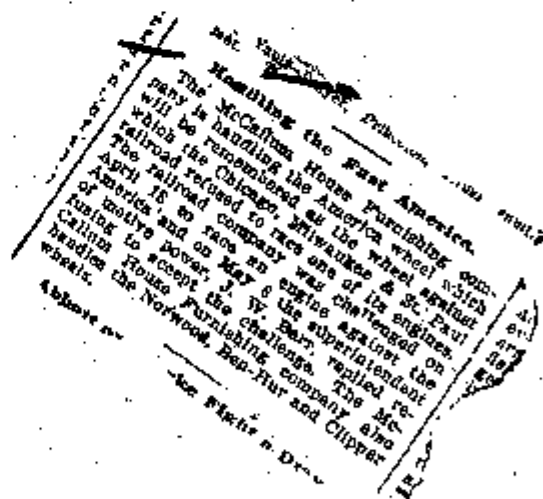
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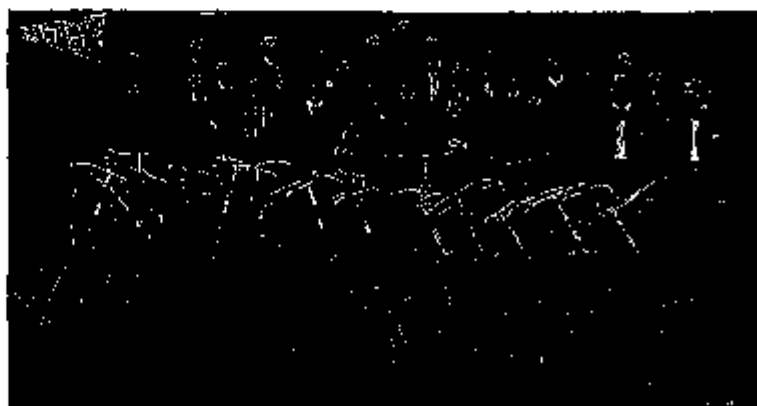
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THE PNEUMATIC is the only cycling paper thoroughly covering the territory in Wisconsin, Minnesota and Northern Michigan. It reaches the homes of individual riders as well as the dealers and is recognized as a paper which concisely covers all the doings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

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305 East Water Street, Milwaukee, Wis.

J. POPPENDIECK, JR., Editor.

M. C. ROTIER, Associate Editor.

M. C. ROTIER, Business Manager.

Eastern Representative: S. Koppel, 81 Times Building, New York.

## HIGH GRADE vs. MEDIUM GRADE.

During last year there were manufactured in the United States, according to competent judges, between 400,000 and 500,000 bicycles. Less than one-third of this enormous amount has even been considered as of a high-grade quality, and it has been estimated that more than one-half of these could well have been classed with the medium grades. The summary is suggestive.

## THE BICYCLE DURING THE STRIKE.

The street railway strike was a great boom for local bicycle dealers. As soon as the strike was declared dealers were overrun with anxious buyers. All kinds of wheels were pressed into use but the majority of buyers purchased new high grade bicycles. Everywhere the bicycle was looked upon as indispensable and hundreds of people never realized how useful it was until they saw the predicament their neighbors were in when they had to walk miles to reach their places of business. The wheel also played an important part in the strike. Mounted messengers were sent out by the strikers to bring in reports from various parts of the city as to the situation of the strike. The police had many messages to deliver while the strike was on and employed bicycles in carrying them around the city.

## THE ARMSTRONG BILL.

The passage of the Armstrong bill in the New York legislature which has decided that railroads must carry the bicycle as baggage without charge, is one of the greatest victories that wheelmen have achieved this year. All over the country railroads are charging a minimum fee of 25

cents for carrying wheels and the passage of a law prohibiting this practice has caused rejoicing among riders of the bicycle. In this state the same trouble is being met that riders encountered in New York before the passage of the bill. The only remedy is to do as New York wheelmen did and when the next legislature meets the Wisconsin Division officers should lose no time to have a bill introduced whose provisions are similar to the Armstrong bill. The agitation against railroads is on throughout the country and it will probably only be a short time before the wheelmen can secure their rights at the hands of the railroads the same as they existed before the eastern roads conceived the idea of revenging themselves by charging a fee because the wheel was hurting their business.

## NEEDED LEGISLATION.

With the opening of the riding season each year wheelmen have occasion to make the same complaints that have been heard in former times. One that is again heard from riders is that of throwing glass and other rubbish on the streets. Until a person rides a bicycle he can never realize the amount of glass to be found on the streets. It is dangerous for horses, to say nothing of the damage it does to tires and the expense it involves to riders to repair punctures. An ordinance should be passed making it punishable by a fine to throw rubbish on streets and the police should see to it that the law is strictly enforced. The sooner the people are educated to throw their rubbish in other places than public highways the better for the public which uses them.

While the wheelmen are demanding that these annoyances be attended to, the public finds one that wheelmen ought to look after as well as the police. For some time past there has been a series of bicycle accidents in this city. People have been run down by reckless riders. In most cases the wheelmen have been "scorching" along at high speed. It is the duty of every wheelman to surprise new riders from "scorching" and to refrain from the practice. A wheelman has no right to endanger a pedestrian as many of these "scorchers" have, since the season opened.

## STREET SPRINKLING.

How delightful it would be, we sometimes exclaim when we are troubled, if we could have everything as we want it. But as mankind is constructed, probably such a Eutopian condition of affairs wouldn't be best, for then no exertion would be required, there would be no survival of the fittest and the human race would sink into a condition of "innocuous desuetude."

The immediate cause of the foregoing reflections is that bicycle riders find a condition of affairs on some of our finest streets that is not at all to their liking. Before working hours in the morning, at noon and after shops close at night a flood of bicycle riders cover Grand avenue and Wisconsin street in going to and from their work. At precisely the same hours the sprinkling carts cast a flood of water

upon the asphalt. The result is that no cyclist can at such times traverse these thoroughfares faster than a baby walk without having his feet, the nether ends of his trousers, and even his back along the vertebral line coated with a mixture of water and the vile ingredients that are always to be found upon the streets of a city.

Can this condition of affairs be changed? Yes, in several ways. Let the city fathers have the streets remain unsprinkled between the hours of 6:30 and 8 A. M., noon and 2 P. M. and 5 and 7 P. M.; let them leave a strip a few feet wide along the street unsprinkled, or let them have the streets sprinkled often instead of being deluged occasionally. Of course, the latter plan would be less satisfactory to the man with the sprinkling contract; his thought is not "what is the proper way to do this work?" but "how much profit can I make?" If he could pour on enough water in one moving trip to last all day and there was no objection made, he would do so, even though the people became wet-footed.

More bicycles traverse the streets than private carriages. Wouldn't it be well for the wheelmen to ask that the sprinkling be so conducted as to make the streets comfortably passable for them?

#### A Good Ordinance.

Following is a copy of an ordinance recently adopted at Chicopee, Mass., which is a great protection for wheelmen and should be adopted in every city in this state:

#### AN ORDINANCE

##### RELATING TO THE USE OF HIGHWAYS.

*Be it ordained by the City Council of the City of Chicopee, as follows:*

**SECTION 1.** No person shall put or place, or cause to be placed, in or upon any street, lane, alley or other public place in the city, any ashes, glass, crockery, scrap iron, nails, tacks, or any other articles which would be liable to injure or damage the wheels or tires of bicycles, or of any other vehicles which have wheels with rubber or pneumatic tires.

**SECTION 2.** Any person violating the provisions of the preceding section shall be liable to a fine of not less than two nor more than twenty dollars for each offense.

#### For Transporting Bicycles.

General Baggage Agent Carrick, of the Chicago, Milwaukee and St. Paul road has designed a new device for carrying bicycles in baggage cars. The device has been tested and has been found to be highly satisfactory for the transportation of wheels and it will be introduced in all baggage cars of the road as soon as possible. A similar system has long been in use in France. The rack has two hooks for each bicycle and the machine is turned up side down and hung by the wheels on the hooks. There was a question whether the bicycles would ride around curves safely but this has been decided in favor of the system. The

St. Paul road deserves the thanks of all wheelmen and now, if it will adopt the system of carrying wheels as baggage, it will be entitled to the patronage of every man who owns a wheel.

It is learned that Western roads are carefully considering the bicycle question and the indications are that they will shortly abrogate the rules adopted last year, making a charge equal to excess baggage rates for all wheels transported.

#### State Fleet and Circuit Races.

Appleton wheelmen are actively at work arranging for the state meet and the national circuit races which will be held there on July 8 and 9, Chairman Gideon having changed the dates from July 7 and 8. The club is fast completing the plans. The programme has partly been decided upon and a large prize list has been obtained. Prizes to the amount of \$1,500 to \$1,800 in gold coin will be offered for the flyers of the professional class, and the prizes and championship medals offered for the amateurs will swell the total of the prize list to \$3,000. There will be more speedy amateur riders in the state this season than ever before and the struggle for the championships, class and open races, will be keener and by bigger fields of riders than ever before. In the professional class will be seen all the stars of the bicycle path. Appleton's dates are between the big meet at Chicago and the national meet at Louisville, and the prizes offered will be such that the fast riders on the way from Chicago and elsewhere to the national meet will stop over here to ride for them. The programme as mapped out is as follows.

##### FIRST DAY.

1. One mile novice. 1st, Diamond Ring, \$35; 2d, Diamond Stud, \$20; 3d, No. 2 Bull-Eye Kodak.
2. Quarter mile state championship. 1st, Medal; 2d, Medal.
3. One half mile open, professional. 1st, Gold Coin, \$75; 2d, Gold Coin, \$50; 3d, Gold Coin, \$25.
4. Mile open, amateur. 1st, Diamond Ring, \$35; 2d, Diamond Stud, \$20; 3d, Diamond Cut Buttons, \$15.
5. Mile handicap, professional. 1st, Gold Coin, \$100; 2d, Gold Coin, \$50; 3d, Gold Coin, \$25.
6. Two mile state championship. 1st, Medal; 2d, Medal.

##### TRICK RIDING BY LES RICHARDSON.

7. Two mile handicap, amateur. 1st, Diamond Stud, \$35; 2d, Diamond Stud, \$25; 3d, Diamond Watch Chain, \$15; 4th, Pair Hartford Tires, \$10.
8. One mile, 2:15 class, professional. 1st, Gold Coin, \$100; 2d, Gold Coin, \$50; 3d, Gold Coin, \$25.
9. One half mile state championship. 1st, Medal; 2d, Medal.
10. One mile open, professional. 1st, Gold Coin, \$100; 2d, Gold Coin, \$50; 3d, Gold Coin, \$25; 4th to winner of first lap of tenth race.

##### SECOND DAY.

1. One mile open, amateur. 1st, Diamond Ring, \$35; 2d, Diamond Stud, \$25; 3d, B. Daylight Kodak, \$15.
2. One mile open, professional. 1st, Gold Coin, \$100; 2d, Gold Coin, \$50; 3d, Gold Coin, \$25; 4th to winner of first lap.
3. One mile state championship. 1st, Medal; 2d, Medal.
4. One mile handicap, professional. 1st, Gold Coin, \$100; 2d, Gold Coin, \$50; 3d, Gold Coin, \$25.
5. Two mile handicap, amateur. 1st, Diamond Stud, \$35; 2d, Diamond Stud, \$25; 3d, Opal Ring, \$15; 4th, Pair Morgan & Wright Tires, \$10.
6. One half mile open, professional. 1st, Gold Coin, \$75; 2d, Gold Coin, \$50; 3d, Gold Coin, \$25.

##### TRICK RIDING BY LES RICHARDSON.

7. One mile, 2:35 class, amateur. 1st, Diamond Ring, \$35; 2d, Diamond Stud, \$25; 3d, B. Daylight Kodak, \$15.
8. One half mile, amateur. 1st, Diamond Stud, \$35; 2d, Diamond Stud, \$25; 3d, Pearl Opera Glasses, \$15.
9. Two mile open, professional. 1st, Gold Coin, \$100; 2d, Gold Coin, \$50; 3d, Gold Coin, \$25; 4th to winner of first lap and 3d laps.
10. Five mile state championship. 1st, Medal; 2d, Medal.

### Walter C. Sanger at Louisville.

Walter C. Sanger is now at Louisville where he has been training for several weeks. Reports received from that city state that he is in excellent condition and his friends predict that he will be in better riding form this year than ever before. He will probably enter his first race at Waltham.

Sanger has not yet signed a contract with a company and it is not known just what wheel he is going to ride during the summer. Before he left for Louisville he was called to Boston to confer with the Stearns Company which offered to send him to France, but he had already signed to ride Vim tires and the Vim company refused to allow him to go to Europe. He therefore will not have an opportunity to meet Johnson on the other side. Sanger, while East, saw several makers, but he was unable to come to terms with any of them. From what Sanger learned while he was in the East he is positive that the manufacturers have formed a combine against professional riders. Sanger is sure that before the season is fairly begun, he will be able to close a good contract with some manufacturer.

In relation to the many challenges that have been issued by Murphy, Hamilton and others to race Sanger, the latter says that he is ready at any time to meet them on the circuit in an open race or to arrange a match. If the latter is done, however, a large side bet must be made. Sanger says he can get \$20,000 of backing and would like to make a match for that amount.

### Store Rooms for Wheels.

In all large office buildings in this city the owners of the property find that one of the necessities in the building is a bicycle store room. There is not an office building in the city where there are not some employees who ride wheels and the demand for store rooms has become very pressing. Supt. John Ellis of the Pabst building has started the first bicycle room with free attendance yet established in the city for the accommodation of tenants of a large business block. The arrangements made by Supt. Ellis include a bicycle check system by which each wheel is tagged. The tenant owning the wheel gets a duplicate number and when he wants his wheel he calls down to the attendant and the bicycle is brought up to the sidewalk ready for use.

The board of public works has made a most desirable improvement at the city hall. A portion of the area-way underneath the extensive sidewalk has been fitted up with racks for the accommodation of cyclists who have business at the big city building. A sixteen-inch board has been placed at the side of the stairway upon which the wheels are pushed up or down to the room.

### Local Turners Are Friendly.

At the convention of the Indiana Division of the Turnerbund in Chicago recently it was decided that the bicycle should not be recognized as a promoter of health. The action of the Indiana division caused a great deal of sur-

prise in this city where many turners are enthusiastic wheelmen. A number of prominent local turners who were interviewed on the subject all expressed themselves as being in hearty support of the bicycle.

### Young Women Organize.

The young women attending the Milwaukee-Downer college have organized a bicycle club and propose to hold a bicycle parade sometime in June. Nearly all the students of the college will participate in the parade.

### The North Side Race.

The North Side club's big road race on Decoration Day will make the opening of the racing season in this city. The arrangements for the event have all been completed and all that is now necessary to assure a successful race is good weather. For several weeks past members of the club have been at work on the race and every detail has been carefully planned. The prize list will consist of seventy-five prizes which are valued at about \$1,000. Among the prizes will be several high grade wheels. While the exact number of entries is not yet known it will probably be in the neighborhood of 100 and will include all the fast men of the city and some from the state. The officials have not all been decided upon but President P. H. Cambier, of the Associated Cycling Clubs, will be the referee, and the handicapping will be done by Gerhard Aussem, of the Associated Cycling Clubs. The time limit will be nine minutes.

Special attention will be paid this year to the course. A committee of the club has waited on the supervisors of the Town of Milwaukee and was promised that no gravel shall be dumped on the course before the race so as to make it hard for riders to make good time. The course will be the same as last year, a distance of about ten miles.

### The Great Waukesha Race.

Members of the racing board of the Milwaukee Wheelmen are perfecting plans for the holding of the Waukesha-Milwaukee road race on June 20. It has been decided to hold the race over the exact course that it was held over last year. As there are no counter attractions on that date all the fastest men in the Northwest will be entered, and there is no doubt that the entry list will be the largest in the history of the club. Entry blanks will be issued next week.

### A Meet In August.

Local wheelmen have been asked to give a large meet here during the convention of the Republican League clubs which will be held in this city on August 25, 26 and 27. The Associated Cycling Clubs has the question under consideration and it is very probable that it will be favorably acted upon since the circuit races have been abandoned.

The North Side club has adopted gray suits and blue and orange sweaters for its official uniform.

### Bicycle Campaign Clubs.

A great scheme which some of the political managers already have under advisement is the organization of immense bicycle clubs to be used in campaign demonstrations. It is recognized that there is now a sufficient number of wheelmen in the various divisions to permit of the formation of large clubs, perhaps one club in each ward. On the occasion of a night demonstration the wheelmen could rapidly assemble from all parts of the city. The parade could cover the three divisions of the city, whereas a foot parade could be moved only a few miles. The plans of wheelmen's campaign clubs are practicable now because there are ten times as many bicycles in Milwaukee as there were four years ago. A parade with thousands of decorated bicycles in line would certainly be one of the novelties of a campaign.—*Evening Wisconsin.*

### Police As Cyclists.

The local members of the police force are taking to bicycle riding. While none of the officers have been detailed to duty on wheels there are over twenty patrolmen who use bicycles in going to and from their homes to the stations. With the introduction of a few wheels among the men the fever has taken root and more policemen are now talking of buying machines. The question of placing a mounted policeman on the upper end of Grand avenue to check scorchers is again being agitated and Chief of Police Janssen has been asked to consider the proposition.

### To Louisville Awheel.

Otto Dorner, secretary of the Wisconsin League for Good Roads, contemplates attending the National Meet, to be held at Louisville and will probably make the trip on his wheel. Mr. Dorner is an enthusiastic tourist and has frequently taken long runs in this state. J. C. Wall, of the Milwaukee Tourists' Club, may accompany him.

### To Buy Its Club House.

There is some talk among the members of the South Side Cycling Club of forming a stock company to purchase the property now occupied by the club as a home. The plan is to have fifty members each contribute \$1 every week and at the end of the year \$2,500 will have been raised to to pay down on the investment. Then should the deal fall through those who paid in their money will have \$50 saved up at the end of the year.

### Milwaukee Wheelmen Club Runs.

The Milwaukee Wheelmen have arranged the following club runs:

May 31—Cedarburg. Start 8:30 A. M.

June 7—Hales Corners. Start 1:30 P. M.

June 21—City Parks. Start 2:00 P. M.

July 5—Waukesha. (Combination run with Lake View Cycling Club of Chicago) Start 8:00 A. M.

### Chicago-Milwaukee Route.

E. A. Clifford and R. D. Asby are interested in a movement to map out a direct route to Chicago. Mr. Asby lives at Franksville, Wis., and he has volunteered to place fifty signs between here and Chicago, showing the direction to take. The signs will be placed at cross roads and turns so that riders will not get confused. The most direct route is the one starting from First avenue and running by Tippecanoe Lake. It is said that the road is level and also free from sand patches, which makes it more desirable than the Racine route. There is considerable work to be performed before the task is finished and the cyclists in general will be indebted to Messrs. Clifford and Asby to a great extent.

### Milwaukee Wheelmen's Banquet.

The eleventh anniversary of the Milwaukee Wheelmen was recently celebrated with a banquet at St. Charles Hotel. Brief addresses were made by W. L. Simonds, Herman Black, F. J. Morawetz, M. C. Rotier, W. H. Neilson, Otto Linke, F. T. Andrae, W. N. Durbin and G. F. Kerr. Among those present were Ed. Haven, Otto Dorner, M. C. Rotier, W. L. White, William M. Foster, of Port Washington; F. T. Andrae, C. J. Schmidtbauer, F. J. Mayer, Harry J. Warner, J. C. Schmidtbauer, Mack H. Olsen, Albert Frattinger, Ed. Flemming, F. C. Koepsell, E. J. Schroeder, W. H. Neilson, Otto Linke, H. P. Andrae, W. L. Simonds, A. M. Patitz, H. J. Rotier, E. H. Neustadt, Edwin Eiring, M. J. Adams, George Becker, Louis P. Rhine, Robert Mueller, Walter N. Durbin, Dr. Bion A. Moss, E. A. Savage, Al. Mueller, J. R. Frenler, W. B. Masecar, H. G. Earl, Ed. Dillon, Frank J. Morawetz, Herman Black, Robert P. Wheeler, N. E. Oliphant, Geo. C. Bartels, Herman Andrae, Sam Doster, Charles Davies, Alfredo Holt, C. Herr Grobman, O. L. Meister.

### Bicycle Ordinance Provisions.

The Associated Cycling Club's committee, which was appointed some time ago to draft a bicycle ordinance, which is to be introduced in the Common Council, as a substitute for the measure now pending, has not yet completed its report, but has announced that it will draw up a measure providing for a limit of speed in the down town district, no sidewalk riding, a bell, and that in return it would ask that it be made a punishable offense for any one to throw anything on the streets which would puncture tires.

### Bicycles are Vehicles.

In a decision rendered recently by Judge Austin of the Superior court of this county, he held that the bicycle is a vehicle, and is subject to the same laws on streets as other conveyances. It was rendered in the suit of W. J. Potter, the well-known cyclist, against Grocer Thomas Lydon, and the case was decided in favor of the defendant. Potter was run down by one of Grocer Lydon's delivery wagons.

### Of Local Interest.

Henry Zerbel has commenced training for the coming season and will be at the state circuit races.

Will Howie will represent Wisconsin at the Mott-Haven college games. Howie is in good condition and ought to show up well for this state.

The Niagara Wheelmen are considering the advisability of holding an open road race during the summer. The course has not been determined upon, but the date will be August 8.

William F. Sanger has begun training for the coming season. His friends predict that he will be able to ride a mile in 1:56 when in shape and bets on that score are now being made.

Complaints from wheelmen are again heard about the rough planking on city bridges. Grand avenue bridge is especially in a bad condition and riding on it has become almost dangerous.

The South Side club, which recently leased the old Hennecke residence on Hanover street, is now formerly quartered at its new home. The membership of the club is rapidly increasing.

The members of the Cream City Wheelmen are beginning to arrange for their annual road race which will be run on July 4. A large list of prizes is offered and the club has been promised the entries of some of the fastest riders in the city.

The Associated Cycling Clubs has adopted an amendment to its rules on road racing which bars all riders from entering races sanctioned by the association if they have been blacklisted by any club of the association for non-payment of dues.

The Mercury Cycling Club will shortly apply to the Associated Cycling Clubs for a sanction for a club road race to be held the latter part of August or the early part of September. The course has not been decided upon but the finish will be on the South side.

Adolph Siegel, a popular young wheelman of the north side, and a member of the Niagara Wheelmen and Miss Dora Spahn, will be married late in July.

John F. Reitzner will be a member of the Cream City Cycle Company's team and will enter the Chicago road race. Anton Stoltz, also a member of the team will ride in the Milwaukee road race of the North Side club.

Phil Nickel has secured a second lease of life and has decided to take to the track again. There was a time when Phil was able to cope with the best men in the country—that was in '91, and he is confident that he can yet make some of the fastest ones move along at a rapid gait to win. He will ride as a professional.

Edward Roth has decided to retire from the track. He finds that if he trains and tries to keep in first-class condition for racing he will have to lose too much time in business.

Walter Schrader will probably refrain from entering road races this season. He is training for the track, and expects to take his share of the prizes.

Henry Zerbel and John Muth have decided to enter the Chicago road race. They will represent the Telegram team.

### Favors Bells and Speed Limit.

At a recent meeting of the Mercury Cycling Club, a resolution in the form of a recommendation to the Associated Cycling Club was passed, favoring the adoption of a city ordinance, which provides for the compulsory use of bicycle bells and limitation of speed.

### Riding to Mexico.

Charles P. Miller, a native of Australia, who lately has taken up his residence here, is training under Ernest Pails for a ride on the bicycle from this city to Mexico. He will start on his journey about the last week in May. On the other side he had quite a reputation as a road rider. Last fall he made the trip from San Francisco to Denver in twenty-two days.

### C. K. Harris Sued by a Cyclist.

Charles K. Harris, the well-known song writer, has been made defendant for \$5,050 damages, in a suit begun by Thomas J. Sullivan, an advertising solicitor on *The Sentinel*. The complaint states that while Sullivan was riding a bicycle up Grand avenue to dinner, on April 14, he was run over by Harris, who was driving up the avenue in a carriage drawn by a span of horses. The \$50 bicycle was smashed. The judgment asked for is \$5,000 personal injuries and \$50 damage to property.

### Cream City Wheelmen Officers.

At the annual meeting of the Cream City Wheelmen, recently, at its new club house, 207 Lyon street, the following officers were chosen:

President—Emil J. Ludwig.

Vice-President—Stephen J. Caspar.

Secretary—James Higler.

Treasurer—G. G. Gebbrig.

Captain—L. P. Bellinghausen.

First Lieutenant—A. L. Rosenberg.

Second Lieutenant—Emanuel Long.

Directors—Robert Wittig, John Rafenstein and Otto A. Gressing.

### Comparing Sanger and Sullivan.

Of a truth Sanger is the Sullivan of cycling. In generosity to his competitors, and in his immense strength and cunctness he resembles the big fistic marvel that ruled the world for so long, but unlike Sullivan he is temperate and a better judge of things financial. There are plenty of men who believe that Sanger will be unapproachable this year in regard to speed. Sanger is receiving a comfortable salary from a tire maker.—*American Wheelmen*.

## NEW CLUBS ORGANIZED.

Riders in all Parts of the State are Organizing New Cycling Clubs.

A bicycle club has been organized at Rhinelander. There are about 200 riders in the town, and the club is comprised of the prominent business and professional men of the city, most of whom have recently joined the L. A. W.

The Berlin Cycling Club has been organized with the following officers: H. B. Hamilton, president; Clinton Hicks, vice-president; L. B. Davis, secretary and treasurer; E. Diebler, captain; H. Hitchcock, first lieutenant.

At Wausau a number of wheelmen have organized a tourists' club and have elected the following officers: President, C. Krueger; vice-president, W. W. Wilson; secretary, Leon Miller; treasurer, J. Kiefer, Jr.; captain, Frank Scott; bugler, O. Cone.

At Port Washington a cycle club has been organized with the following officers: President, H. L. Coe; vice-president, Dr. G. L. Douglas; second vice-president, Miss Annie Foster; third vice-president, Miss Jessie Dennett; secretary and treasurer, H. A. Feiker.

The cyclists of Plymouth have organized with the following officers: William Lawrence, president; W. E. Wolf, vice-president; F. L. Carroll, secretary; G. E. Snell, treasurer; G. C. Prescott, captain; E. Pernot, first lieutenant; Carl Petrie, second lieutenant; P. E. Kabel, E. B. McCole and W. G. Monk, directors.

At Green Bay the Stearns Cycling Club has been formed. It has ten active and thirty honorary members. At a meeting the following officers were chosen: President, Eldridge Murphy; vice-presidents, F. Hurlbut, Jr., and John Quatsoe; secretary, J. V. Decremmer; treasurer, Otto Green. Handsomely furnished rooms have been secured by the club.

The Winnebago Wheelmen, of Fond du Lac, will soon become an L. A. W. club as was planned. At the annual meeting the following officers were elected: President, L. A. Erhart; vice-president, A. R. Keating; secretary and treasurer, Alexander Dana; captain, Robert Born; lieutenant, Arthur Kremer; directors, C. A. White, S. B. Amory, John B. Reeves and W. C. Reinig.

A number of wheelmen and wheelwomen at Racine recently organized a club with a membership of about thirty-five and elected officers as follows: President, H. G. Mitchell; vice-president, Mrs. H. M. Wallis; secretary and treasurer, E. B. Hand; captain, Charles H. Baker; first lieutenant, Harry T. Fuller; commissary, E. W. Baker. It is proposed to have weekly club runs to the different available resorts during the summer.

At a recent meeting of a number of enthusiastic wheelmen of this city the Milwaukee Tourists' Club was organized at the Hotel Pfister. The membership of the club is limited and only members are admitted by invitation. The object of the organization is to make country tours during the summer. The following officers have been elected: F.

R. Buell, president; J. C. Wahl, captain; Walter Cary, secretary; Robert Camp, treasurer. The executive committee is composed of R. B. Mallory, T. W. Spruce, Spencer Hsley, Herbert Knight, W. W. Colvin.

Most of the members are members of the League and they expect to eventually make it an L. A. W. organization.

The members of the club are:

M. O. Brander, Frederick Rockwell, C. E. Haring, J. G. Flanders, the Rev. O. T. Humphreys, J. G. Hixcox, J. E. Friend, F. R. Buell, Herbert Knight, P. J. Burke, Robert Camp, R. G. Bigelow, Spencer Hsley, G. W. Peck, Jr., Chas. H. Matthews, Samuel J. Pierce, Frank E. Bacon, Ludington Patton, F. R. Pingree, H. W. Underwood, J. M. Yates, Dr. C. E. Albright, William C. Quarles, F. E. Van Valkenburgh, R. B. Mallory, C. J. Allen, Dr. E. Copeland, Frank M. Hoyt, C. F. Hunter, Francis T. Furlong, W. W. Colvin, L. T. Boyd, L. W. Nieman, A. C. G. Weld, Walter Cary, L. T. Gibbs, John M. Whaling, H. S. Hazelton, Guy D. Goss, John D. McLeod, T. E. Camp, Hamilton Vose, Francis Bloodgood, Jr., Wheeler P. Bloodgood, A. W. Friese, T. W. Spruce, H. B. Sanderson, W. D. Kimball, C. F. Hibbard, Sidney Haunhuset, R. H. Tweedy, E. P. Vilas, G. W. Dutton, H. A. Viets, F. B. Dandford, Washington Becker, J. L. Potter, W. L. Gagg, H. M. Owens, George H. Russell, Otto H. Falk and J. C. Wahl.

## A Party to the Louisville Meet.

It is expected by the officers of the Wisconsin Division, L. A. W., to make up a party of twenty-five to fifty members from this state to attend the National Meet at Louisville on August 10. If this can be arranged a special car will be secured from Milwaukee to Chicago where connections will be made with the Monon Route which has made a rate \$8 from Chicago to Louisville and return. Special trains will be run for the wheelmen and bicycles handled free.

## Chief Consul Brown Appointed.

Chief Consul Brown of the Wisconsin division of the L. A. W. is among the members of the last committee appointed by President Elliott. The purpose of the committee is to devise ways and means for local organizations throughout the country, and the committee is made up of the following members: Isaac B. Potter, New York; Samuel A. Boyle, Pennsylvania; Robert Gentle, New Jersey; Parker G. Reed, Ohio; Robert Holm, Missouri; W. A. Brown, Wisconsin; L. C. Jacquish, Illinois.

## Wisconsin's First Wheel.

The first bicycle ever built in the State of Wisconsin stands rusting, neglected and alone in the Green Bay freight depot of this city. It is the property of Louis West, who rode it on the streets of Appleton in 1868 and though there were at the World's Fair as many as three bicycles which claim the distinction of being the first built in the state, Mr. West is prepared to prove priority for his bone breaker, built in 1866 at Milwaukee by a blacksmith named H. J. Brecht. To be appreciated the old velocipede must be seen and it is certainly worthy of a place in some bicycle museum. Why don't some of our dealers get it and place it by the side of their modern wheels so as to show the wonderful evolution the machine has undergone? The old timer would be a novel feature in a bicycle parade ridden by its present owner, who enjoys the distinction of being the first man in the city who ever rode a two-wheeler.—Stevens Point Journal.

### Decoration Day Events.

Sheboygan riders will hold a six mile open road race on May 29. It is said George K. Mead is a dark horse who will do some surprising riding in this race.

Oshkosh will come to the front with a road race for Decoration Day. If the prize list warrants it will probably attract some of the Milwaukee boys whose fondness of the Sawdust City is well known.

Wausau wheelmen are also going to hold a road race on Memorial Day. Entries have already been filed and a good list of prizes has been arranged. The course will be the same over which the race was conducted last year.

It is the intention of the Berlin Cycling Club to conduct a number of races on May 30. The events will probably be for Waushara county riders only. President H. H. Hamilton has appointed the following committee on membership: W. G. Groffmann, L. E. Davis and Clinton Hicks.

Plymouth wheelmen are making preparations for a road race between that city and Sheboygan Falls, to take place on Decoration Day. Any rider in either city has the liberty to enter the race, and a number have already expressed their intentions of competing. The race is to be run in the morning.

The road race of the Pastime Cycling Club, of Green Bay, is attracting considerable attention. The officials are as follows: Mayor Destigors, Henry Hagemeister, Carlton Merrill and E. B. Baker, judges; Henry Rahr, John Luckenbach, M. J. Corbett and Capt. J. W. Powers, timekeepers; R. J. B. Duchateau, starter; James H. Elmore, referee.

A relay race from Kaukauna to Fond du Lac is being arranged to be run on Memorial Day. Riders from Kaukauna, Appleton, Oshkosh, Neenah, Menasha and Fond du Lac are interested in the run, the details of which are being arranged by Secretary J. N. E. Tront, of the Kaukauna Cycling Club. Last year a similar race was held and it attracted much attention.

Marinette and Menominee riders are training hard at present for the Menominee River Valley road race, to be held on May 30. The entry and prize lists this year will be larger than ever and a lively race is promised. The contests between Marinette and Menominee riders will be especially interesting. The course this year will be twelve miles. Green Bay, Oconto and Iron Mountain will be represented in the races.

The La Crosse County Wheelmen races on Decoration Day will be in charge of the following committee: Charles Eickisch, chairman; L. D. Richardson and Walter Holmes. The program of events will be as follows: One mile novice, three prizes; one mile open, three prizes; half mile open, three prizes; one mile handicap, three prizes; two mile lap race, three prizes; half mile, La Crosse County Wheelmen members, three prizes; three mile handicap, three prizes. A half mile race for boys under fifteen years, best two out of three, will be given between other races to give riders a rest.

The Mound City Wheelmen of Platteville will give their second annual ten-mile road race on Decoration Day. This is over a circuitous course of country road with a fine start and finish, running the full length of Main street and through some of the principal streets. A valuable list of prizes has already been secured and a large number of entries are promised. While their last year's entries numbered twenty-one they expect this year to have nearer forty. Race is open to any amateur, and entry blanks may be had of C. A. Loveland, secretary racing board.

### The First Road Race.

The Derby Cycling Club, of Burlington, will give its second annual road race on Tuesday, May 26. It will be run over the same course as last year, and being run so early in the season there will be no loose gravel on the road. It is one of the best courses in this part of the state and it is expected that very fast time will be made. Any of the prizes will be well worth riding for. It is a chance for all road racers to find out what they can do before they enter the Decoration Day road races, and it is expected that all the fast men of Milwaukee will ride.

For any information, entry blanks, etc., address Chas. B. Rein, Burlington, Wis.

### Oconomowoc Races Planned.

G. P. Gifford, Jr., of Oconomowoc, has made arrangements to remove the elaborate bicycle track now in Tattersall's, Chicago, to Oconomowoc, where it will be laid beneath a tent 320 feet long and 170 feet wide, in time for unusually attractive bicycle races which Mr. Gifford has arranged for June 15, 16, 17, 18, 19 and 20.

The Tattersall track is 560 feet long and twenty feet wide. Within the track, which is circular, will be a promenade, and the seats will be arranged on the outside.

Mr. Gifford has decided to expend \$1,000 in purses for professional riders and in trophies for amateur riders. He has already secured a sanction from the L. A. W. for the races, which will be conducted under its rules. It is expected that many of Milwaukee's fast men will take part in the races.

Special trains will be run from this city during the days of the races, and it is expected a number of cycling parties will be made up from here and towns within a radius of thirty miles to tour a wheel to "Cooney."

### Track for Kenosha.

There is some talk of organizing a company in Kenosha to buy grounds for a baseball park. There are no grounds there at present. If some suitable place could be got to which men could walk in a reasonable time it is probable that there would be some interest taken in athletic sports in this town. The plans are to get grounds, put down a baseball diamond, build a bicycle track, grand stand, etc., where athletic games can be held.

### Kenosha Wants Races.

Kenosha has applied to the League officers for a sanction to hold a race meet on July 4, but the sanction has been withheld by Fred. Gerlach, the western representative of the racing board, because he thought that it might interfere with the races held in this city. Mr. Gerlach has since been notified that Milwaukee may not hold races, and Kenosha will, no doubt, secure a sanction now.

### Racine Road Race.

Racine wheelmen are already making preparations for the second annual Racine road race which is to be run June 27, over the same course as that run last year, a distance of thirteen miles. The entire course is over fine, hard dirt roads, which are always in excellent condition, even after a rain storm. The start will be made from the corner of Washington and Asylum avenues, thence southwest to the first road this side of the Orphan asylum, thence west to Western Union Junction, thence north to the old plank road and thence east to the starting point, a complete circuitous route.

### Women Race at Kenosha.

Kenosha was the first city in Wisconsin this year to hold bicycle races. The first races were held on May 9. The track was in poor condition and the wind was against the riders, so the time was slow. There were six races, three of which were won by G. Yeoman, a Kenosha rider. The best time was in the mile race for the Kenosha championship, 2:47, won by Yeoman. Several Chicago riders were entered. The half-mile was won by E. G. Stewart, of Chicago, and the two-mile by A. H. Stewart of Chicago.

On the following day women also were entered in the races, which resulted as follows:

One mile open—Elsie Gable, Chicago, first. Time, 3:42.  
One mile exhibition—Elsie Gable, paced by tandem, ridden by Mamie Gibson and Julia Sullivan, Chicago. Time, 3:02.  
Quarter mile open—Mamie Gibson, first. Time, 0:52.  
One mile free for all—Walter Hansen, first. Time, 2:55.  
One mile open, for boys under twelve years of age—George Timme, first. Time, 2:35 3/4.  
One mile handicap, girls—Miss Elsie Gable, first.  
One mile open, free for all—James Cleary, Kenosha, first. Time, 2:42.  
Quarter mile open—Mamie Gibson, first. Time, 0:45 1/2.

### Track for Oshkosh.

Oshkosh wheelmen are considering the advisability of building a one-third mile cinder bicycle track, to cost about \$700. It is intended to raise that amount by subscription. The track is to be built inside of the track at the driving park.

### Will Enforce the Law.

The Chief of Police at Racine recently issued an official notice that he will strictly enforce the ordinance of that city in relation to riding the bicycle on sidewalks and carrying lanterns.

A 15-year-old boy, named Irving Oppel, fell from his bicycle at Madison and received injuries from which he died.

### Boom at Chippewa Falls.

The number of people who have recently succumbed to the wheeling craze in Chippewa Falls indicates that either the livery stables will be forced into bankruptcy or else be compelled to adopt a counter-irritant in the way of the moto-cycle to preserve their patronage. It is estimated that there are fifty more people riding wheels this spring than there were at the close of the season last year, and a commendable feature about the matter is that a majority of the new riders are women.—*Chippewa Falls Independent*.

### Are Opposed to Lanterns.

The bicycle riders of Madison, Wis., are up in arms against the ordinance requiring them to carry lighted lamps on their wheels after dark. They say that a bicycle has been declared a vehicle by many courts and is entitled to all rights and privileges accorded vehicles.

### Plans of Portage Riders.

Portage riders are considering holding a parade of wheelmen on about June 1. The organization of a club is also being discussed. There are about 200 wheelmen in the city.

### To Build a Cycle Path.

Riders in the vicinity of Ripon are considering the building of a cycle path from Ripon to Dartford, a distance of seven miles. The path is to be built of clay and gravel and work is to be begun at once. There is beautiful scenery along the route.

### Enforcing the Bicycle Ordinance.

The village board of Wauwatosa has a bicycle ordinance and the trustees and the marshal are devoting some of their time to trying to keep riders off the village sidewalks. Wausau is in a similar predicament and her roads are so bad that the wheelmen are going to fight the ordinance until the city fathers improve the streets.

### General Racing Notes.

A rule to the following effect has been quite generously quoted as part of the L. A. W. racing rules, viz.:

"Any cyclist ceases to be an amateur by riding after April, 1896, in any bicycle race upon any make of bicycle offered for sale or manufactured in any factory, store, or other place of business in which he is employed in any capacity whatsoever."

There is no such rule in our racing rules, and it is not intended that there shall be this year. Clause (f) of the amateur rule in the L. A. W. constitution provides that any racing man employed in a cycle establishment, may, by vote of the racing board be transferred to the professional class. This does not mean that the board will make wholesale transfers of such employees, but that it may use its discretion in transferring racing employees against whom it may be impossible to obtain other evidence, and by whom the board may believe that advantages are received contrary to the spirit of the amateur definition.

## THE PNEUMATIC.

### State Trade.

Timothy O. T. Horbus runs an official L. A. W. repair shop at Sparta, Wis.

The Joe Dolister Co. is a new corporation recently formed at Burlington. The company handles the Warner Specials, Madison and Clevelands.

It is rumored that a new organization known as the Mendota Cycle Co. will manufacture bicycles on a small scale at Madison.

Johnson & Field Company held an opening in their new retail store at Racine, April 22.

### Are Pushing the Work.

The five-story brick addition that C. J. Smith & Sons Company are building on Clinton and Park streets is being rapidly pushed to completion and it is expected in another month it will be ready for occupancy.

### Large Plant Secured.

The Meiselbach Manufacturing Company has just acquired possession of two large factory buildings at North Milwaukee formerly occupied by the C. M. Hunt and B. A. Kipp companies. This is the largest factory building in the county, outside of the city, and cost complete, without the site, \$150,000. It occupies fully four acres of ground and was built for the Kipp and Hunt companies three or four years ago during the big boom at North Milwaukee. One of the buildings is five stories high and the other four, and each is 100 x 150 feet. They are built of solid brick and stone and are complete in every respect. The actual terms of the sale are not given, but it is learned that about the entire cost of the buildings was received in the deal. The Meiselbach Manufacturing Company is engaged in the manufacture of a high grade bicycle. For some time past the concern has been occupying the plant formerly occupied by the Moore Manufacturing Company on St. Paul avenue. These quarters were too small and a portion of the concern went to North Milwaukee several months ago, the Northwestern Manufacturing Company's vacant building there having been leased for the time being. The entire plant will now occupy the two large buildings just purchased, and will, it is learned, employ 300 or 400 workmen, all of whom will undoubtedly reside in Milwaukee.

### Could Get No Sanction.

The bicycle show which was planned at Fond du Lac last month had to be abandoned because its promoters could not secure a sanction from the National Board of Trade.

### Parker Sercombe Again.

Parker H. Sercombe, formerly manager of the Telegram company, and who has the reputation of having been able to secure more free advertising than any man who has ever been in the bicycle business, has again been heard from. He is now manager of *The Mexican Herald* in the City of Mexico. Since he became connected with the paper *The Herald* has devoted a good deal of space to cycling and Parker himself is again taking an active interest in the sport. Several race meets have recently been held in Mexico with which he was prominently connected.

### Factory for Fond du Lac.

It is reported that another bicycle factory is to be located at Fond du Lac by a number of Chicago capitalists, among them being Alderman Knowles, Benjamin Wilkinson, William Stanton, John Barrett and Col. Scott Warner. The latter two are experts in the wheel manufacturing business. The company, if located there, will be incorporated with a capital stock of \$40,000. An effort will probably be made to secure the building formerly occupied by the Marshall Field factory.

### A Neat Pocket Edition.

A little book has just been issued by the Gormully & Jeffery Manufacturing Company to advertise Rambler bicycles. It is one of the neatest books of the season. The book is in pocket form—small and concise—but contains all information that a rider cares to read. It is printed on fine paper and its illustrations are artistic, in half-tones.

### The M. & W. Guarantee.

There is some unnecessary confusion among bicycle riders as to the Morgan & Wright tire guarantee. Many people suppose it to be identical with the regular bicycle guarantee, which is for one year. This is a mistake. The Morgan & Wright guarantee is that all defects in materials or workmanship will be made good at any time, and that repairs will be made, free of charge, as long as it is possible to make repairs.

MORGAN & WRIGHT TIRES  
ARE GOOD TIRES  
RACING MEN SAY  
OUR RUBBER JOE CLIP IS  
THE BEST THING THAT EVER HAPPENED  
WE THINK SO TOO  
MORGAN & WRIGHT  
CHICAGO

STATE OF OHIO, CITY OF TOLEDO, 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. 1893.  
A. W. GILFASON,  
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.  
F. J. CHENEY & CO., Toledo, O.  
Sold by Druggists, 76c.

### The First One to Jump.

Walter C. Schrader, the state champion, has made application to the National Racing Board to be admitted to the professional class. It is said others will soon follow now. Schrader still continues to ride an Andrae and will represent the house through the season.

### The State Circuit.

Chairman Fred. Schroeder, of the racing board of the Wisconsin Division, is busy arranging the state circuit. The opening date has not been fully determined, but a circuit will be arranged as soon as Mr. Schroeder has heard from all cities which intend to hold meets during the summer. About a dozen applications for dates have already been filed.

West Superior, besides holding National Circuit races on July 6, will probably hold a race meet on July 4, for Superior riders exclusively.

### New Tire Repair Outfit.

J. E. Molle and O. E. Overbeck, of Ahnapee, Wis., have invented an apparatus for mending single-tube tires, which, it is claimed, is a great improvement over any similar article now on the market. The construction is such that the cement may be placed upon the exact spot on the inner side of the tire, without any guesswork. A removable plug is so arranged that the holes through which the cement passes are easily cleaned. The device is at present at the patent office at Washington.

### Declined the Challenge.

The McCallum House Furnishing Company recently issued a challenge to the Chicago, Milwaukee and St. Paul road for a race between one of its locomotives against the American wheel which is handled by the company. Col. J. N. Barr declined the challenge.

### Kanaska to Ride a Chief.

Henry Kanaska, the wellknown local professional rider, has signed a contract with the Chief Cycle Works and will beat all the professional races to be held in this state during the summer. He is now training and when in condition will prove a formidable rival for other professionals who will follow the state circuit.

### Advertising Telegram Wheels.

When Captain Adolph Frietsch sails from Milwaukee next August his trip around the world in a twenty-eight foot boat, he will not only advertise the Joseph Schlitz Brewing Company, which is fitting out his expedition, but has made arrangements to introduce the Telegram bicycle in foreign lands. The captain will probably carry a Telegram wheel on board of his boat when he leaves here.

### Do Not Fear Bloomers Now.

Wheelwomen are taking more favorably to bloomers this year. It is no longer a novelty to see them on the boulevards as it was a year ago.

### Dates of Racing Events.

May 22—Burlington road race.  
May 26—Sheboygan road race.  
May 30—Oshkosh road race.  
May 30—Marquette-Menominee road race.  
May 30—Green Bay road race.  
May 30—Berlin cycle races for county riders.  
May 30—La Crosse race meet.  
May 30—Plymouth-Sheboygan Falls road race.  
May 30—Milwaukee road race.  
May 30—Kanitama-Fond du Lac relay race.  
May 30—Wausau road race.  
May 30—Pittsville open road race.  
June 15, 16, 17, 18, 19, 20—Oconomowoc race meet.  
June 20—Waukesha road race.  
June 27—Racine road race.  
July 4—Cream City Wheelmen race.  
July 4—Kenosha road race.  
July 4—National circuit races at Superior.  
July 6—National circuit races and state meet at Appleton.  
July 20—South Side road race.  
Sept. 7—Badger Wheelmen road race.  
Aug. 8—Niagara Wheelmen road race.  
Aug. 22—Milwaukee race meet.

### U. S. Mfg. Co. New Plant.

The United States Manufacturing Company of Fond du Lac has purchased the Cotton street school building. The company, which has for its object the manufacture of cyclometers, will put the building in condition for factory purposes, and will occupy it next December, at which time the company's lease expires. A large boiler house will be added to the present building, and the company will add some new articles of manufacture to its output.

Mr. and Mrs. Maurice Goodman and Mr. and Mrs. G. H. Bunker and son, Archie, all of Portage, are making a tour of the state a wheel.

At Racine, riders are again being troubled with tacks which are placed on the streets. Many tires have been punctured lately and efforts are being made to catch the culprits.

The American Wheelman will publish a daily paper, beginning May 23. The weekly edition will be continued. The price of the daily has been fixed at one cent.

The North Side club will make its first century run this year in June. It will be to Watertown and return and it is expected that the time limit will be cut down at least two hours, so that only the fast ones had better make the attempt to cover the distance. Breakfast will be taken at Waukesha and dinner at Oconomowoc on the way back.

### Brief Trade Notes.

A. D. Meiselbach Company, of this city, bicycle manufacturers, was incorporated for \$20,000, by A. D. Meiselbach E. W. Schreiber and A. Zimmer.

W. G. Blair has established a bicycle agency and repair works at Beloit.

The Appleton Screen Plate Company, of Appleton, has gone into the manufacture of bicycles, and will make high-grade bicycles.

**Important to Race Meet Promoters.**

Race meet promoters and managers of school and college track teams will please note the following:

Every year about this time the various colleges and schools begin to develop racing men to represent them at the intercollegiate and interscholastic outdoor games. It is customary to run off one or more trials to pick out a team. Racing throughout the United States is governed by the L. A. W. and the L. A. W. requires that every track race be sanctioned. A man competing in an unsanctioned event is liable to suspension.

Now your men in particular may not care whether they are suspended or not, but they are sure to find somebody at the final meet from some other college who does care and will not allow them to ride, if under suspension. The trouble occurs every year, when by a little caution it can be prevented.

Remember that every race on the track, be it one event or more, must be sanctioned. If you are to have any trials send for sanction every time. For open races a fee is charged; but no fee is required for closed club or school events; but in all cases send for sanction and save your men from suspension, which in one or more cases last year affected the standing of the school in points won at the championship meeting.

The international championships for 1898 will be held at Copenhagen, Denmark, August 15, 16 and 17.

A somewhat general impression prevails that the racing board will rule upon prize values in amateur road races. Such is not the case, nor will any attention be paid to the 100 mile limit.

*Wheel Talk*, the beautiful illustrated weekly published by Morgan & Wright, has now reached the unusual circulation of 24,000. *Wheel Talk* offers one cent per word for hints to riders, and a \$10 premium for the best article submitted. June 30 will be the last day.



**STANDARD OF THE WORLD**

**Seventeen Branch Houses and Stock Companies under our direct control are located as follows:**

**BRANCH HOUSES**

|                                    |                                          |
|------------------------------------|------------------------------------------|
| 200 Boylston Street, Boston, Mass. | 19 Grand River Avenue, Detroit, Mich.    |
| 12 Warren Street, New York         | 124 Mathewson Street, Providence, R. I.  |
| 291 Wabash Avenue, Chicago         | 452 Pennsylvania Ave., N. W., Washington |
| 609 Main Street, Buffalo, N. Y.    | 817 Pine Street, St. Louis, Mo.          |
| 32 East Avenue, Rochester, N. Y.   | 1757-59 St. Charles Avenue, New Orleans  |
| 420 Fifth Avenue, Pittsburg, Pa.   | 344 Post Street, San Francisco           |

**STOCK COMPANIES**

|                                                                                  |
|----------------------------------------------------------------------------------|
| Metropolitan Bicycling Co., Boulevard and 60th Street, New York                  |
| Brooklyn Cycle Co., 555 Fulton Street and 1239-41 Fulton Street, Brooklyn, N. Y. |
| Hart Cycle Co., 816 Arch Street, Philadelphia, Pa.                               |
| Eisenbrandt Cycle Co., 311 East Baltimore Street, Baltimore, Md.                 |
| Gann Cycle Co., Denver, Col.                                                     |

At each of the above addresses a complete repair shop is maintained, in charge of men trained in scientific bicycle repairing, and thus agents and riders can have quick attention for needed repairs, except nickelling—free if under our guarantee, at reasonable prices otherwise; prompt, satisfactory service either way.

No accounts can be opened for repairs. Send enough cash to cover the probable cost; if too much, the surplus will be promptly returned. Or estimates will be cheerfully given.

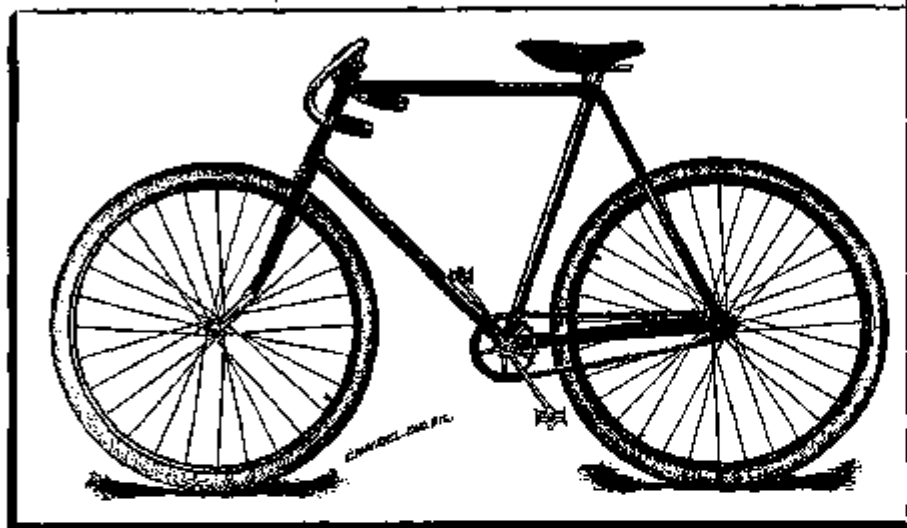
**POPE MANUFACTURING CO.,**

HARTFORD, CONN.

Stephens & Hickok, Los Angeles, Cal.; Highborn & Co., Portland, Oreg.; and McDonald & Wilson, Toronto, Ont.; are also equipped for general repair work and authorized to protect our guarantee.

# "MOORE"

## High Grade Bicycles



Graceful

Mechanically  
Perfect

Artistic

**Moore Cycle Co.**  
MICHIGAN STREET  
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## Crescents Again Lead

**THE FASTEST MILE RIDDEN** on any form of bicycle, was made by M. O. Dennis, at Denver, Colo., March 27, '96, on a Crescent No. 1 Model, 1896, the time was

**1:11<sup>3</sup>/<sub>6</sub>**

This was not done on a racing wheel, but on a Crescent No. 1, which sells the world over at \$75.00. Highest Grade in Quality, but not in Price. Our line comprises such well known makes as the

**Phoenix, Crescent and J. M. Special** acknowledged by everyone, Models of perfection in finish and workmanship.

Our Repair Department  
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**JOHN MEUNIER GUN CO.**  
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### In Summer.

When Aurora paints the dawn,  
Winter overcoats in pawn,  
We can then afford to shake  
Heavy clothes of winter's make.  
When it's warm we can withhold  
All that's made to keep out cold;  
Thinly clad we run about,  
Many things we do without.  
Still, when pained with an indigestion,  
We must heed the good suggestion,  
Drink no liquors, wine or rum—  
Simply chew White's Pepsin gum.

### 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.

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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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Can be seen at.....

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We build three styles of ladies' machines.  
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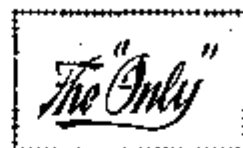
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fully nicked, light, durable, neat  
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Bicycle riders when in need of repairs or cycle sundries, while touring, will find the firms listed below worthy of patronage.

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ALL KINDS OF CYCLE SUNDRIES.

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**FAST TRAINS**  
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LUXURIOUS PULLMAN CARS - PALATIAL DINING CARS.  
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Beer is  
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OLD MILD AND DELICIOUS  
QUALITY TO BE HAD IN ALL  
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NATIONAL EXPOSITION '92  
AN APPROPRIATE CRYSTAL  
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**Strength . . . .**  
the power to do,  
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from the use of

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Malt Extract  
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# BICYCLE CLUB BADGES, BUTTONS, PINS.

See Our Novelty Lapel Button  
Send for Details by Sample.  
We can furnish special Club Badge at very  
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50 Cents a Year



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'95 TELEGRAMS . . . .  
\$60.00

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\$75.00

that happy, satisfied expression  
on a cyclist's face, just look at  
the name plate of his machine.

TEN TO ONE  
IT'S A .....



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## Volunteer Records and Rambler Successes

### FIVE WORLD'S RECORDS

|                            |         |
|----------------------------|---------|
| Two-thirds Mile, Paced     | Amateur |
| Three-quarters Mile, Paced | Amateur |
| One Mile, Paced            | Amateur |
| Two Mile, Paced            | Amateur |
| One Mile, Unpaced          | Amateur |

### ANNUAL EVENTS

#### DECORATION DAY

|                      |           |
|----------------------|-----------|
| Denver               | Road Race |
| Indianapolis, Ind.   | Road Race |
| Kansas City, Mo.     | Road Race |
| Benton Harbor, Mich. | Road Race |

### WE ARE PROUD

of this splendid record, and of the "volunteer" assurances that the "amateurs are with us," as of yore. Just think what it means—five world's records, and such brilliant work in important road events of national interest, all

### VOLUNTEER WORK

and by amateurs who buy their Ramblers

### THE GREAT ROAD RACES

also surprised the "talent." At Denver, John Dean made a hot run, and won the race on his Rambler. John Sager, on his Rambler, took fourth time prize. We have never heard of the two "Johns" before, but now they have joined the Rambler Kindergarten.

### AT DANVILLE, ILL.

Link, Monson and Becker did well, carrying their Ramblers to the front. All the boys say that not a little credit is due the G. & J. tires, which are "fast and sure."

### AMOS B. HUGHES

who did such splendid work at Denver last year (in class A) on his Rambler, has been solicited repeatedly to "accept" other wheels, together with what goes with them. But he wanted those records, and knew he could get them on his Rambler,

### AND HE GOT "EM,"

not the "other fellows," who win races and pay the piper and who are continually watching the Rambler Kindergarten for good material, will, no doubt, storm "Fort Hughes."

### AT INDIANAPOLIS

Wilbur McIntosh, who rode one of three Ramblers in the race, romped in an easy winner. It was easy, and yet he had a narrow escape, for his chief competitor for first honor—he also rode a Rambler—led him until near the finish, when he fell. His Rambler was unharmed, for he remounted and took eighth place prize, as it was.

### ALEX LAING

went to Kansas City, to lasso the time prize in the great Waldo Park Road Race. He did the trick on his Rambler, so he says, and so a number of timers said, among them a member of the

### L. A. W. Racing Board,

but another man got what should have gone to Alex with the victory.

### "DOWN BY OLD ST. JOE"

At Benton Harbor, Michigan, the Rambler boys are jubilant. One of their number took the Road Race prize—best two in three heats.

### MORAL:

ANY GOOD TIRE IS GOOD  
UNTIL SOMETHING HAPPENS TO IT.  
THEN YOU WISH IT WERE A

**G & J**  
TIRE

**GORMULLY & JEFFERY MFG. CO.**

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\$1,370 IN CASH PRIZES

\$535 IN DIAMONDS, Etc.

CHAMPIONSHIP MEDALS

AND

## National Circuit Tournament

APPLETON, WIS.

Wednesday and Thursday  
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Reduced Rates

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and Northern Michigan.....

The only National Circuit Northwest of Chicago this year.  
The first meeting of the Eastern and Western Cracks.

Fastest and Best

Half-Mile Track  
in the State.

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## A Cyclists' Enjoyment.....

The perfect condition of three frames is essential

The Frame { of His Wheel  
of His Mind  
of His Body

the three blend in perfect harmony when he  
rides a

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FIRST COST LAST COST  
NEVER SEEN IN THE REPAIR SHOP  
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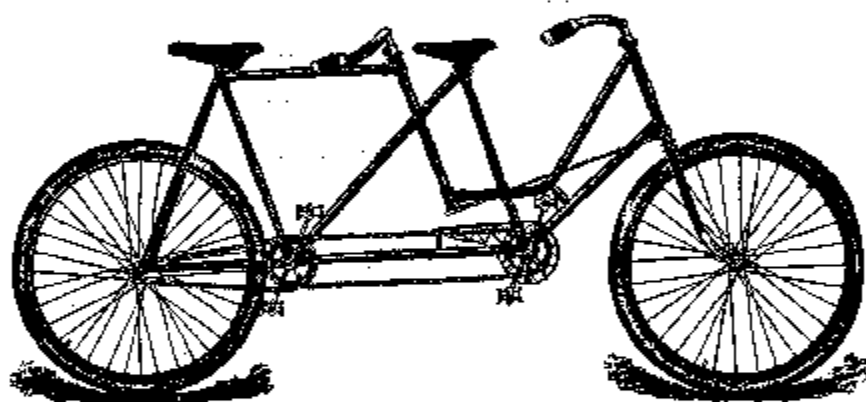
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fail to please. . . . .



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# Andrae Tandems



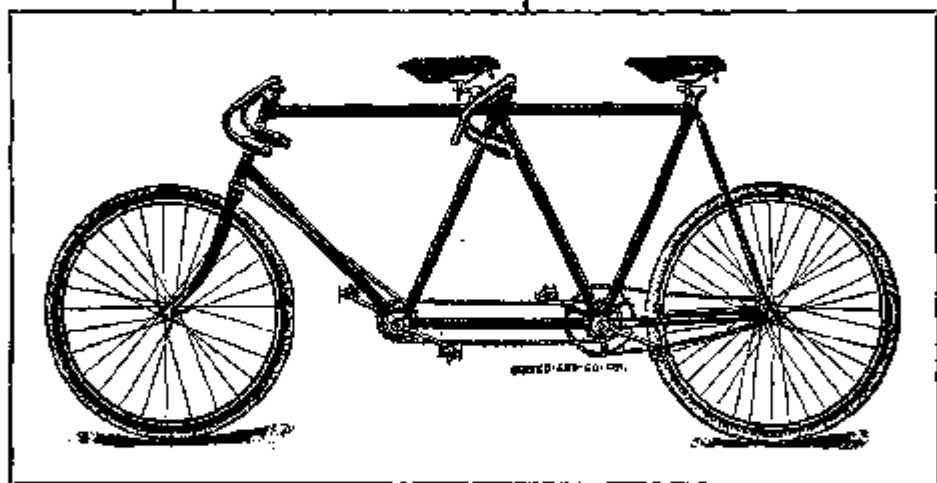
Such as the un-beaten  
Andrae team rode last  
year. We have them in  
stock, no delay. . . . .



Our tandem is not an  
experiment, this is our  
third year making tan-  
dems. . . . .



At any of our Agencies  
or the makers. . . . .



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Andrae &  
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A MONTHLY

JOURNAL OF CYCLING LITERATURE AND TRADE NEWS.

FIFTY CENTS A YEAR IN ADVANCE.

All copy for advertisements, changes for 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 U. S. PATENT OFFICE 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 cyclotom. Advertising rates on application.

## PNEUMATIC PUBLISHING COMPANY,

305 East Water Street, Milwaukee, Wis.

J. POPPENDIECK, JR., Editor.

M. C. ROTIER, Associate Editor.

M. C. ROTIER, Business Manager.

Eastern Representative: S. Koppel, 81 Times Building, New York.

## SPECIAL BICYCLE TAX.

Some of the smaller cities and villages in the interior of the state are considering the question of placing a special tax on bicycles. Wheelmen should do all in their power to prevent such a step. It is discrimination and unjust. There is no more reason why a bicycle, a two-wheeled vehicle, should be taxed than there is for taxing a buggy. The wheel is not injurious to roads. On what ground, then can a tax be justly levied. A wheel is property and if the assessor who takes other property sees fit to assess it on at the same rate at which personal taxes are levied, there is no just ground for complaint. If bicycles are of value where they must carry the burden of taxes, wheelmen should pay the assessments, but there is no excuse for levying a special tax or license any more than there is for licensing a horse.

## IMPORTANCE OF BICYCLE RACKS.

While the wheelmen are agitating the question of compelling railroads to carry bicycles as baggage, they are forgetting the importance of having bicycles properly cared for during shipment. While the baggage question is important, it is less so than that wheels are well taken care of. Many of the railroads have no accommodations for shipping wheels in baggage cars and many valuable bicycles have been known to be turned over to the charge of baggagemen in good order only to be returned in a ruined condition, by a trunk or two falling on them, or, by being damaged by being thrown along a lot of heavy baggage. Damages are difficult to collect from railroads. It is far more important to know that a wheel in charge of a baggageman is safe than to know that the road is carrying it free of charge

and subject to abuse. Wheelmen should agitate the equipment of suitable bicycle racks in all baggage cars as well as fighting the roads on the baggage question.

## THE ASSOCIATION'S SUNDAY PICNIC.

The best interests of the Associated Cycling Clubs will receive a severe set back by its proposed plan to run a Sunday beer garden picnic. The cause advanced for getting up the picnic is that the association needs money to conduct its fall tournament and that incidentally it will be an opportunity to give the wheelmen a good time. It is strange that in view of the association's attitude against Sunday bicycle racing, properly on the ground that it is lowering the dignity of the sport, that it will so far forget itself as to conduct an affair that will cause many members of the clubs which compose the association to feel ashamed of being identified with the cycling interests of the city. There is no self-respecting cycling club in the city that will sanction an affair of this kind and no doubt this will be the beginning of the end of the organization which was organized last winter with the intention to promote and elevate the interests of cycling in the city of Milwaukee. Had the association searched for an event which is to bring public disrespect on it, as the leading and representative body of wheelmen, it could not have found a more fitting affair than the picnic which has been planned. There is no excuse for holding such an affair on a Sunday and the association would be better situated with public respect on their side and no picnic. It is hoped that the picnic, if such it can be called, will be declared off. The older class of wheelmen and League members are opposed to it, and rightly so. They see what harm will be brought on by it. If wheelmen want a picnic let an outing be arranged in the country. Let the affair be gotten up for the pleasure of the wheelmen but not for the few dollars that can be realized by holding a beer-garden affair on a Sabbath.

## A PRACTICAL SUGGESTION.

There seems to be an increasing activity in the direction of improving our roads and of making cycle paths. The exact method of improvement naturally varies in different localities, as there is a wide difference in the materials at hand to produce a proper surface.

There is, however, one thing needful in every locality, and that is money to carry on the work. A cycling club may have a small membership on which to draw, and various entertainments may be given and other means used to raise funds. The form of entertainment which might bring the largest returns is that known as a Merchants' Carnival or Business Men's Carnival. A great many people are already acquainted with the manner of giving this entertainment. It consists, substantially, in a fancy march and drill by a large number of girls, each one by her costume representing the business in which some man or firm is engaged; the man so represented pays a certain sum,

perhaps 50 cents or \$1 or \$2, for the privilege of being advertised and furnishes the costume worn and the banner carried by his representative. Aside from the money obtained from the business men, the admission fees bring in a large sum because the interest is very general in such an entertainment. Music is, of course, an essential part of the entertainment.

Those cycling clubs which are so fortunate as to be located in a county seat would do well to plan such an entertainment to take place during the county fair. At that time not only would admission fees amount to more, but advertising could be obtained from other towns in the county and it would be more of an object to business men to advertise. It might be profitable to solicit firms manufacturing wheels for advertising.

A few enthusiastic workers who would take hold of this enterprise would be able to realize a large sum to be used for the commendable object of improving the roads or making a cycle path.

K. D. D.

#### Billy Stanton On Sanger.

"The men who are going to win races on the circuit this summer are the men who will take care of themselves," remarked Billy Stanton, "Gold Brick" Clark's trainer, "There is something in sight for the boys this year except glory, and if they are onto their jobs and take care of themselves they'll be winners by the end of the season. One of the men who is going to ride the races of his life is old Sanger, even if he is married. Sanger has a lot of good old Dutch sense and he knows what is good for himself. I watched him while he was in training a week or so ago at Louisville, and he's going at it right. This personal care is what I insist upon in my man, and I am gratified that Clark observes it. It's an odd thing how Harry patterns his work after the big Milwaukeean, for whom he has a great admiration, but it is probably owing to the fact that Sanger was the first racing man ever to give the boy any encouragement. When Harry made his unpaced ride at Denver, Sanger held one of the watches, and he turned to the boy when he dismounted with a word of sincere congratulation. I had never known anything then of Sanger's generous character, for from all reports he was regarded as a kind of surly fellow, and it pleased me just about as much as it did Harry. As it is now, I like the big fellow more every time I see him, for I am beginning to understand how it was that his family troubles were responsible for the disposition he is credited with having shown to strangers. Sanger's all right, and he's a square rider, and, as I said, he is the man who's going to win races this year because he knows how to take care of himself. He told me just before he left that he wanted to go to Denver this fall for his record work, and would stay five or six weeks if necessary. In fact he commissioned me to look up a cottage for him out near the D. W. C. track, where he and Dumbleton will live."

—The Referee.

#### Free Transportation of Wheels.

The Wisconsin Central road recently decided to carry the bicycle as baggage free of charge. The rule was to go into effect on June 1, but owing to the opposition that the road met from the Western Passenger Association, which decided that the Central would have to withdraw from the association if it violated the rules, the road has not yet put its decision in force.

Superintendent Collins of the Wisconsin Central railroad is the latest bicycle rack inventor. He has produced a simple plan for the baggage cars of his road and it will be put into effect at once.

The French plan of hanging bicycles from the roof of the baggage car did not strongly appeal to Mr. Collins. He was convinced by his own observations and the statements of wheel owners that the French plan is injurious to the tires, especially, and to the wheels generally on account of the chafing and jolting caused by the rapid movement of the cars over switches and around curves.

The best place for the wheel, Mr. Collins concluded, was on the floor, and his device provides for carrying bicycles there.

The wheels are placed in little stalls on the side of the car and they stand to the side at an angle of 45 degrees. Over the wheel stalls is a solid shelf for trunks and other baggage. The bicycles are blocked into the stalls and covered by the shelf.

#### Erecting Bicycle Racks.

A. M. Patitz, the well-known wheelman, who is employed as a draftsman by the Chicago, Milwaukee & St. Paul road, is now preparing drawings showing the best methods of storing bicycles in baggage rooms. It is reported that all the company's baggage cars will be fitted out with bicycle racks this summer.

#### At Least One Paper Is Friendly.

Walter Sanger is being very generally traduced by a few incompetent critics. Sanger has always been able to retain his temper and his popularity, as well as his success, so we may not look for a reversal of those principles in this case. —The American Wheelman.

#### Bicycle Statistics.

|                                                                      |                 |
|----------------------------------------------------------------------|-----------------|
| Bicycle Riders in the United States.                                 | 4,000,000       |
| Riders spent each year in caring for their wheels and on excursions. | \$200,000,000   |
| Reputable wheel manufacturers in the country.                        | 250             |
| Capital invested in these plants.                                    | \$60,000,000    |
| Persons employed by these factories.                                 | 70,000          |
| Persons employed in making bicycle sundries.                         | 50,000          |
| Wheels turned out this season.                                       | 1,000,000       |
| Gained by riders in health and in saving of doctors' fees.           | Untold Millions |

### Bicycle Song.

Oh Beadle has bought her a bonnet of red,  
And started afoot for the ball;  
She never was minding a word that I said,  
Or looking about for my call,  
Quit mourning, quit mourning, good Mother, I say;  
She maybe will linger to tat on the way;  
I'll follow the truant as well as I may,  
And catch her, whatever befall.

Oh Beadle has bought her a bonnet of blue,  
And started to ride to the ball;  
She's taken the speediest horse that she knew,  
The swiftest that stood in the stall.  
Quit mourning, good Mother, it might have been worse;  
There's many a mount that is better than he's;  
I follow her closely with saddle and purse,  
And catch her, whatever befall.

Oh Beadle has bought her a coat and a cap,  
And started to wheel to the ball,  
With only a bit of a skirt for a lap,  
And bloomers distressingly small!  
Keep mourning, good Mother, your sobbings repent;  
For whether her going be tardy or fleet,  
I never should know her, if her I should meet;  
We're lucky to catch her at all!

WILL CARLTON.  
—In Every Where.

### FOUR MILLION RIDERS.

To Supply Them with Wheels There Are in This Country More Than Two Hundred Manufacturers.

In the city of New York alone there are nearly 200,000 bicycle riders, of whom 80,000 are members of various clubs. This statement is amply sufficient basis upon which to let the imagination run riot in the matter of figures. But there is not the slightest necessity for any fictitious aid, for the facts speak for themselves. The League itself, with its strict admission rules, forms but a drop in the ocean of bicyclists and bicycle devotees. It has 40,000 members in all parts of the United States, and there are nearly 4,000,000 riders in all throughout the country. This is only by way of a beginning to the figures. To supply all these wheels there are in this country at the very least 250 manufacturers, without counting the almost innumerable small makers, who build machines from parts purchased separately, or construct wheels with much pains and ingenuity under the most adverse conditions and in very small quantities. It has been estimated that the output of all these makers will, during the present season, amount in the aggregate to 1,000,000 machines. Exact figures it is not possible to obtain, of course, but the following are not very far out. Ahead of all others in point of production is a western firm, which this year will turn out between 60,000 and 70,000 machines, after eighteen different models. Another company which probably comes next in order of immense production will produce between 40,000 and 50,000 machines. A third firm expects to reach fully 35,000, in different models, while still another is preparing to place 25,000 or 30,000 machines on the market this year, and for a certain period, to fulfill their engagements, will turn out 200 machines every day. Another concern will produce about 25,000 in the same period, another follows with 20,000, one more with 20,000 more, and the eighth firm

with 20,000. This brings one aggregate estimated output of these eight companies to the extraordinary sum of 250,000 or more.

Grant that among the rest of the factories there is a production of 500,000 machines, and this will give 750,000 new bicycles to add to the existing large number. Another remarkable revolution has occurred. Whereas a few years ago a great many bicycles were imported from England, and even from France and Germany, today at least one of the English manufacturing companies has announced its intention of abandoning the American field, and doubtless others will follow. More than this, and infinitely more important, American bicycles have been proven to be so immeasurably superior, in weight, perfection of mechanism and general excellence, to the English, French or German article that they are being exported in large quantities to those countries, where they have a large sale, and are not only better but cheaper than the home made machine.

As a result, or, better, a synchronous consequence of this noteworthy condition of affairs, an immense new industry has been created in this country, which gives employment to hundreds of thousands of hands, mostly skilled artisans, in all parts of the country. Leaving out of the question the thousands of men who make quite a comfortable living by repairing injured machines, and selling supplies of pocket tools, of fiddle parts and general bicycle sundries and requirements—for their name is legion and there is absolutely no means of computing them—we may form an estimate, as before, by taking a look at the numbers employed by a few large firms.

One of the firms quoted as about to produce 25,000 machines this season employs 1,400 men the whole year round. Another expecting to produce about 60,000 machines, gives employment to 2,700 men all the year. Now taking these as a fair basis on which to form an estimate, supposing it takes 1,400 men to produce 25,000 bicycles, how many will be needed to produce 1,000,000 machines? By this rough method of computation it will take 56,000 men. But the total is nearer 70,000, because some firms make more parts of a completed bicycle than others. Some are entirely dependent for all their screw work upon some larger firms, created specially for that kind of production.

Not all the bicycle manufacturing firms make their own tires, tubing or pedals, for instance, and special parts, such as lamps, cyclometers and saddles, are almost invariably made by firms which make these articles their specialty. It is estimated that in the manufacture of these sundries alone some 50,000 persons are employed all the year round.

A very slight idea of the number of bicycle riders this country can boast of may be formed from the number of cyclometers sold during last year by one firm alone. The sales reached the fabulous total of 263,427, and yet the cyclometer is one of the luxuries, not one of the necessities of the bicyclist.

# THE PNEUMATIC.

## League Hotels and Local Consuls.

Secretary-Treasurer Rotier, of the Wisconsin Division, has completed compiling his full list of League hotels in the state. Each hotel that has been chosen as the official hotel for wheelmen has agreed to give League members special rates. The following list shows a complete list of the local consuls of the state, the official League hotels and their rates to members of the League:

| TOWN.          | LOCAL CONSUL.       | LEAGUE HOTEL.       | RATE.          |
|----------------|---------------------|---------------------|----------------|
| Antigo         | Roy Dorr.           | Hoo Hoo             | \$1.00         |
| Appleton       | S. J. Ryan.         | Hager               | 1.25           |
| Ashland        | Merton H. Potter.   | Colby               | 1.50           |
| Augusta        | F. E. Williams      | Park                | 1.40           |
| Abbotsford     | A. W. Moerkke       |                     |                |
| Ashape         |                     | Wisconsin           | 1.00           |
| Barron         | Elmer E. Kent.      | Commercial          | 1.00           |
| Bayfield       | A. Lester Hellwig.  | Wiley House         | 1.50           |
| Beloit         | Wm. D. Hull.        | Goodwin             | 1.50           |
| Bloomington    | Gus Nordlund.       |                     |                |
| Berlin         | W. C. Grotman       | Bellevue House      | 1.50           |
| Brandon        | G. B. Weinstock     | Half's Hotel        | 1.00           |
| Burlington     | J. M. Schroeder     |                     |                |
| Boscobel       | Will H. Pittman.    |                     |                |
| Cambridge      | W. T. Stetson       | Kenster             | 1.00           |
| Castle Rock    | H. J. Johnson       |                     |                |
| Cedarburg      | A. E. Boerner       | Washington          | 1.25           |
| Cedar Grove    | L. C. Smith         | American House      | 1.00           |
| Chetek         | B. F. Bodvorth      |                     |                |
| Chilton        | L. A. Kellner       | Chilton House       | 1.00           |
| Chippewa Falls |                     | Faylor House        | 1.50           |
| Clintonville   | L. E. Schroeder     |                     |                |
| Colby          | A. W. Moerkke       | Commercial          | 1.50           |
| Columbus       | Geo. C. Stevens     | Whiskey             | 1.40           |
| Commonwealth   | E. W. Hopkins       |                     |                |
| Cuba City      | L. A. Wilson        |                     |                |
| Cumberland     | Miss Doris M. Eiser | Cumberland          | 1.00           |
| Darlington     |                     | Willard             | 1.25           |
| Delafield      | R. W. Lowares       | Hotel Lowares       | 1.50           |
| Delavan        | H. G. Hambright     | Bartram             | 1.40           |
| Dapere         | R. J. Strauss       |                     |                |
| Eagle          | Math. J. Boyce      | Commercial          | 1.00           |
| East Claire    | W. W. Jackson       | East Claire House   | 1.50           |
| Edgerton       | F. E. Ash           | Commercial          | 1.40           |
| Elkhorn        | Will B. Lyon        | Nickel Plate        | 1.50           |
| Elkworth       | A. Swahn            | Campbell's House    | 1.50           |
| East Troy      |                     | Beuna Vista House   | 1.00           |
| Fall River     | Chas. E. Tasker     |                     |                |
| Florence       | E. E. Wilcox        |                     |                |
| Fond du Lac    | J. E. Reeves        | Palmer              | 1.20           |
| Fort Howard    | Chas. S. Kerr       |                     |                |
| Fort Atkinson  |                     | Higbee              | 1.50           |
| Franksville    |                     | Bicycle Hotel       | 1.00           |
| Fox Lake       | Henry Grady         |                     |                |
| Gillett        | J. J. Whitcomb      | John House          | 1.00           |
| Grand Rapids   | Geo. N. Wood        | Central, Grand Rds. | 1.50           |
| and Central    |                     | Seraphel            | 1.50           |
| Green Bay      | W. H. Field         | 1 Oakwood           | 2.00           |
| Green Lake     |                     | 1 Spring Grove      | \$1.50 to 2.00 |
| Greenwood      | P. E. Peterson      | Greenwood House     | .75            |
| Hillsboro      | R. F. Myers         | Hillsboro           | 1.50           |
| Horicon        | Dr. F. S. Forbes    | The Barton          | \$1.50         |
| Hurley         |                     | Kelly Lake House    | .80            |
| Hickory        | Jas. Eliassen       |                     |                |
| Janeville      | J. G. DeLong        | Myers               | 1.50           |
| Jefferson      | F. O. Ray           |                     |                |
| Johnson Creek  | W. A. Christians    | Union House         | .20            |
| Kenosha        | R. H. Welles        | Grant               | 1.80           |
| Keweenaw       | Geo. M. Mashak      | The Erickson        | 1.50           |
| Kiel           | F. O. Schubert      |                     |                |
| Kaukauna       | Geo. H. Reene       | Hotel Brothers      | 1.25           |
| La Crosse      | J. H. Thompson      | Hotel Young         | 1.40           |
| Lake Butte     | C. H. Stevens       | Beulah Cottages     | 2.00           |
| Lake Geneva    | H. A. Burdick       | Garrison            | 1.50           |
| Lake Mills     | F. M. Seaver        | Park                | 1.50           |
| Laurens        | Chas. W. Burr       | Wright House        | 1.50           |
| La Valle       | B. A. Owen          | Commercial          | .80            |
| Little Suamico | G. H. Willsie       | Little Suamico Hse. | .75            |
| London         |                     | Commercial          | 1.00           |
| Madison        | L. P. Holmes        | Van Etta            | 1.50           |
| Mantowoc       | Victor P. Salak     | Williams            | 1.80           |
| Marquette      | Jas. S. Wheeler     |                     |                |
| Marshfield     | Wm. H. Beach        | Tremont             | 1.50           |
| McFarland      | M. D. Larson        |                     |                |
| Medford        | Arthur Elvia        | Eagle               | 1.00           |
| Mellen         | Loula A. Maier      | National Hotel      | 1.50           |
| Menasha        |                     |                     |                |
| Menish         | Bert M. Crown       | Richmond House      | 1.12           |
| Milton         |                     |                     |                |

| TOWN.           | LOCAL CONSUL.       | LEAGUE HOTEL.       | RATE.              |
|-----------------|---------------------|---------------------|--------------------|
| Milton Junction | L. P. Hinkley       | Morgan House        | 1.50               |
| Milwaukee       | Louis Plarron       | St. Charles         | \$1.50, 2.00, 2.70 |
| Mineral Point   |                     | Globe Hotel         | 1.90               |
| Mishicot        |                     | Drews               | .75                |
| Monroe          | L. A. Hodges        | Ludlow              | 1.50               |
| Montello        | Max Stasche         | Montello House      | 1.50               |
| Mukwonago       | C. D. Palmer        | Dillenbeck's        | 1.00               |
| Necedah         | C. H. Merton        | Juneau              | 1.50               |
| Neenah and      |                     |                     |                    |
| Menasha         | A. W. Anderson      | National at Menasha | 1.50               |
| Neillsville     |                     | Merchants           | 1.00               |
| New London      | M. T. Patchin       | The Elwood          | 1.50               |
| New Richmond    |                     | Nicollet            | 1.50               |
| Oconomowoc      | Chas. Osen          | Jones House         | 2.00               |
| Omro            |                     | Central             | 1.00               |
| Osage           | John A. Johnson     |                     |                    |
| Oshkosh         | G. A. Comstock      | Tremont             | 1.50               |
| Peshigo         | Wm. Ellis, Jr.      |                     |                    |
| Platteville     | E. P. Grindell      | Park                | 1.50               |
| Port Washington | H. L. Ose           | The Wilson          | 1.50               |
| Princeton       | F. E. Yahr          | American House      | 1.50               |
| Plymouth        | W. E. Wolf          | Central House       | 1.00               |
| Portage         |                     | Coring              | 1.50               |
| Racine          | W. J. Hopkins       | Hotel Mohr          | 1.00               |
| Randey          | Arthur V. Hill      | Road House          | 1.00               |
| Reedburg        | R. G. Stolte        | Central House       | 1.40               |
| Rhineland       | H. M. Woodard       | Puller House        | 2.00               |
| Rice Lake       | J. W. Munnell       | Todd's              | 1.50               |
| Ripon           | C. S. Sharp         |                     |                    |
| Rosendale       | J. F. Duley         | Rosendale           | 1.00               |
| Shawano         | I. S. McNichol      |                     |                    |
| Sheboygan       | S. J. Fairweather   | Grand               | \$1.75 single.     |
| Shell Lake      | W. W. Watkins       | Summit              | \$1.40             |
| Shullsburg      | H. B. Chamberlin    |                     |                    |
| Sparta          | Fred. L. Schaller   | Warner House        | 1.50               |
| Stevens Point   | W. O. Lamoreaux     | McGregor            | 1.50               |
| Stoughton       | Giles Dow           |                     |                    |
| St. Francis     | P. C. Gilbores      |                     |                    |
| Tomah           | L. W. Ratts         | Leak                | 1.00               |
| Two Rivers      | R. H. Suttlinger    | The Watery          | 1.50               |
| Washburn        | H. C. Prudhomme     | Washburn            | 1.40               |
| Waterford       | C. Grundsech        |                     |                    |
| Waterloo        | Max Janisch         | Commercial House    | 1.50               |
| Watertown       | W. T. Dervin        | Daub's              | 1.50               |
| Waukesha        |                     | Park                | 2.00               |
| Wausau          | Henry O. Hart       | Ryan                | .80                |
| Waupaca         | F. W. Spencer       | Seaville House      | 1.00               |
| Waupun          | Solon A. Davison    | National            | 1.50               |
| Wausau          | W. W. Wilson, M. D. |                     |                    |
| West Superior   | L. P. Snyder        | West Superior       | 2.50 to 3.50       |
| Whitewater      | Chas. S. Weeks      | Walworth            | \$1.40             |
| Winneconne      | W. A. Melcher       | Lake View House     | 1.50               |
| Winnebago       |                     | Beldy               | 1.00               |
| Wrightstown     | C. J. Pope          | American House      | 1.00               |
| West Salem      |                     | Wood's              | 1.00               |

## State Tour Book.

The tour book which the officers of the division are compiling, is nearly ready for distribution. Secretary-Treasurer Rotier has received from the various consuls in the state over 500 tours, all of which he has carefully arranged and indexed. The book also contains a list of state and national League officers and committees, laws pertaining to the bicycle, road etiquette, etc. The book, which will hereafter be issued annually, is now being printed, and will be sent to every League member for a two cent stamp. The price to non-members is 50 cents.

## League Membership Increasing.

Wisconsin's membership is experiencing a healthy growth. It dropped to about 700 some time ago when many of the memberships expired but nearly all of the members have now been renewed and over 400 new wheelmen have joined besides. The state membership is now 1,350, the largest in the history of the division. There is now no doubt but that ere the season is over Wisconsin will have 2,000 members.

# THE PNEUMATIC.

## MEMORIAL DAY EVENTS.

E. M. Kelly Won the North Side Club's Race—The Fond du Lac-Kaukauna Relay Race—Results of Other Events in the State.

Decoration Day marked the opening of the racing season in Wisconsin this year. The day was generally observed by wheelmen and those who did not participate in events which were held at Milwaukee, Sheboygan, Kenosha, Plymouth, Menominee, Sparta, La Crosse, Wausau, Kaukauna and Platteville, spent the day in touring. Many of the clubs in the state had club runs which proved very popular. Following is a list of the principal events held in the state:

### THE MILWAUKEE ROAD RACE.

The Milwaukee road race, which the North Side club conducted over the Silver Springs course caused a big wrangle after it was over. E. M. Kelly, a member of the Cream City Wheelmen, won the race and W. J. Morgan finished second, but later they were accused of cutting the course. This caused a long investigation to be made of the riders by the club but no evidence was found which would warrant suspecting the riders of practicing fraud in the race. The riders therefore have been awarded first and second place in accordance with the order they finished. Morgan S. O'Brien won first time in 30:37, a new record for the course, and H. A. Zerbel won second time. There were comparatively few accidents during the race, but 300 feet from the finish Zerbel, Reitzner and Welles fell in a heap but escaped without serious injuries. The road was in good condition. About 3,000 people witnessed the finish. The officials of the race were as follows:

Referee—P. H. Cambier.  
Judges—Alexander Bunker, M. C. Rother, Phil. A. Roth, Louis Pierson, Oscar F. Thies, Robert Wittig.  
Timers—George Durner, Chas. Niss, Jr., William Jahn, Frank R. Pingree, Alexander Emery, Edward Kroening.  
Starters—Gerh. Aussen, Frank J. Morawetz.  
Marshals—Gust. Stimmerling, Henry Heller, James E. Belter, Charles Kalsch.  
Checkers—Frank Heinel, David Braun, George L. Grady, William Barreiman.

The winners of the five time prizes were as follows:

Morgan S. O'Brien, scratch, first ..... 30:37  
H. A. Zerbel, scratch, second ..... 30:46  
A. Welles, scratch, third ..... 30:50  
John Muss, 1:30, fourth ..... 31:07  
John Reitzner, scratch, fifth ..... 31:08

The following shows the order in which the first forty riders finished, together with their time:

| Post-<br>tion. | Name of Rider     | Handi-<br>cap. | Actual<br>Time. |
|----------------|-------------------|----------------|-----------------|
| 1              | E. M. Kelly       | 7:00           | 34:16           |
| 2              | W. J. Morgan      | 7:30           | 35:07           |
| 3              | H. F. Schacht     | 7:00           | 35:04           |
| 4              | Theo. O. Gauger   | 8:30           | 34:37           |
| 5              | L. F. Lehmer      | 6:00           | 34:07½          |
| 6              | F. Theuke         | 8:30           | 33:50           |
| 7              | W. W. Rowland     | 5:30           | 33:50           |
| 8              | Henry Pierson     | 4:30           | 33:49½          |
| 9              | E. C. Nelson      | 6:00           | 34:42           |
| 10             | Albert Kuchendorf | 9:00           | 30:58           |
| 11             | Louis Schaefer    | 6:00           | 34:05           |
| 12             | Josef Schradt     | 7:30           | 35:53           |
| 13             | J. McDonald, Jr.  | 6:30           | 34:38           |
| 14             | W. C. Blumner     | 9:00           | 33:11½          |
| 15             | F. Kofauda        | 4:30           | 35:42           |

| Post-<br>tion. | Name of Rider.   | Handi-<br>cap. | Actual<br>Time. |
|----------------|------------------|----------------|-----------------|
| 16             | Curt Moeller     | 8:00           | 37:31           |
| 17             | P. Rauchschnalbe | 7:00           | 35:20½          |
| 18             | E. L. Fielding   | 8:30           | 33:51           |
| 19             | A. Rosenberg     | 7:30           | 37:00           |
| 20             | G. Hoelscher     | 5:30           | 35:03           |
| 21             | John Muss        | 1:30           | 31:07           |
| 22             | Edw. Harnish     | 2:00           | 31:30           |
| 23             | Ed. W. Fry       | 4:00           | 33:41           |
| 24             | W. J. Onions     | 5:30           | 35:17           |
| 25             | Otto J. Tank     | 8:30           | 36:30           |
| 26             | E. A. Frieseke   | 7:00           | 37:07           |
| 27             | Joe. King        | 5:30           | 36:40           |
| 28             | F. Hoennskens    | 5:00           | 35:15           |
| 29             | John Peterson    | 5:00           | 35:19           |
| 30             | Leo Alberty      | 8:30           | 33:40           |
| 31             | Steve J. Casper  | 4:30           | 35:03           |
| 32             | W. H. Plank      | 1:30           | 32:05           |
| 33             | H. M. Tindel     | 8:00           | 33:38           |
| 34             | M. S. O'Brien    | Scratch        | 30:37           |
| 35             | Anton Steltz     | 1:00           | 31:42           |
| 36             | Geo. Tesch       | 8:30           | 30:12           |
| 37             | Henry A. Zerbel  | Scratch        | 30:46           |
| 38             | Arv. J. Welles   | Scratch        | 30:50           |
| 39             | Wm. A. Zesly     | 4:30           | 35:14           |
| 40             | L. Altman        | 9:00           | 30:55           |

### THE FOND DU LAC RELAY RACE.

The Fond du Lac-Kaukauna relay race attracted much attention among the riders in Fond du Lac, Oshkosh, Neenah, Menasha, Appleton and Kaukauna. The start was made from the Palmer house, Fond du Lac, at 8:30 o'clock in the morning, and Mayor B. B. Sweet's message was handed to Secretary J. N. E. Trout, of the Kaukauna club, at 11:50, a few minutes behind schedule time. There were a few accidents along the route caused principally by rough roads.

### LA CROSSE RACES.

The winners of the races conducted by the La Crosse County Wheelmen are as follows:

One Mile Novice—Arlie Lewis. Time, 2:47½.  
Half Mile Open—Albert Paulson, Oshkosh. Time, 1:30¼.  
One Mile Open—A. Paulson. Time, 2:35.  
One Mile Handicap—A. D. Fish, Sparta. Time, 2:31.  
Two Mile Lap Race—A. R. Paulson. Time, 6:04.  
Team Race for Silver Cup—A. R. Paulson. Other contestants refusing to come out.  
Three Mile Handicap—A. D. Fish, Sparta. Time, 9:03.

Paulson, winner of most of the races, went an exhibition half mile in 1:05½, which established a new track record for La Crosse.

### MENOMINEE ROAD RACE.

The twelve mile race conducted by Menominee and Marinette riders had thirty entries. Sharon, of Menominee, won first time in 32:11 and Griffith, of Marinette, won second time.

### WAUSAU ROAD RACE.

The sixteen mile road race, which was held at Wausau, was won by John L. Kiefer, who had a handicap of 3:30, in 59:00. Louis Kretlow, 1:30 handicap, finished second, and Joseph Stevens, scratch, finished third, winning first time prize in 55:53. Kretlow won second time. The course was slow on account of rain. There were twenty-six starters. The race was conducted under the auspices of the Wausau Cycling Club.

#### SHEBOYGAN ROAD RACE.

The first race conducted by the Sheboygan club was run over a course three and one-third miles in length. There were six contestants, George Baker winning in 9:04 with Harold Roberts a close second. The race was held on the evening before Memorial Day.

#### PLYMOUTH ROAD RACE.

The nine mile road race from Sheboygan Falls to Plymouth, was won by Eugene Pernot in 29:19. The other competitors finished as follows: Carl Petrie, E. E. McCalm and Bert Kolsta.

#### THE PLATTEVILLE ROAD RACE.

The Platteville road race was run over a very muddy and rough course, a distance of ten miles. W. F. Schroeder, who started from scratch, made best time, and won first time prize in 33:30. Harry Shepherd won second time in 37:30. The race was won by J. Harbican in 42:00 with a handicap of seven minutes. C. A. Loveland had the race nearly won when he fell so hard that he was rendered insensible. When he regained consciousness he finished the race.

#### SPARTA ROAD RACE.

The road race of the Sparta Cycling Club was run in two inches of mud and consequently very slow time was made over the twelve and one-half mile course. The race was won by Fish in 55:11, McCoy finishing second in 56:26.

#### KENOSHA RACES.

The races held at Kenosha by the Windsor club were won by Arthur Jebb, a rider of that place. He won the mile in 2:44, the half-mile in 1:13 and the quarter mile in :31.

#### THE BURLINGTON RACE.

Henry Zerbel of this city won first time recently in the Burlington road race, he riding the eleven and one-half miles in 32:05. He started from scratch but when half way he punctured his tire and had to borrow a wheel from a cyclist who was watching the race along the course. Arthur Welep of this city captured second time prize. William Cantwell, of Kenosha, who had a handicap of seven minutes, won the race and Henry Ihling, of Kenosha, took second place. Morgan S. O'Brien of this city finished fifth.

#### To Fight the Railroads.

Frank Van Valkenburg, of this city, has been appointed by Chief Consul Brown, chairman of the transportation committee of the Wisconsin Division. Mr. Brown also appointed J. C. Wall, of this city, a member of the committee but he has declined the position. Mr. Brown will appoint the other two members of the committee in the near future. Mr. Van Valkenburg, who is the assistant United States district attorney, is now engaged in formulating plans to see what can be done to get the railroad companies to carry bicycles as baggage. If no action can be taken now, the legislature will be appealed to when it convenes again.

#### No Circuit Races for Superior.

West Superior has followed the example of Milwaukee in throwing up its date on the National circuit. When Milwaukee started to surrender July 4 which had been allowed it on the circuit, riders on the circuit concluded to stop over at Chicago. It was learned at Superior that unless large inducements were offered to the circuit riders they would not come up there and as a meet with high prizes would be an expensive undertaking, it was decided to cancel the date on the circuit which was on July 6. Instead, the wheelmen of that city have decided to hold a two day's meet on July 3 and 4 at which \$900 will be offered in prizes. All fast riders from Minnesota and Wisconsin will no doubt attend.

#### The State Circuit.

The state circuit which will be conducted under the direction of the state racing board this summer, will not open until late in August. Early in the season it was the intention of Chairman F. J. Schroeder to hold the circuit during July and August but when he asked towns to file applications for dates on the circuit he received only four replies for races in July. None of the clubs seemed anxious to hold meets before the latter part of August. Most of the organizations have decided to run their meets in connection with the county fairs which will be held and the racing board therefore has been obliged to hold a late circuit. It will not be opened until August 25 and will extend until about the early part of October.

#### Military Relay Race.

A military relay race is now being arranged between Marinette and Milwaukee and it will probably be held in the near future. The arrangements are in charge of Quarter-Master-General Oscar Zwietusch who has sent a communication to First Lieutenant Joshua Hodgins, of Marinette, asking him to make arrangements for the race at that end. It is proposed to carry a message from Mayor Sherman, of Marinette, to Mayor Rauschenberger, of this city, and to have only members of the national guard participate in the race. Each rider will be in full uniform and carry his full equipment, including gun and knapsack. The race will attract attention throughout the state.

#### To Race For Charity.

A special one-mile match race has been arranged between Walter Sanger, of Milwaukee, Tom Cooper, of Detroit, and Eddie Bald, of Buffalo, to take place at the Herald charity tournament at Manhattan Beach July 25. Otto Zeigler, of California, and W. W. Hamilton, of Colorado, have also been invited to compete. The men will race for a purse of \$500, of which the winner will receive \$300, second man \$150 and third man \$50. They will be paced throughout the race, the idea being to have them to ride as close to the record as possible. The match was arranged by Dan Smith, of the Ruil Club Wheelmen.

### State Jottings.

Two Rivers riders will hold a bicycle parade on July 4.

Stevens Point cyclers are subscribing for the building of a cycle path between that city and Plover.

W. J. Hume, the speedy Green Bay rider, will represent that city in nearly all the large events in the state this year.

An effort is being made by Ahnapee wheelmen to arrange for a road race on July 4. The course has not been decided upon.

Kenosha is going to celebrate the Fourth of July in a glorious manner. Part of the programme will be a number of bicycle races.

The Chippewa Falls cyclists are agitating the question of building a bicycle track. There is said to be over 500 bicycles in the city.

In the Beloit high school five-mile bicycle road race first place was won by Ray Howell, and the time prize by George Horrigan in 15:12.

The Fond du Lac common council has passed an ordinance providing that wheelmen cannot ride faster than ten miles an hour through the streets.

D. C. Crandall has built a four mile cycle path near Sturgeon Bay. It extends along the lake shore road and is being used considerably by wheelmen.

The number of lady riders in Marinette now about equals the number of male cyclists. There are more ladies to be seen in the evening than men on wheels.

Green Bay is going to hold several cycle races in connection with the celebration which will be held there on July 4. Sheboygan riders also are arranging a meet.

Kenosha is now building a third-mile bicycle track and as soon as it has been completed it is probably that a race meet will be arranged. It is proposed to apply for dates on the state circuit later in the season.

Kenosha and Racine wheelmen are trying to raise \$300 with which to build a cycle path between the two cities. It is proposed to assess each wheelman in the two cities \$1 toward defraying the expenses of the scheme.

A number of arrests have recently been made at West Superior because riders have violated the bicycle ordinance which the police are enforcing very strictly. Bicycles in Superior must be equipped with a bell and a lantern.

### Road Race For Oshkosh.

Oshkosh wheelmen are endeavoring to arrange a road race July 4, out of the city and return by a circuitous route, a distance of about fourteen miles, finishing at the starting point. It will be a handicap event. The first and second time prizes will be gold and silver medals. The winner of the race will receive a gold watch and the second man to cross the tape, a silver stop watch.

### Two Rivers is Wide Awake.

As a result of the cycle club organized at two Rivers, recently the cause of better roads has received an invigorating stimulus that will be of immeasurable benefit to cyclers. At a recent meeting a committee was appointed to confer with the city fathers to ask their aid in bettering the condition of the streets. As a result of these efforts the majority of the streets have been put in the best possible condition, conducive to the best of bicycle riding.

### Berlin Bicycle Ordinance.

Unlike the usual bicycle ordinance, Berlin's fathers have voted and passed upon one which only provides for the taxation of each and every bicycle within its little city at the sum of one dollar annually. The sentiment among the wheelmen in that town seems to be favorable toward this change in as much as W. G. Groffman introduced a provision which was passed that the money so gained shall be appropriated for the improvement of streets and roads.

### Cadet Boys Are Wheelmen.

There is a flourishing cycling club at St. John's Military academy at Delafield. It is known as the St. John's Bike Club, and the officers are Ike J. Corliss, president, and Frank Springer secretary. The following is a complete list of members: Class of '95—L. Ernst, W. R. Powell, W. Schotte, W. D. Kirk, F. M. Patterson, H. Wheeler. Class of '97—H. Millbrath, A. McCallam, H. Heinman, W. Clark, F. Springer, A. Beurhaus, E. Lange, W. Crutenden, W. R. Schell. Class of '98—J. J. McClure, A. Rickert, W. H. Keyser, G. Heineman, J. Williams, I. J. Corliss, H. Carrow, R. Johnson, P. Sigser, G. McDonald, B. K. Rowe, L. Fitz, R. Schotte, H. Johnson. Class of '99—H. Clement, E. Harsch.

### Becomes a League Club.

After having the matter under advisement for a long time, the Winnebago Wheelmen, of Fond du Lac, have decided to become a League club and steps have been taken to have the League officials give back to the club its old number, 400.

### George Hill Won the Race.

The road race of the Sterling Cycling Club, of Kenosha, was held on June 13. The start was on Market Square, and the course covered was nine and a fourth miles. There were twenty-one in the start. The race was won by George Hill with a handicap of five minutes. His time was 30:24  $\frac{1}{2}$ . The time prize was won in 27:10 by George Yeoman, a scratch man.

### Racine's Road Race.

Racine will hold its annual road race on June 27 and entries for nearly all the fast riders in the southern part of the state have been received. A large number of local wheelmen also will be entered in the race. A good prize list has been offered. The course will be to Western Union Junction and return.

## THE APPLETON MEET.

Arrangements For the Races Have Been Completed and a Good Time Is Assured to All Visitors.

The arrangements for the state meet and national circuit races at Appleton have been completed and the Appleton Cycling Club, which has charge of the affair is now in a position to guarantee a successful entertainment. For weeks the details of the meet have been planned out and now all is in readiness for July 8 and 9, when the visitors from the state and the bevy of riders of national reputation will flock to this city.

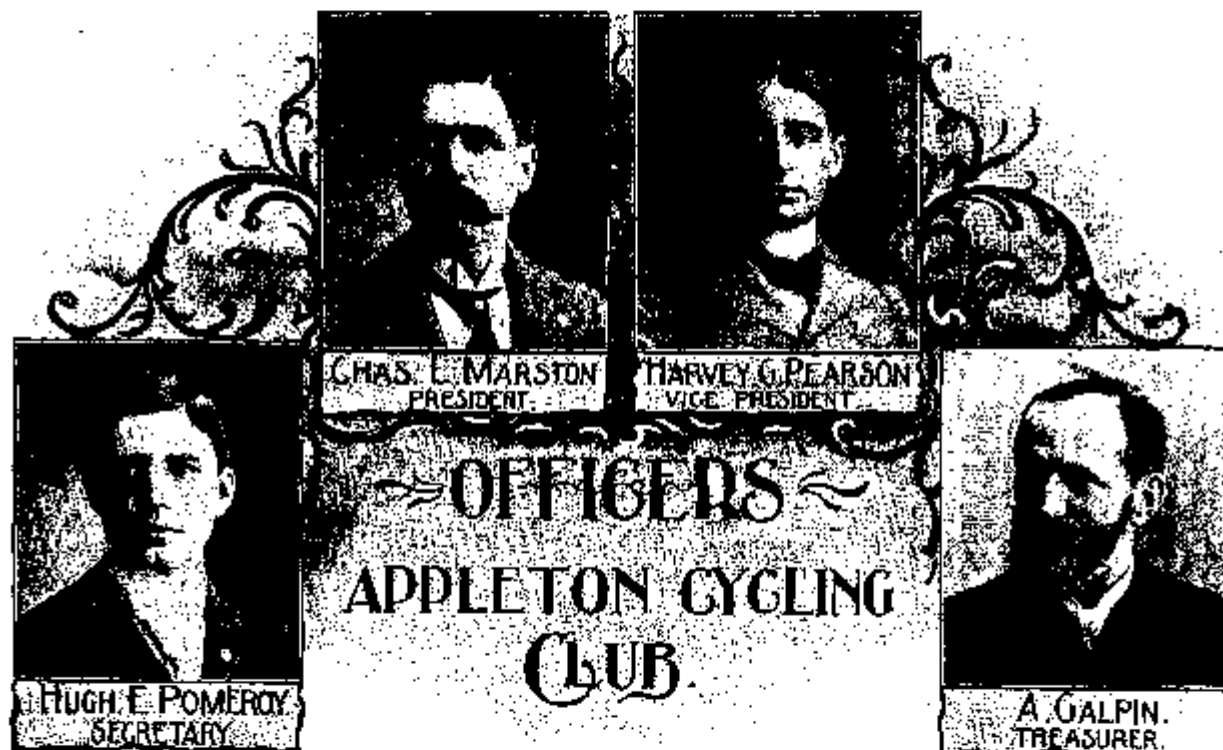
Much care has been taken in arranging for the comfort of the visitors. At every depot delegations of Appleton wheelmen will be present to direct the visitors to their respective places. At 10 o'clock on the morning of July 8 the

races in the afternoon will start at the same time. All the prizes will be awarded in the evening at 7 o'clock. On both evenings of the meet theatrical attractions will be conducted at the opera house.

The club has issued a souvenir which gives a complete programme of the affair. Prizes to the amount of \$2,500 have been offered. The list of racing events will be as follows:

### FIRST DAY, JULY 8.

1. One Mile Novice—Amateur.
2. Quarter Mile State Championship—Amateur.
3. Half Mile Open—Professional.
4. One Mile Open—Amateur.
5. One Mile Handicap—Professional.
6. Two Mile State Championship—Amateur.
- Trick Riding—Lee Richardson.
7. Two Mile Handicap—Amateur.
8. One Mile 2:15 Class—Professional.



preliminary heats for the afternoon races will be run. While this work is in progress the headquarters will be open where visitors can register and receive such information as they may desire. At 1:30 o'clock in the afternoon the races will begin at the Fox River Driving park. At 7 o'clock that evening the annual business meeting of the division will be held at which reports will be received and nominations made for officers for next year. Chief Consul W. A. Brown will not be a candidate for re-election and his successor will probably be named. The meeting will be held at the division headquarters. While the meeting is in session a concert will be given at the city park and at 8:30 o'clock a dance will be given at the Armory hall. The programme for the second day is more taken up in racing matters. The preliminary heats will be run again in the morning and the

9. Half Mile State Championship—Amateur.
10. One Mile Open—Professional.

### SECOND DAY, JULY 9.

1. One Mile Open—Amateur.
2. One Mile Open—Professional.
3. One mile State Championship—Amateur.
4. One Mile Handicap—Professional.
5. Two Mile Handicap—Amateur.
6. Half Mile Open—Professional.
- Trick Riding—Lee Richardson.
7. One Mile 2:25 Class—Amateur.
8. Half Mile—Amateur.
9. Two Miles—Professional.
10. Five Mile State Championship—Amateur.

Milwaukee members attending the meet will probably leave over the Wisconsin Central road on the morning of the 9th arriving at Neenah at about 8:30 A. M. when they will ride on their wheels the rest of the distance.

### Mercury Club's Race.

The Mercury club, at a recent meeting, decided to hold its annual road race on August 22. The course has not been decided upon, but one south of the city will be selected. Two years ago the club conducted a race from Racine to this city. It is doubtful, however, if this course will again be chosen, because of the bad condition of the roads.

### Protection for Tires.

Alderman Con Corcoran, of the Third Ward, has introduced the following ordinance in the common council, the passage of which will be endorsed by every wheelman in the city:

"An ordinance to prevent the throwing of glass, metal and other dangerous metals upon the streets and highways.

The Mayor and the Common Council of the City of Milwaukee do ordain as follows:

"Section 1. No person shall throw, drop, place or cause to be thrown, dropped or placed in or upon any street, alley, road, highway, square or avenue within the city limits of Milwaukee, any glass, tacks, pieces of metal, wire, briar, thorn, or other article which may injure or puncture any tire used on a bicycle, or which might wound, disable or injure any person using such bicycle.

"Sec. 2. Any person contravening the provisions of this ordinance shall be fined not less than \$5 nor more than \$50.

"Sec. 3. This ordinance shall be in force from and after its passage and publication."

There is no doubt but that the measure will be passed by the council. There is no ground for opposition against such a law and in other cities where the law has been passed it has protected wheelmen from much damage to their wheels. Alderman Corcoran's action is commendable.

### That Piano Bobs Up Again.

The piano which was won by Chandler, the Waukegan rider in the North Side road race two years ago and which was refused by him because he claimed it was not as had been advertised, is to be used as a club house piano, because the donator has notified the club that it must take charge of it at once or forfeit the prize.

### Local Riders Suspended.

Morgan S. O'Brien and John Muss have been notified by Fred. Gerlach that their amateur standing has been questioned and that pending an investigation as to whether they are professionals they have been suspended. O'Brien has notified Mr. Gerlach that he wants to be transferred to the professional ranks but Muss will not consent to be transferred without a fight. Early in the month the interscholastic field day was held at National park. Though the bicycle riders who competed were told that a sanction would have to be secured, they saw fit to ride in unsanctioned races and now they are also threatened with suspension. The riders who competed were: Severson, Groom, Dierholt, Haskins, Subm, Weidner, Hase, Davis, Currie, Dixon, Stillman, Keating, Edward Klann and Emil Klann. sixty days, and none of them can compete in amateur. They will probably be suspended for track events until the suspension is lifted.

### The Wheelmen's Ordinance.

At the last meeting of the Associated Cycling Clubs, the committee which was recently appointed to draft a bicycle ordinance, delivered its report. The ordinance reported by the committee which was adopted by the association is as follows:

"An ordinance restricting fast riding upon a bicycle or like vehicle on the public streets or highways, and providing for a bell or whistle.

"The mayor and common council of the City of Milwaukee to ordain as follows:

"Section 1. No person shall ride any bicycle or tricycle in any street, lane or alley of the City of Milwaukee at a faster pace than ten miles per hour. That on the following named streets the speed of such riders shall not exceed five miles per hour: Jefferson street from Juneau avenue to Wisconsin street; Wisconsin street from the Milwaukee River to Lake Michigan and Grand avenue.

"Sec. 2. Every rider is required by means of a regulation bell or whistle to give proper and sufficient warning upon approaching a pedestrian upon a street crossing or other portion of the roadway to enable such pedestrian to avoid collision.

"Sec. 3. Any such person who shall fail to neglect to give such warning, and who shall by reason of such neglect or failure, collide with any pedestrian, shall forfeit and pay a penalty of not less than one nor more than five dollars for each offense.

"Sec. 4. The common road laws of the state shall be adhered to by all cyclists in passing and meeting any vehicle."

It was decided by the committee not to make any provisions for street sprinkling in the ordinance but to request the board of public works to change the system now in vogue so that streets will not be flooded and make riding impossible without getting sprinkled up the back. Louis Pierron, Walter Durbin and Joseph C. Cordes, the framers of the measure, were empowered to present the measure to Alderman Starkweather and ask him to substitute it for the ordinance he introduced nearly two years ago and to which the wheelmen object. In connection with the Associated Cycling Clubs the League members of this city have endorsed the measure and have appointed a committee of Louis Auer and Otto Dornier to work in conjunction with the association.

At the same meeting of the delegates it was decided to hold a large picnic July 9 at Schlitz Park, the proceeds of which will be divided among the various clubs of the association.

### South Side Road Race.

The course of the South Side club's road race has been changed. It will be held from Caledonia to National Park on July 18. The riders will finish on the half mile track, thus giving them a chance to make a final spurt.

### Transferred To Professional Class.

The National Racing Board recently transferred J. P. Zeaman, of Prairie du Chien, to the professional class and suspended from the track for sixty days. Joseph Rammage, of this city, was suspended from the track for sixty days. The racing board also has transferred to the professional class W. F. Sanger, A. P. Bingenheimer, Phil. Nickel, W. J. Schrader, E. J. Lafferty and H. A. Zerbel, all of this city.

### Course As Decided Upon.

The entries for the road race of the Cream City Cycling Club on July 4 will close on June 29. The club has secured a number of valuable prizes. The course of the race will be as follows: Start at Vliet and Twenty-seventh streets, going west past the Pabst stock farm, to the cross road near Wauwatosa leading to the Lisbon road, to Twenty-eighth street. The course will be about twelve miles long.

### Ethical Cycling Club.

Wheelmen who belong to the Milwaukee Ethical Society have decided to form an auxiliary which will be known as the Ethical Cycling Club. It is proposed to admit all wheelmen to the auxiliary and to charge those who are not members of the Ethical society a fee of \$1 a year for the use of the society's home. A cafe is also to be established in the quarters of the society where wheelmen can secure light luncheons after a ride.

### Short Local Notes.

William King, manager of the Plankinton hotel, is a victim of the scorchers. While riding along Grand avenue he was run into by a reckless rider and had his leg broken.

Charles Eggerott, of Manitowoc, and Bernhard H. Dorsch, of this city, left recently on their wheels for a trip from here to Denver. It was a long run but they made it without any serious mishaps.

Since the Milwaukee Athletic Society secured the services of Instructor Arthur Crane, the members are devoting considerable time to cycling. Mr. Crane takes a party of club members out for a run every Sunday morning.

Tack fiends are again at work. During the North Side road race somebody strewed a lot of tacks on Fort Washington bridge and many riders punctured their tires. In Wauwatosa tacks have also been strewed recently.

The South Side club is trying to raise \$5,000 with which to purchase the property it is now occupying as a club house. It is proposed to form a stock company by assessing thirty-five members \$1 a week, twenty members \$2 a week and five members \$3 a week, thus raising \$4,680 the first year.

### Sanger in Form.

Walter C. Sanger was in the city for a few days last week. He is in good condition and says the reason he has not won is because luck has been against him.

### Chicago Wheelmen Coming.

On July 4 Milwaukee is to be invaded by 200 Chicago riders. The Lake View Cycling Club will leave for Milwaukee on the evening of July 3 and make the trip principally by moonlight. They will have at least 200 members in line, and perhaps a greater number. They expect to reach this city before 11 o'clock on the night of July 3, and they will be housed at one of the hotels for a good night's rest. On the morning of July 4 they will be taken in charge by the Milwaukee Wheelmen and taken on a run to Waukesha, where they will be entertained in some manner yet to be decided on. It is the plan to have as many local riders as possible turn out and make the run to Waukesha, and each club in the city may go out in a body.

### Local Racers Will Be There.

The Illinois Cycling Club will give a race meet at Washington Park, Chicago, July 3 and 4. The races will be held in connection with the trotting and pacing meet of the Northwestern Breeders' association. There will be amateur and professional classes and the money prizes will average well up. The "fast push" of the city will enter.

### The First League Club In the City.

At a recent meeting of the Calumet Club Wheelmen it was unanimously voted upon to apply for a League charter and thus become the first L. A. W. organization in the city. It is a curious thing that while the membership of all the local cycling clubs is largely composed of League members not one of them have been able to get the required percentage to permit them to apply for a charter. The Calumet club is the youngest club in this city yet it starts out with fifty League members, more than any other club in the city can boast of. The membership is composed of the best citizens Milwaukee has and the organization is a credit to the League.

### Sanger and Zerbel Professionals.

William F. Sanger and Henry Zerbel have joined the professional ranks. Recently they sent letters to Frederick Gerlach, western representative of the racing board, asking to be transferred to the professional ranks, and their request was complied with. They will follow the state circuit this year and will, no doubt, get their share of the professional prizes which will be offered on the circuit. Both have been training hard and are riding well.

### Four Milwaukeeans on the Circuit.

Milwaukee will be well represented on the national circuit this year. Besides Walter C. Sanger, there will be Walter Schrader, Alfred Bingenheimer and Phillip Nickel. The latter three recently went to Louisville where they trained for the circuit. Schrader will represent the Andrae company, while Nickel and Bingenheimer will ride Telegrams.

### Shortage of Women's Wheels.

There is a distinct shortage in the supply of women's wheels. Dealers in many sections especially those located at points more or less remote from factories, are finding it very difficult to get enough of them to go round. The second-hand market for these wheels is in a state of famine. Second-hands for women, in good condition, command far better prices than the same class of wheels for men, which indicates that women have taken to cycling in a way that not even the trade, which is supposed to keep a keen eye on the future at all times, had anticipated.

Each year the manufacturers have increased the proportionate number of women's wheels made, but they have never overstocked the market. We understand that a number of the larger manufacturers have not at any time within the last two years been fully satisfied of the permanence of the demand for women's wheels in great numbers. The adoption of the wheel by society has undoubtedly been the greatest stimulus to riding by women, and whatever society does is conservatively regarded by tradesmen in all lines. Society is unquestionably prone to fadism, and it has all along been a bit doubtful whether the cycling of society might not prove a passing fad. Signs that the bicycle is not a fad with society wheelwomen, are, however, increasing daily. At this comparatively early date in history of society's cycling it seems safe to believe that has become as permanent an institution as driving or yachting.

By and by cycle making will rest upon as secure and broad a foundation as does carriage making. The outlook for feminine cycling each season has thus far been more or less obscure. The trade has been unable to determine positively in advance the proportionate increase of demand. It will doubtless be this way for two or three years yet to come but we believe that the disposition of American women to cycle is worthy the fullest confidence of the manufacturers, and trust that their wants may be fully supplied in the future.—*Cycling.*

### A Good Scheme.

When weary riding your wheel, hitch it on the Van Twiller Cigar bicycle stand in front of Allcott's Drug Store at 90 Wisconsin street and drop in and have a cigar or glass of soda water.

The St. Bonifacius and St. Francis Xavier Beneficial Society, of Green Bay, have received sanction to run bicycle races on July 4.

### The Colleges as a Factor in Racing.

The declaration of independence by the college racing men, resulting in their being given a championship race meet apart from the annual intercollegiate games, removes the last barrier to the ultimate universal supremacy of bicycle racing as an outdoor sport.

Outside of the colleges, cycle racing has long since outstripped running races and field sports in general public interest and patronage—even those held under the auspices of a few great athletic clubs, which have concentrated in their ranks the track and field talent of the country.

That the intercollegiate athletic meeting, if not this season, surely by the next, will be far outshadowed if not sink into the same comparative insignificance can be read in the signs of the times.

It cannot be denied that to a very great extent the collegians make the fads in amateur sports. The popularity of foot ball is due to them entirely, and that athletic games exist now to the extent they do, may be attributed to their participation, and, indeed, our supremacy in them for the most part to the material furnished by the universities.

The entry of the colleges, therefore, into the cycle racing arena, introduces a new and powerful factor into the contests of wheelmen, which will have a great and constantly increasing influence on the sport and more especially its laws.

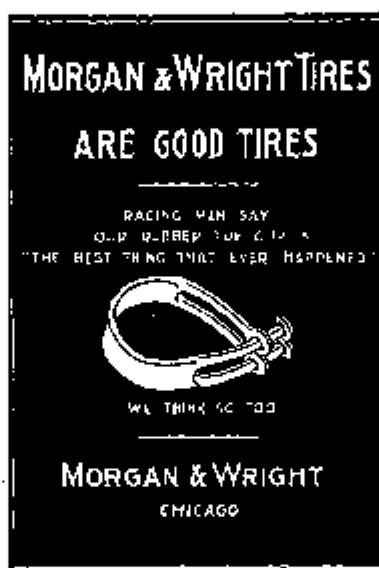
The public will always recognize them as the exponents of the purest amateurism and should they make laws and amateur definition of their own they would have to be very seriously

considered by the L. A. W. racing authorities, who perhaps might be forced to recognize them, as has the Amateur Athletic Union in many instances, particularly that of the payment of expenses by clubs, the failure to allow which already subjects the L. A. W. to much criticism founded on precedent, logic and a great deal of common sense.

The coming of the college cyclist is to be welcomed. His coming, as has been said, creates a new factor and potent influence in cycle racing, which will ultimately create new conditions demanding careful consideration and wise treatment. He cannot come to rule, yet he must not be looked upon as insignificant.—*The Referee.*

### More Suspensions.

For competing in unsanctioned races the following riders have received a suspension from all track racing for thirty days, from June 20: Art Beule, Wallie Klawitter, Beaver Dam, Wis.; B. J. Husting, Mayville, Wis.; Frederick Hochschild, Dan Van Brunt, Horicon, Wis.; Walter Walther, Frank Rudolph, Ed. Kelley, Rob. Lueck, Lester Lees, Juncan, Wis.; Mort Smith, Heron Lake, Minn.



### An Andrae Quad.

The Julius Andrae & Sons Company has built a "quad" which will be used for pace-making at the Appleton meet. This machine is built on the lines of the famous Andrae light roadsters and tandems and embodies in its construction distinctive "Andrae" features, such as—taper reinforcement, large tubes, straight lines, large balls. The wheel base is 106 inches, and it is geared up to 105 inches. Three sizes of chains are used, the first  $\frac{3}{8}$ -inch, the front second  $\frac{1}{2}$ -inch, the third is  $\frac{3}{4}$ -inch, while on the fourth are two  $\frac{1}{2}$ -inch chains running from two 30-tooth sprockets (one being on each side) over the 8-tooth sprockets on the hub of the 28-inch rear wheel. All front sprockets have twelve teeth and are hung in between the center of the bearing, taking all the side strains off. The stretch of chain is taken up by eccentrics making it neat and compact. Three-eighth-inch balls are used on wheels and crank bracket except in rear hanger where  $\frac{1}{8}$ -inch balls are used to stand the enormous strain such as put on by four men, who, with machine, weigh about 800 pounds, and it is confidently expected will stand with proper training, a speed of a mile in one minute and thirty seconds. The two front riders steer as the strain would be too much for one man. The wheels are fitted with two and one quarter-inch Vim tires, and each wheel has forty-eight spokes. Laminated rims are used, such as only enter the construction of Andrae bicycles.

Old riders and mechanics, who had a glimpse of the Andrae quadruplet all pronounce it a superior piece of work and are full of praise, and it certainly throws great credit to the cycling architectural ability of Mr. F. Terry Andrae, who devised and superintended the construction of the quadruplet. That although a large machine, it is simplicity itself. The Julius Andrae & Sons Company intend to use the quad in pacing Andrae riders, and no doubt they will hold all records as in the past.

W. C. Schrader is expected to go for all short, and Art. Weilep for all long distance track records this fall.

### Andraes In Europe.

H. P. Andrae has just closed a deal whereby Wilson Bros. Company, 119 Chambers street, New York, will be the eastern depot for Andrae cycles. In addition to the metropolitan business, Wilson Bros. Company, will handle all the foreign business. They have already made shipments of Andrae bicycles to Australia, and C. L. Wilson, of this firm, will leave France shortly in the interests of Andrae wheels. There is little reason to doubt that Andrae wheels will soon be as well known in the foreign countries as they are in the United States. W. C. Schrader will leave shortly for Louisville to join the Morgan & Wright team. He will ride in the professional class during the season of '96, his mount being an Andrae racer. He has already shown remarkable speed and with careful training he will undoubtedly become a "top notch."

### Local and State Trade.

At Kenosha two large additions, 50 x 100 feet each, are being built to the Sterling Cycle Works.

Joseph Waneck will erect a new factory at Menominee for A. Dudley for the purpose of manufacturing bicycles.

Bastam & Grothe, local dealers, have applied for a patent on a device which locks the wheel automatically when left standing.

A. C. Rehbein has enlarged his business at Menominee, Mich., and has removed his store to 401 Main street where he has opened a bicycle supply and repair shop.

Fifty members of the Milwaukee fire department recently placed a contract with the Telegram company for wheels. Most of the firemen have already received their machines while others will get them by July 1.

T. Jonas & Company, a south side firm, is building a cycle factory at Eleventh and National avenues. They will manufacture the Yarns wheels Mr. Jonas recently returned from Chicago where he purchased the machinery.

Herman Hoeft, a La Crosse man, has invented a solid tire bicycle which he claims rides as smoothly as a pneumatic-tired wheel. The machine has two frames set on springs that take up the joists and make riding easy.

Suit was recently begun in the United States court here by the Indiana Novelty Manufacturing Company, of Plymouth, Ind., to restrain the Crocker Chair Company, of Sheboygan, from manufacturing wood rims, which the plaintiff claims is an infringement on its patents.

### Quench That Thirst.

Wheeling makes one so thirsty, don't it? Seems to take all the moisture out of a person—so does this hot weather. The best way to get even is to turn up Wisconsin street to No. 90, drop in at Allcott's Drug Store, sit down at that cool soda counter and have a glass of the best soda water. All the best and newest flavors, constantly ready to serve, including Messina Orange, Cherry Ripe, Hire's Root Beer, Thompson's Wild Cherry and Vichy Water. Remember the place, 90 Wisconsin street.

### Moore Cycle Company Failure.

The Moore Cycle company recently made an assignment to Max Ascher, who furnished a bond of \$20,000. The assets are estimated at that amount while it is not thought that the liabilities will exceed \$12,000. The cause of the failure can be attributed to the failure of the Moore Manufacturing & Foundry Company. The latter failure caused creditors of the cycle company to become alarmed and their claims were pressed against the company.

The hand book containing over 500 interesting tours running through the state will be out July 1. Fifty cents to non-members of the L. A. W.

### Repairing Bicycles.

One of the most complete books on bicycle repairing has just been issued by David Williams, New York, under the authorship of S. D. V. Burr and compiled from articles in *The Iron Age*. It is a good sized book with practical illustrations and is designed to be of service to repair men who make a business of it. It goes exhaustively in the equipment of a shop, in brazing, tempering and case hardening; how to fit, braze, true and test the frame, fork and wheel, in fact touching on every part of a bicycle, together with a large number of miscellaneous hints.

Wheelmen of Eau Claire and Chippewa Falls are now figuring on the cost of establishing a bicycle path between the two cities. It has been found that a fourfoot cycle path could be built at \$20 a mile and an effort is now being made among the riders of the two cities to raise the \$250 which is needed for the project.

Col. W. J. Boyle, of the Chicago, Milwaukee & St. Paul road states that in a very short time their road will be specially well equipped for carrying wheels in their baggage cars. Their draughtsmen have submitted plans that will be carried into effect without delay.

The United States Manufacturing Company, of Fond du Lac, Wis., manufacturers of the United States cyclometers, odometers, and detachable lamp bracket,

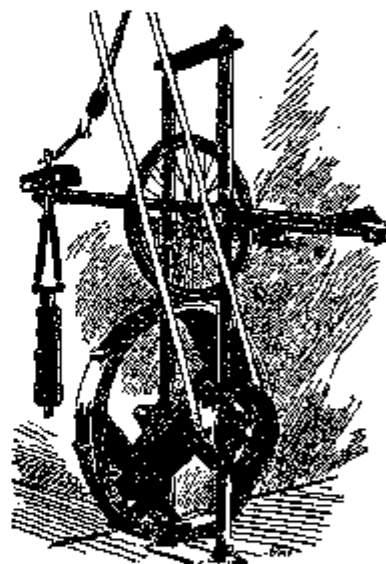
etc., have purchased a large factory site and building, which will be remodeled, a new boiler house will be added, and all to be ready for occupancy early in the fall.

A thousand wheelmen will be at the Appleton meet.



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—pounded them year in and year out by thousands on our wheel-testing machine, tested them for elasticity, for speed, for durability—had reports from riders and agents everywhere. The wonderfully elastic and durable tires used on Columbia Bicycles—Hartford Single-Tube Tires—are the result.



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## Hartford Single-Tubes

are the regular equipment of all Columbia and Hartford Bicycles. We know no tires so good as Hartfords.

The makers of Hartford Single-Tubes also make Dunlop tires (double-tube), which we will substitute for Single-Tubes if preferred.

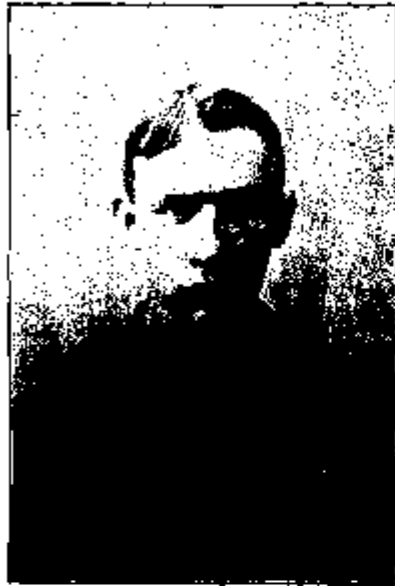
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## THE WAUKESHA RACE.

Charles Muss, a 630 Class Man, Wins the Race on Undertaker Hill—Time Prize in Dispute.

The seventh annual Waukesha-Milwaukee road race was won on June 20 by Charles Muss, a sturdy rider of the South Side Cycling Club, who had a 6:30 handicap. W. Green, of the Badger Wheelmen, and W. J. Sullivan, of the West Side Cycling Club, pressed him hard for the honors at the finish but got only second and third place respectively. The time prize is in question. A. C. Mertens, of St. Paul, and Arthur J. Weilep, of this city, rode the course in the fastest time, but as they are under protest, having been suspended by Fred. Gerlach a day before the race and transferred to the professional class, they will probably not be counted in the race. In that event Anton Stoltz will get first time.



CHAR. MUSS, Winner of the Race.

The race was the largest in number of entries that has ever been held by the Milwaukee Wheelmen. A total of 171 riders were entered and 160 left Court House Square in Waukesha where 3,000 people had gathered to see the start. The course was so dusty that it was impossible to make fast time and riders at the finish were not recognizable except by their numbers. After two miles out of Elm Grove, W. Green and W. J. Sullivan took the lead and retained the same up to Undertaker hill. They were closely pressed by a bunch of other riders but the race was all in their favor. Charles Muss the winner had been gradually creeping to the front over the entire distance and it was at the hill where he won the race. Gradually he gained on the leaders who were slowly giving out in the climb. Muss' superior strength forged him past them and once ahead he rode at the top of his speed, followed by Green and Sullivan a few yards behind. But he retained his position and crossed the tape at Twenty-eighth street and Grand avenue, winner of the '96 Waukesha race.

The scratch men became separated soon after they left Waukesha. At Elm Grove Paulhaber led the scratch men and close behind came Mertens, Stoltz and Wilson. Wilson soon overtook Mertens and they together overtook Paulhaber. Later Mertens and Weilep rode together and led the scratch men to the finish. It was an exciting race between the two time men. Weilep was just a wheel length behind Mertens

on the home stretch but could not overtake him. Three thousand people saw the finish.

The winners of time prizes and the order of finish are as follows:

## TIME PRIZE WINNERS.

|                                         |       |
|-----------------------------------------|-------|
| First time—A. C. Mertens, St. Paul..... | 47:30 |
| Second time—A. Weilep, Milwaukee.....   | 47:31 |
| Third time—A. Stoltz, Milwaukee.....    | 47:38 |
| Fourth time—H. E. Latta, Oconto.....    | 48:03 |
| Fifth time—F. Wnege, Chicago.....       | 48:31 |
| Sixth time—E. Reinken, Milwaukee.....   | 48:30 |
| Seventh time—P. B. Wilson, Chicago..... | 48:27 |

## THE ORDER OF FINISH.

| Posi-<br>tion. | Name.                          | Handi-<br>cap. | Actual<br>Time. |
|----------------|--------------------------------|----------------|-----------------|
| 1.             | Charles Muss.....              | 6:30           | 40:44           |
| 2.             | W. Green.....                  | 7:00           | 50:45           |
| 3.             | W. J. Sullivan.....            | 7:30           | 50:46           |
| 4.             | John Weilep.....               | 7:30           | 50:58           |
| 5.             | Eric Reinken.....              | 4:30           | 48:30           |
| 6.             | E. L. Stokes.....              | 6:30           | 51:01           |
| 7.             | W. Theurich.....               | 0:00           | 53:39           |
| 8.             | H. H. Mason.....               | 7:30           | 51:43           |
| 9.             | F. B. Harbach.....             | 6:30           | 51:18           |
| 10.            | A. Wlarts, Racine.....         | 8:00           | 53:08           |
| 11.            | C. Granger.....                | 7:30           | 52:30           |
| 12.            | R. W. Erdman.....              | 7:30           | 52:30           |
| 13.            | W. F. Roth.....                | 7:30           | 52:41           |
| 14.            | W. M. Raach.....               | 8:30           | 53:30           |
| 15.            | E. Stewart, Wauwatosa.....     | 8:00           | 58:31           |
| 16.            | C. N. Roberts.....             | 8:00           | 59:31           |
| 17.            | L. Olson.....                  | 6:30           | 51:03           |
| 18.            | W. O. Bloomer.....             | 8:00           | 53:34           |
| 19.            | W. B. Duke.....                | 5:00           | 50:25           |
| 20.            | W. A. Zeally.....              | 6:30           | 53:06           |
| 21.            | J. P. Mueller.....             | 7:00           | 52:37           |
| 22.            | P. C. Hierta.....              | 8:30           | 54:13           |
| 23.            | F. M. Romadka.....             | 7:00           | 52:45           |
| 24.            | S. B. Cranger.....             | 8:00           | 53:00           |
| 25.            | H. Crane.....                  | 4:00           | 49:55           |
| 26.            | C. Ottoway.....                | 7:30           | 53:56           |
| 27.            | O. A. Harvey.....              | 4:00           | 49:57           |
| 28.            | H. Warnken.....                | 4:30           | 50:28           |
| 29.            | J. McGarrah.....               | 8:00           | 54:08           |
| 30.            | E. Lozenberg.....              | 10:00          | 56:10           |
| 31.            | F. Guhl.....                   | 4:00           | 50:11           |
| 32.            | H. J. Steinhopf.....           | 0:00           | 52:14           |
| 33.            | T. C. Leimbach.....            | 4:00           | 50:15           |
| 34.            | E. L. Stone.....               | 7:00           | 53:16           |
| 35.            | J. Moile, Abnapee.....         | 5:00           | 51:17           |
| 36.            | Taylor Carson.....             | 6:30           | 52:48           |
| 37.            | J. Halsey.....                 | 8:00           | 53:19           |
| 38.            | J. J. Caprice.....             | 5:00           | 51:20           |
| 39.            | J. E. Church.....              | 7:30           | 53:51           |
| 40.            | J. M. Quilty, Sun Prairie..... | 4:00           | 50:23           |
| 41.            | F. Coomes.....                 | 5:00           | 51:25           |
| 42.            | E. Aldrich.....                | 5:30           | 51:54           |
| 43.            | G. K. Berg.....                | 8:00           | 54:25           |
| 44.            | H. Pierson.....                | 5:00           | 51:26           |
| 45.            | J. Schanz.....                 | 8:30           | 55:01           |
| 46.            | H. Klafande.....               | 5:00           | 51:30           |
| 47.            | H. Smelding, Racine.....       | 0:00           | 53:40           |
| 48.            | J. H. Knosch.....              | 7:00           | 53:46           |
| 49.            | H. Thling.....                 | 3:30           | 50:30           |
| 50.            | H. Hapish.....                 | 3:30           | 50:21           |
| 51.            | F. J. Shelton.....             | 8:00           | 56:01           |
| 52.            | W. Walber.....                 | 7:30           | 54:27           |
| 53.            | W. Hume, Green Bay.....        | 4:30           | 49:39           |
| 54.            | E. W. Roth.....                | 9:30           | 49:40           |
| 55.            | E. Broche.....                 | 8:00           | 50:11           |
| 56.            | A. B. Bauman, Racine.....      | 3:00           | 50:16           |
| 57.            | G. Schmidt.....                | 8:00           | 50:24           |
| 58.            | H. A. Klein, Chicago.....      | 3:00           | 50:20           |
| 59.            | A. C. Mertens, St. Paul.....   | Scratch        | 47:00           |
| 60.            | A. J. Weilep.....              | Scratch        | 47:31           |
| 61.            | A. Stoltz.....                 | Scratch        | 47:38           |
| 62.            | R. Russell, Chicago.....       | 5:00           | 52:50           |
| 63.            | C. E. Carpenter.....           | 7:30           | 55:10           |
| 64.            | J. McCulla.....                | 1:30           | 49:11           |
| 65.            | F. J. Morse.....               | 0:00           | 49:13           |

# THE PNEUMATIC.

| Posi-<br>tion. | Name.                        | Handi-<br>cap. | Actual<br>Time. | Year. | Winners.       | Handi-<br>cap. | Actual<br>Time. |
|----------------|------------------------------|----------------|-----------------|-------|----------------|----------------|-----------------|
| 66.            | J. R. Bowen.                 | 7:00           | 54:50           | 1938. | D. C. Meyer.   | 12:30          | 53:01           |
| 67.            | G. E. Krueger.               | 7:00           | 49:55           |       | E. Uebrecht.   | Scratch        | 49:54           |
| 68.            | W. M. Pfendig, Janesville.   | 4:30           | 52:39           | 1934. | G. M. Chaplin. | 9:30           | 49:16           |
| 69.            | W. L. Kissel.                | 5:30           | 53:31           |       | H. Crocker.    | 1:00           | 47:00           |
| 70.            | J. Zuent.                    | 5:30           | 53:32           | 1935. | G. Schmidt.    | 8:30           | 50:50           |
| 71.            | H. E. Lucas, Oconto.         | Scratch        | 48:03           |       | A. C. Martens. | Scratch        | 47:30           |
| 72.            | W. J. Morgan.                | 6:00           | 54:04           |       |                |                |                 |
| 73.            | J. McDonald, Jr.             | 5:30           | 53:36           |       |                |                |                 |
| 74.            | F. Bertram.                  | 6:30           | 54:30           |       |                |                |                 |
| 75.            | H. M. Tindell.               | 4:30           | 52:43           |       |                |                |                 |
| 76.            | W. W. Roland.                | 5:30           | 53:41           |       |                |                |                 |
| 77.            | H. M. Wheeler.               | 4:30           | 53:43           |       |                |                |                 |
| 78.            | W. M. Baile.                 | 4:00           | 50:13           |       |                |                |                 |
| 79.            | H. J. Lee.                   | 7:00           | 55:14           |       |                |                |                 |
| 80.            | J. N. Peterson.              | 6:30           | 51:50           |       |                |                |                 |
| 81.            | Fred. Waage.                 | Scratch        | 48:01           |       |                |                |                 |
| 82.            | A. Kackendorf.               | 7:30           | 55:43           |       |                |                |                 |
| 83.            | Emil Nelson.                 | 5:00           | 53:24           |       |                |                |                 |
| 84.            | Fred. Funk.                  | 5:30           | 55:55           |       |                |                |                 |
| 85.            | D. W. Fry.                   | 5:30           | 53:45           |       |                |                |                 |
| 86.            | M. L. Fielding.              | 4:00           | 53:30           |       |                |                |                 |
| 87.            | J. Brask.                    | 5:30           | 55:02           |       |                |                |                 |
| 88.            | J. Dolister, Burlington.     | 1:30           | 50:03           |       |                |                |                 |
| 89.            | F. J. Griffin, Watrous.      | 7:00           | 55:34           |       |                |                |                 |
| 90.            | B. M. G. Dieman.             | 8:00           | 54:35           |       |                |                |                 |
| 91.            | E. George.                   | 7:00           | 55:08           |       |                |                |                 |
| 92.            | P. B. Wilson.                | Scratch        | 48:37           |       |                |                |                 |
| 93.            | C. Reinke.                   | Scratch        | 48:40           |       |                |                |                 |
| 94.            | E. Paulhaber, Chicago.       | Scratch        | 48:40           |       |                |                |                 |
| 95.            | George Wetzel, S. Milwaukee. | 6:30           | 55:15           |       |                |                |                 |
| 96.            | J. Gulligan.                 | 6:30           | 55:16           |       |                |                |                 |
| 97.            | A. F. Rols.                  | 7:30           | 55:17           |       |                |                |                 |
| 98.            | W. H. Jordan.                | 8:30           | 54:28           |       |                |                |                 |
| 99.            | W. Witha.                    | 6:30           | 55:19           |       |                |                |                 |
| 100.           | H. Weber.                    | 8:30           | 55:51           |       |                |                |                 |
| 101.           | F. Smolensky.                | 5:30           | 54:39           |       |                |                |                 |
| 102.           | H. J. Schmitz.               | 6:30           | 55:03           |       |                |                |                 |
| 103.           | P. W. Schmitz.               | 5:30           | 55:25           |       |                |                |                 |
| 104.           | J. J. Goetz.                 | 7:30           | 55:30           |       |                |                |                 |
| 105.           | F. J. Wetzel, Chicago.       | 5:30           | 54:27           |       |                |                |                 |
| 106.           | F. J. Zander.                | 7:00           | 55:05           |       |                |                |                 |
| 107.           | H. Kastenholz.               | 8:00           | 57:09           |       |                |                |                 |
| 108.           | C. R. Powers.                | 7:30           | 55:44           |       |                |                |                 |
| 109.           | F. L. Mason.                 | 7:30           | 55:54           |       |                |                |                 |
| 110.           | H. J. Oulops.                | 6:30           | 55:55           |       |                |                |                 |
| 111.           | Harry Shad.                  | 8:30           | 56:56           |       |                |                |                 |
| 112.           | L. E. Bettman.               | 6:30           | 55:57           |       |                |                |                 |
| 113.           | O. Vanas, Jr.                | 7:30           | 55:58           |       |                |                |                 |
| 114.           | H. E. Bieban.                | 6:00           | 55:29           |       |                |                |                 |
| 115.           | F. Edwards.                  | 6:30           | 55:52           |       |                |                |                 |
| 116.           | A. Rosenberg.                | 7:30           | 57:47           |       |                |                |                 |
| 117.           | J. Roschoff.                 | 7:00           | 57:20           |       |                |                |                 |
| 118.           | E. Hahn.                     | 7:30           | 58:23           |       |                |                |                 |
| 119.           | E. Euring.                   | 7:00           | 58:26           |       |                |                |                 |
| 120.           | F. Kroebing.                 | 7:30           | 59:28           |       |                |                |                 |
| 121.           | C. McCormack.                | 5:30           | 58:30           |       |                |                |                 |
| 122.           | P. R. Summersch.             | 7:30           | 59:31           |       |                |                |                 |
| 123.           | R. W. Harmon, Princeton.     | 5:00           | 57:17           |       |                |                |                 |
| 124.           | B. Arons.                    | 7:30           | 60:02           |       |                |                |                 |
| 125.           | Harry Brock.                 | 7:00           | 59:46           |       |                |                |                 |
| 126.           | J. W. Dunlap, Jr.            | 7:30           | 60:18           |       |                |                |                 |
| 127.           | C. Mueller.                  | 7:30           | 60:23           |       |                |                |                 |
| 128.           | C. Barthman.                 | 7:30           | 60:30           |       |                |                |                 |
| 129.           | F. E. Yahr, Princeton.       | 8:30           | 57:21           |       |                |                |                 |
| 130.           | T. Gauger.                   | 5:00           | 55:34           |       |                |                |                 |
| 131.           | Wm. Willison.                | 7:30           | .....           |       |                |                |                 |
| 132.           | T. C. Mulken.                | 7:30           | .....           |       |                |                |                 |
| 133.           | Joseph E. Cordes.            | 6:00           | .....           |       |                |                |                 |

\* Rode under protest.

Winners of place and time in the former Waukesha races are as follows:

| Year. | Winners.           | Handi-<br>cap. | Actual<br>Time. |
|-------|--------------------|----------------|-----------------|
| 1900. | E. H. Paige.       | 8:00           | 59:00           |
|       | F. T. Andran.      | Scratch        | 53:33           |
| 1901. | C. W. Price.       | 7:00           | 58:52           |
|       | N. H. Van Slobien. | Scratch        | 57:40           |
| 1902. | M. C. Haffner.     | 13:00          | 60:00           |
|       | F. Nessel.         | 8:00           | 48:11           |

## The Oconomowoc Races.

The races conducted by G. P. Gifford, Jr., at Oconomowoc on June 17 to 20 were attended by all fast Milwaukee and Chicago professionals. Races were held every afternoon and evening and concerts were given daily in connection with them. H. Kanaska captured most of the professional events. Following is a summary of the races:

### WEDNESDAY EVENING, JUNE 17.

Mile Open, Professional—H. Kanaska, Milwaukee, first; Frank Wing, Ottawa, Ill., second; G. E. Bicker, Chicago, third. Time, 2:28.  
Half Mile Handicap, Amateur—A. H. Barnickel, Milwaukee, first; O. G. Frick, Chicago, second; J. Lyck, Oconomowoc, third. Time 1:11.  
Quarter Mile Open, Professional—A. P. Van Ness, Chicago, first; Frank Wing, second; E. E. McCullough, Chicago, third. Time 23 3-5.

### THURSDAY AFTERNOON, JUNE 18.

Quarter Mile Exhibition—W. F. Sanger, Milwaukee. Time, 25 seconds.  
Mile Open, Amateur—J. E. Reitzner, Milwaukee, first; O. Strenstrom, Chicago, second; Herman Kohl, Chicago, third. Time, 3:45 1-5.  
Mile Handicap, Professional—H. Kanaska, first; G. E. Bicker, second; W. F. Kramer, Milwaukee, third. Time, 2:17.  
Mile Exhibition—Herman Kohl. Time 2:18.

### THURSDAY EVENING, JUNE 18.

Half Mile Open, Professional—H. Kanaska, first; F. Wing, second; R. E. McCullough, third. Time, 1:05 4-5.  
Two Mile Boys' Race—Byron Gifford, Oconomowoc, first; John Lyck, second; Hyde Bartram, Oconomowoc, third. Time, 5:31.  
One Hour Race—Herman Kohl, first; R. E. Wilkman, Englewood, Ill., second; A. H. Barnickel, third. Distance, 10 miles, 8 laps.

### FRIDAY AFTERNOON, JUNE 19.

Mile Handicap, Professional—Frank Wing, first; Bert Repine, Galesburg, Ill., second; H. A. Zerbel, Milwaukee, third. Time, 2:21 1-5.  
Mile Handicap, Amateur—O. Strenstrom, first; A. H. Barnickel, second; John Lyck, third. Time, 2:31.  
Half Mile Exhibition—Herman Kohl. Time 1:05 2-5.

### FRIDAY EVENING, JUNE 19.

Two Mile Handicap, Professional—Frank Wing, first; H. A. Zerbel, second; W. F. Sanger, third. Time 4:43 2-5.  
Quarter Mile Exhibition—Herman Kohl. Time 39 1-5.  
Quarter Mile Exhibition, Professional—Frank Wing. Time 30 2-5.  
Half Hour Race—J. E. Reitzner, first; A. H. Barnickel, second; H. Kohl, third. Distance, 11 miles 3 laps.

### SATURDAY AFTERNOON, JUNE 20.

Quarter Mile Exhibition—Bert Repine. Time 30 1-5.  
Quarter Mile Exhibition—R. E. McCullough. Time 30 1-5.  
Five Mile Handicap, Professional—G. L. Kraus, Chicago, first; H. A. Zerbel, second; J. Bully, Austin, Ill., third. Time 12:30.  
Half Mile Unpaced Exhibition—Frank Wing. Time 1:02.  
Mile Handicap, Amateur—H. Kohl, first; J. E. Reitzner, second; O. Strenstrom, third. Time 2:21.  
Half Mile Exhibition—Byron Gifford. Time 1:11 4-5.

### SATURDAY EVENING, JUNE 20.

Mile Open, Professional—H. Kanaska, first; H. A. Zerbel, second; Bert Repine, third. Time 2:28.  
Half Hour Race—O. Strenstrom, first; A. H. Barnickel, second; H. Kohl, third. Distance, 11 miles.

The Sodality Athletic Association, of the Marquette college has received L. A. W. sanction to run bicycle races in connection with field day exercises, June 27.

### Went To Oconomowoc.

Every morning the trains over the Chicago, Milwaukee & St. Paul road carried a large number of wheelmen to the races at Gifford's which are being held there from June 17 to 20.

### Going Fishing This Year?

If you are, is your fishing tackle in order—do you need a new pole, hook, line or other supplies? A large line of all the best can be found in all sizes and kinds at Allcott's Drug Store, 90 Wisconsin street. Better drop in and see them.

It is not always shining gold  
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When if they knew the virtue true  
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They'd gladly give to happy live  
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Now rich and poor alike should know  
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Invest five cents in chewing gum  
That's labeled Yucatan.

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### Patent Bicycle Designed.

A dispatch from West Superior says: "Alderman Neil Smith has received the patent on a new style bicycle. The machine weighs twenty pounds and differs from all others, inasmuch as it is propelled by both the hands and the feet. Instead of having a rotary motion like all other bicycles, the pedals are pushed forward and backward. The handle bars rest on a pivot, attached to which is a sprocket which catches in the chain, thus applying double the power. Mr. Smith claims that the wheel will be eagerly sought after by ladies and aged people for the reason that the seat is arranged so that the feet can comfortably rest upon the ground when the machine is not in motion. Unlike all other bicycles, the seat is a flat upholstered cushion, being similar to the seat on a child's tricycle.

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We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure.  
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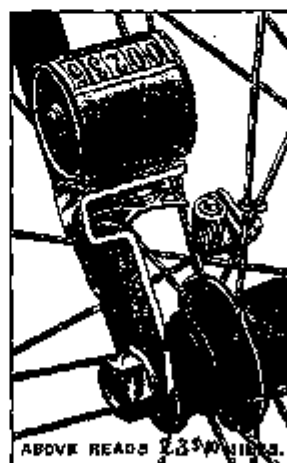
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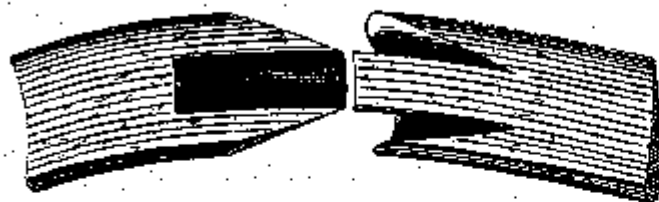


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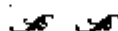
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## ORDINANCE HAS PASSED.

The bicycle ordinance as drafted by the Associated Cycling Clubs will now become a law. It recently passed the third reading and it now remains for the mayor to sign it and to have it published. It provides for a reasonable speed limit and the carrying of bells on bicycles.

## NEW PUNCTURE PROOF LIQUIDS.

Practical tests have demonstrated that nothing good can be said of the various liquids which have recently been introduced as preventives for punctures in tires. Where the stuff has been applied in tires, decomposition of the rubber has invariably set in and tires can not retain their life long after application. These anti-leak mixtures will prove a nuisance to tire manufacturers, for it is but a matter of a short time and tires will be sent to the factory for replacement or repair on the ground of defects and poor rubber which will be entirely due to this patent composition. They make the repair of tires which are seriously damaged very difficult. We believe that the tire makers' liberal guarantees are vastly more valuable than the uncertain benefits of the liquids.

## A. CRESSY MORRISON FOR PRESIDENT.

A movement has been started in this state to present the name of A. Cressy Morrison, of this city, for president of the League of American Wheelmen at the next meeting of the League. At the Appleton state meet the subject was discussed among a number of leading members of the division and the opinion is general that if his name is presented he will stand a good show to win. Mr. Morrison is now the second vice-president of the League and has

worked hard in that capacity. It will be argued that the West has never had a president in the League and that it is entitled to one. It is believed that there will be no trouble in securing the endorsement of the other western states for Mr. Morrison but it is doubtful if sufficient strength can be gathered to defeat the East which will no doubt oppose his candidacy solely on the ground of his being a Western man. The East is thoroughly organized while the western divisions have not worked together as much as they ought to for their interests. Whether or not Mr. Morrison is to be brought out for the presidency, the western states should form a closer alliance and work together in the assembly if they would hope to accomplish anything for themselves. At the last assembly the East controlled the convention and while it is hard to overcome its power the West will be recognized more if it goes to the assembly well organized.

## NEED OF AN ARMSTRONG BILL.

It has become apparent that if the wheelmen hope to have the bicycle recognized as baggage and transported without charges by the railroads, they will have to depend on legislation by the state to accomplish their aim. Another effort has been made to have the roads abolish the fee that they have placed on the wheels of their passengers, but without success. On July 7, A. Cressy Morrison, second vice-president of the League, met the officials of the Western Passenger Association in Chicago and made a long argument for the wheelmen. He brought out several pointed questions but there is little hope to expect favorable action. Mr. Morrison argued that if the bicycle was not baggage (because the action of the roads in charging for its transportation would so infer) he wanted to know how a railroad could consistently charge for its transportation since the express companies have the exclusive right to carry freight in baggage cars. If it was baggage, he wanted to know how the railroads could charge a fee for its transportation, contrary to law. He showed the officials that they were inconsistent in both instances and urged them to abolish the excess baggage fee system. The officials gave him no answer and promised to render a decision at the next meeting of the association. What this answer will be all wheelmen can surmise and preparation should be made to have an Armstrong bill passed in the next legislature.

## Challenge to G. A. R. Men.

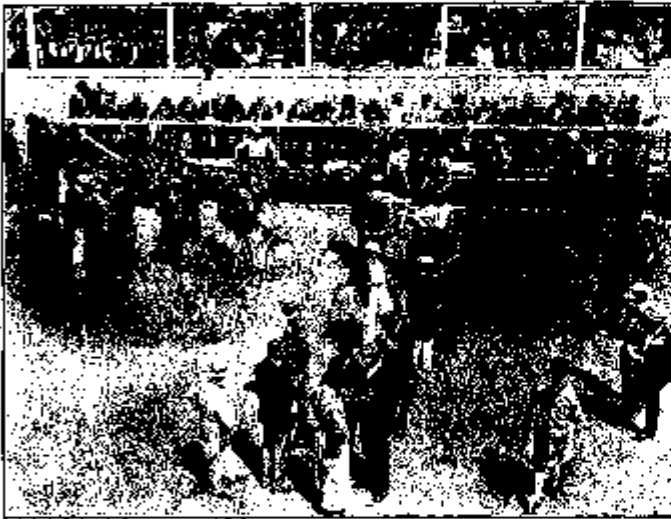
The announcement made in the *Green Bay Gazette* a few days ago, and which was reproduced in many papers of the state, to the effect that Green Bay had a bicycle rider who served through the late civil war and who was backed to ride against any man in the state who had seen similar service, for fun, money or marbles, has as yet received no reply. D. G. Smith, who is the rider and his backer, T. J. Boyle, state that as no one in the state is willing to challenge Mr. Smith on these terms he will claim the championship of the state in this class.

## APPLETON'S STATE MEET.

*It Was the Best Meet Ever Held in Wisconsin.—The Races Well Attended.—Sanger Defeated in Each Event by Bald.—Stoltz and Chase the Heroes of the Amateurs.—The Business Meeting.*

The seventh annual state meet, which was held at Appleton on July 8 and 9, surpassed all former events which have been held by the Wisconsin Division. The attendance at the meet was larger, the entertainment was all that could be asked for, and the races were the best contested ever held in this state. The annual business meeting was interesting and considerable important business was transacted.

Early Wednesday morning, the first day of the meet, the visitors began to move about the city and by 9 o'clock the streets were crowded with strangers. They only remained such for a few hours, however, for a general acquaintance soon sprung up and everybody was at home. The morning was spent at the League headquarters which had been established in the council chamber in registering,



A Fine Lot of People On a Fine Track.

getting badges and transacting other business in connection with the meet after which the trial heats for the afternoon's races were run at the park. Owing to the absence of Walter C. Sanger only amateur heats were run. The racing men found the half mile track in splendid condition. The banking at the turns was perfect. The entry list was unusually large but the preliminary heats were run with but one mishap, Earl Nugent, of Kaukauna, falling in the second heat of the mile open amateur event and breaking his collar bone.

*The Races Well Attended.*

In the afternoon 5,000 people crowded into the park to see the races. Many business houses closed down for the afternoon so as to give their employes an opportunity to go to the park and a general holiday aspect prevailed in the city which had on a gala-day attire of flags and bunting. E. S. Bald and Walter C. Sanger were the stars of the

racing men but the Milwaukeean was in poor form and consequently was an easy match for the Buffalo flyer. Sanger suffered from a lame leg which he received during a fall at Galesburg, Ill., and was consequently not at his best. The first race on the program was a mile novice and was won by Thomas H. Temple, of Ripon, in 2:48  $\frac{3}{4}$ . The trial heats of the half mile professional race were then run, E. C. Bald winning the first easily while the second was won by Otto Ziegler, Jr., with Walter C. Sanger a close second. In the final heat E. C. Bald defeated Sanger by half a length. Sanger was pocketed on the home stretch and Bald, Gardiner and Ziegler seeing his predicament made a jump for the tape, Sanger fell behind and then made a pretty sprint and managed to get second place, Bald leading him by half a length. Time 1:01  $\frac{3}{4}$ .

### The Quarter Mile Championship.

The quarter mile state championship was won by O. E. Virum, of Stevens Point. Virum had the pole at the line-up and took the pace at the beginning finishing with a pretty sprint. He was pressed hard by E. S. Comstock, of Oshkosh, who finished in second place. Time, 32  $\frac{1}{4}$  seconds. The mile amateur open was won easily by R. F. Chase, of Marinette, but as it was not run in the time limit of 2:25 it was run over. Chase finished first again in the run-over, with O. E. Virum second and Will Howie third. The time was again above the time limit but it was allowed. Time, 2:35. Henry Zerbel, of this city, finished first in the one mile professional handicap. Zerbel, Walter Schrader and A. F. Bingenheimer became bunched near the tape but Zerbel gained the lead on a sprint and closed the tape followed by Schrader and Bingenheimer. Time, 2:05  $\frac{3}{4}$ . John F. Reitzner, of Milwaukee, won the two mile state championship in 5:08  $\frac{3}{4}$ . It was a close and exciting race. R. F. Chase took the pace for the first mile when H. E. Lucia took it up. On the last quarter Anton Stolz began to move up from the rear of the field and on the home stretch a sprint began. Reitzner was watching him closely and also began a sprint and beat him near the tape by six inches. The time is a new state record for the two mile championship events. Lee Richardson, the trick rider, was one of the features of the races, and entertained the audience for fifteen minutes with fancy riding. The two mile handicap was not run until three spills had been made but none of the riders were seriously hurt. Peter Gasper, of Menominee, won the race, Nat McDougall, of Milwaukee, being a close second. Time, 4:33. In the 2:25 class, professional mile event, Eli Winsett set the pace for the riders. Henry Zerbel tried to sprint for the tape at the eighth pole but he was unable to keep up the pace and A. C. Mertens rode over the tape first with W. C. Schrader second. In the final of the mile open professional event Walter C. Sanger was again defeated. Walter Schrader set a hot pace for the riders, later Stevens took the pace and was then relieved by Ziegler, Bald and Sanger hanging in the rear of the field. At the eighth post the sprint began but Sanger found himself in a

pocket and was unable to finish better than fifth place. Bald won the race by a length, Gardiner being second. Time, 2:13.

**The Annual Business Meeting.**

In the evening the business meeting was held at the League headquarters with Chief Consul W. A. Brown, of Marinette, in the chair. The first business was the reading of Secretary-Treasurer M. C. Rotier's report. Two years ago the membership was 370, last year it was 901 and this year the report showed that it was 1371. The secretary-treasurer reported that the state tourbook, containing over 500 interesting tours, had just been completed and will be distributed free to League members. He reported that the



**The Start of a Championship Event.**

work on the road map was progressing as rapidly as possible and he hoped to have it completed very soon. The report shows that there are 116 local consuls in the state all of whom have been doing good work for the League. Mr. Rotier reported that League hotels had been established in nearly every city and town in the state. The financial report showed that there was \$635 on hand in the treasury. Otto Dorner of the highway improvement committee delivered a lengthy report on the good roads work of the past year, and was applauded after the report had been read. Chairman F. J. Schroeder, of the state racing board, reported that he was having large cards printed which will contain the racing rules of the League and which will be

hung in conspicuous places in the state where wheelmen can study them. He stated that the state circuit will be opened on about August 15. A. Cressy Morrison, vice-president of the League, reported that he had just returned from Chicago where he had a conference with the officials of the Western Passenger Association in relation to have railroads abolish the excess baggage fee on bicycles. He reported that he will receive an answer at the next meeting of the association. Chief Consul Brown announced the appointment of G. K. Mead, Sheboygan, and C. P. Buell, Madison, as members of the transportation committee. It was decided to make the office of secretary-treasurer a salaried office hereafter, and the officials of the League at their next meeting will fix the amount of compensation. The officers for the ensuing year were then nominated. W. M. Foster, of Port Washington, nominated Martin C. Rotier, of Milwaukee, for chief consul and spoke of his excellent past record as secretary-treasurer. A. Cressy Morrison seconded the nomination in a very pleasing speech. W. L. Simonds placed Frank J. Morawetz's name in nomination for the same office and referred to the interest Mr. Morawetz has shown in League work in the past and when he was the division's secretary-treasurer three years ago. Other nominations were: Vice-consul: H. M. Baldwin, Kenosha; Dr. D. S. McArthur, La Crosse. Secretary-treasurer: G. K. Mead, Sheboygan. Representatives: B. Hooper, Oshkosh; W. H. Field, Green Bay; Louis Pierron, H. P. Andrae, Milwaukee; H. E. Pomeroy, Appleton; P. E. Spring, West Superior; S. D. Baird, Neenah; G. B. Weinstock, Brandon; Joseph Brenk, Milwaukee; H. Van Arsdale, Racine; Harry Ferguson, Waupun; E. A. Savage, Milwaukee; N. E. Lindquist, Marinette; S. C. Newman, Kenosha.

**Ten Thousand People See the Races.**

The trial heats of the last day's races were run again in the morning. The first race on the programme in the afternoon when 10,000 people gathered at the track, was the mile open which was won by R. F. Chase, of Marinette, in 2:40 1/2 but as it was not made within the time limit it had to be run over which then resulted in Chase winning it again, with Peter Gasper second and Con. Reinke third. Time 2:46 1/8. In the one-mile professional event Sanger got into a fatal pocket. Bald took third place near the start while Sanger followed the field from fifth place. At the eighth post the Milwaukeean was pocketed and before he could get out Bald had crossed the tape on a sprint with Ziegler and Gardiner second and third. Time 2:12 1/8. Sanger finished fifth. Anton Stoltz, of this city, won the mile state Championship in an exciting race. P. H. Cambier and R. F. Chase set pace for the first half but on the home stretch Stoltz moved up and a sprint between the three riders began. Stoltz had the best of it and jumped across the tape by a few feet, with Chase for second place. Time 2:33 1/8. Bald again defeated Sanger in the two mile professional. The two riders road side by side until the last half when Bald set up a hot pace. Sanger held him but was unable to keep

up with the sprint on the stretch and came in third, A. C. Mertens beating Sanger out for second place. Time 4:32  $\frac{3}{4}$ . The two mile amateur handicap was won by P. H. Cambier of Milwaukee who made a pretty sprint for the tape and beat the field by half a length. Time 4:48  $\frac{3}{4}$ . The half mile professional was the race of the afternoon. The track was fast and Bald took advantage of it by lowering the half mile single paced competition record to 1:00. Sanger got into a poor position on the home stretch and finished fifth. Con. Reinke won the mile amateur, 2:25 class, in 2:26  $\frac{3}{4}$ . The half mile amateur was won by John F. Reitzner. Ten yards from the tape Con. Reinke swerved and forced G. D. Pratt of Chicago into the rough causing both riders to fall. Later Pratt protested Reinke and charged that he had been fouled but the referee, Fred J. Schroeder, overruled the protest. Joseph Griebler of Minneapolis won the mile handicap with forty yards. The finish was close, Stevens pushing the winner hard but he only got second place. Time 2:04  $\frac{1}{2}$ . The last event was the five



The Andrus Quad Riding an Exhibition Mile.

mile championship of the state which was won by Anton Stoltz of Milwaukee. The riders were paced by J. E. Stevens of Wausau and E. Harkins of Marshfield on a tandem. On the stretch Reitzner and Stoltz rode side by side but Stoltz made a final effort on the sprint and beat Reitzner by a few inches. Time 12:13  $\frac{3}{4}$ . Following is a summary of the two days races:

#### First Day—July 8.

One mile novice, amateur—Thomas B. Temple, Elton, first; H. M. Bacon, Oshkosh, second; Henry Pierson, Milwaukee, third. Time, 2:48 2-5.

Quarter mile state championship, amateur—O. E. Virum, Stevens Point, first; E. S. Comstock, Oshkosh, second; W. W. Wilson, Jr., Wausau, third. Time, 22 1-5 seconds.

Half mile open, professional—E. C. Bald, Buffalo, first; W. C. Sanger, Milwaukee, second; Arthur Gardiner, Chicago, third. Time, 1:01 3-5.

One mile open, amateur—R. F. Chase, Marinette, first; O. E. Virum, Stevens Point, second; Will Howie, Milwaukee, third. Time, 2:35.

One mile handicap, professional—H. A. Zarbel, Milwaukee, 110 yards, first; W. C. Schrader, Milwaukee, 110 yards, second; A. F. Bingenheimer, Milwaukee, 110 yards, third; Morgan S. O'Brien, Milwaukee, 160 yards, fourth. Time, 2:06 2-5.

Two mile state championship, amateur—John F. Reitzner, Milwaukee, first; Anton Stoltz, Milwaukee, second. Time, 5:03 2-5.

Two mile handicap, amateur—Peter Gasper, Menominee, 210 yards, first; Nat McDougall, Milwaukee, 300 yards, second; Thomas B. Temple,

Elton, 375 yards, third; J. E. Malle, Ahnapee, 300 yards, fourth. Time, 4:33.

One mile, 215 class, professional—A. C. Mertens, St. Paul, first; W. C. Schrader, Milwaukee, second; Fred Hicks, Chicago, third. Time, 2:13 4-5.

Half mile state championship, amateur—R. F. Chase, Marinette, first; O. E. Virum, Stevens Point, second; John F. Reitzner, Milwaukee, third. Time, 1:10 2-5.

One mile professional—E. C. Bald, Buffalo, first; Arthur Gardiner, Chicago, second; Otto Ziegler, Jr., San Jose, third. Time, 2:12.

#### Second Day—July 9.

One mile open, amateur—R. F. Chase, Marinette, first; Peter Gasper, Menominee, second; Con. Reinke, Milwaukee, third. Time, 2:46 1-5.

One mile open, professional—E. C. Bald, Buffalo, first; Otto Ziegler, Jr., San Jose, second; Arthur Gardiner, Chicago, third. Time, 2:13 1-5.

One mile state championship, amateur—Anton Stoltz, Milwaukee, first; R. F. Chase, Marinette, second; P. H. Cambier, Milwaukee, third. Time, 2:33 4-5.

Two mile open, professional—E. C. Bald, Buffalo, first; A. C. Mertens, St. Paul, second; W. C. Sanger, Milwaukee, third. Time, 4:46 2-5.

Two mile handicap, amateur—P. H. Cambier, Milwaukee, 175 yards, first; L. B. Bacon, Oshkosh, 275 yards, second; Walter Hume, Green Bay, 40 yards, third; E. M. Worden, New London, 275 yards, fourth. Time, 4:46 5-5.

Half mile open, professional—E. C. Bald, Buffalo, first; W. M. Randall, Rochester, second; Otto Ziegler, Jr., San Jose, third. Time, 1 minute.

One mile, amateur, 2:25 class—Con. Reinke, Milwaukee, first; Walter Hume, Green Bay, second; John F. Reitzner, Milwaukee, third. Time, 2:33 3-5.

Half mile open, amateur—John F. Reitzner, Milwaukee, first; O. E. Virum, Stevens Point, second; R. F. Chase, Marinette, third. Time, 1:06 2-5.

One mile handicap, professional—Joseph Griebler, Minneapolis, first; O. Stevens, Ottumwa, Ia., 95 yards, second; Arthur Welles, Milwaukee, 120 yards, third. Time, 2:04 1-5.

Five mile state championship, amateur—Anton Stoltz, Milwaukee, first; John F. Reitzner, Milwaukee, second. Time, 13:13 2-5.

#### NOTES OF THE MEET.

Besides Green Bay, Fond du Lac and Oshkosh want the next annual state meet.

Members of the South Side club are well pleased with the showing their members made at the state meet races. Anton Stoltz won the one and five mile championships of the state, and John F. Reitzner captured the two mile championship.

The Wisconsin Division can be congratulated on being assured of the services of George K. Mead, of Sheboygan, as secretary-treasurer. Mr. Mead is a man of sterling qualities and there is no doubt but that he will ably succeed Mr. Rotier, the present incumbent of that office.

Many of the "old boys" of the Green Bay club were on hand to help "jolly" for the '97 meet.

A yell that "caught on" was introduced by the Pastime club, of Green Bay. They supplied all their friends with tags on which were printed the words "Who wants good roads, P. D. Q.? Pastime Cycle Club and you, you, you."

#### Patitz Again Handicapper.

Word has just come to A. M. Patitz, Milwaukee, that he has been appointed official handicapper for the Wisconsin district for this year. There has been considerable delay in this appointment owing to some opposition and it may be some time before Mr. Patitz can be expected to do as creditable work as he did toward the end of his term two years ago.

Madison Wheelmen are discussing plans for the building of a cement bicycle track on the University grounds.

## FOURTH OF JULY EVENTS.

Independence Road Race at Milwaukee—Track Races at Sheboygan, Superior, Milwaukee, Cedarburg, Kenosha—Read Events in all Parts of the State.

## THE INDEPENDENCE ROAD RACE.

Edward Rosenberg, of this city, who had a handicap of 7:30, easily won the Independence road race which the Cream City Wheelmen conducted on the morning of July 4. After he had caught the limit man five miles out on the course he retained the lead to the finish and his nearest rival at the finish was J. Kuenzli, of the North Side Cycling Club, who was four blocks behind. The time prize was won by Joseph Dolister, the sturdy Burlington rider, who rode from scratch and covered the twelve and one-quarter miles in 30:46. Dolister left the scratch men near the start and set his own pace during the whole race.

The course was like a boulevard and fast time was made by all the riders. There was some confusion at the start but on a whole the race was well managed and the 8,000 people who gathered at the finish were well handled. There were a few accidents along the route, the most serious of which was a fall of F. C. Bloom, of Chicago, who was rendered unconscious and had to be brought to the city in a carriage. The first five time winners are as follows:

| Name of Rider                  | Handicap | Actual Time |
|--------------------------------|----------|-------------|
| 1. Joseph Dolister, Burlington | scratch  | 30:46       |
| 2. Peter Olie, Racine          | 20       | 30:53       |
| 3. Henry Pierson, City         | 4:00     | 31:06       |
| 4. Charles Munn, City          | 3:00     | 31:38       |
| 5. Arthur Seeley, E. W.        | 3:00     | 31:38       |

Following is the order in which the first fifty riders finished:

| Position | Name of Rider          | Handicap | Actual Time |
|----------|------------------------|----------|-------------|
| 1.       | Edward Rosenberg, City | 7:30     | 33:55       |
| 2.       | J. Kuenzli             | 7:30     | 34:30       |
| 3.       | W. Hufschmidt          | 6:20     | 33:34       |
| 4.       | W. Doyle, City         | 7:30     | 34:27       |
| 5.       | D. C. Franke, City     | 5:00     | 33:03       |
| 6.       | E. C. Daavill          | 7:00     | 34:04       |
| 7.       | E. Himes               | 7:00     | 34:06       |
| 8.       | J. R. Bowser           | 6:30     | 33:55       |
| 9.       | E. H. Mason            | 5:00     | 33:33       |
| 10.      | H. Bauer, Wauwatosa    | 7:00     | 34:34       |
| 11.      | Henry Pierson          | 4:00     | 31:35       |
| 12.      | C. P. Jurga, City      | 5:30     | 33:06       |
| 13.      | A. F. Rice, City       | 7:00     | 34:37       |
| 14.      | F. Mulhern             | 6:30     | 34:08       |
| 15.      | W. Jordan              | 6:30     | 34:00       |
| 16.      | F. Brown               | 6:00     | 33:04       |
| 17.      | W. Ransch              | 5:00     | 33:41       |
| 18.      | J. F. Koenerschild     | 6:00     | 33:45       |
| 19.      | B. Viehring            | 6:00     | 33:47       |
| 20.      | O. E. Bokhard, City    | 5:00     | 33:43       |
| 21.      | S. Biele, City         | 6:30     | 34:29       |
| 22.      | Harry Schaad, City     | 6:00     | 33:33       |
| 23.      | F. Koepke              | 7:00     | 34:55       |
| 24.      | E. Erdmann             | 5:30     | 33:37       |
| 25.      | W. A. Zeally           | 4:00     | 31:57       |
| 26.      | H. J. Casey, City      | 6:30     | 34:33       |
| 27.      | H. Holmes              | 6:30     | 34:37       |
| 28.      | J. J. Orlica           | 4:00     | 33:09       |
| 29.      | F. Marguardt           | 6:00     | 34:09       |
| 30.      | F. Edwards             | 7:00     | 35:10       |
| 31.      | F. Coons               | 4:00     | 33:11       |
| 32.      | E. Bauer, City         | 5:00     | 33:13       |
| 33.      | W. Keating             | 4:30     | 32:48       |
| 34.      | Albert Mueller         | 3:30     | 31:40       |
| 35.      | Glaude Granger, City   | 5:00     | 33:16       |

|     |                         |      |       |
|-----|-------------------------|------|-------|
| 36. | H. M. Tindel            | 1:00 | 32:31 |
| 37. | Bruto Brandes           | 4:00 | 32:52 |
| 38. | R. J. Stokkopf          | 5:00 | 33:03 |
| 39. | A. McAllister, City     | 3:00 | 32:31 |
| 40. | E. Albridge             | 4:00 | 33:25 |
| 41. | J. N. Peterson          | 3:00 | 33:23 |
| 42. | B. Berntsen, City       | 5:00 | 33:27 |
| 43. | Frank Marbach           | 4:00 | 33:58 |
| 44. | Oscar Klug              | 5:00 | 33:50 |
| 45. | W. Thetrich, City       | 5:00 | 34:30 |
| 46. | D. Siewert, Wauwatosa   | 5:00 | 32:31 |
| 47. | Albert Kastenholz, City | 7:30 | 35:02 |
| 48. | L. Hellinghausen        | 6:30 | 33:03 |
| 49. | Joseph Schuh, City      | 5:00 | 33:34 |
| 50. | A. D. Field             | 3:30 | 32:35 |

## RACES AT NATIONAL PARK.

Owing to the head wind on the track bicycle races at National park on July 4, were slow, but the finishes were all exciting because the riders had the wind on their backs for a short distance on the home stretch. The summaries are as follows:

One mile novice, amateur—Walter Rowland, first; Joseph E. Cordes, second; Henry Hiling, third. Time 3:22.

Half mile open, professional—A. P. Ringenheimer, first; Arthur J. Welap, second; Henry Zerbel, third. Time, 1:24.

Two mile handicap, amateur—E. S. Comstock, Oshkosh, 50 yards, first; Con. Reinke, scratch, second; Will Howie, scratch, third. Time, 5:00.

One mile open, professional—Henry Zerbel, first; Henry Kananaka, second; Morgan S. O'Brien, third. Time 3:33 1/2.

Half mile open, amateur—Con. Reinke, first; Will Howie, second; E. S. Comstock, third. Time, 1:36 1/2.

## OTHER EVENTS WERE AS FOLLOWS:

At South Milwaukee in the quarter-mile open Ben Gill was first, C. Plow second, W. A. Bremer third. Time 31 1/2. In the half-mile handicap C. G. Bremer, 45 yards, was first, C. Plow second, Ben Gill, five yards, third. Time, 1:03 3/4. In the mile handicap C. Plow, 10 yards, was first, W. A. Bremer, scratch, second, Ben Gill, 10 yards, third. Time, 2:11 1/2. In the two-mile handicap W. A. Bremer, scratch, was first; C. Plow, 15 yards, second; G. Helzer, 45 yards, third. Time, 4:38.

At Sheboygan the Sheboygan Cycle Club held a meet at Gelman's Athletic park. H. Dettling won the mile novice in 3:42, R. H. Roberts, the mile open in 3:25, G. W. Baker the half mile open in 1:25 1/2, E. H. Rummele the quarter mile open in 37 1/2 seconds, G. W. Baker the two mile handicap in 6:43 1/2 and R. H. Roberts the mile county championship in 3:01.

At Kenosha a road race and track events were held. W. Hess won the fifteen mile road race with a ten minute handicap and A. Schultz and H. Eaton were the time winners. W. W. May, Chicago, won the mile novice in 2:31 1/2, Chester Allen, Kenosha, the quarter mile open in 32 seconds, Anton Stoltz, Milwaukee, scratch, the two mile handicap in 5:58 1/2, Charles Gries the mile Kenosha championship in 2:57, J. F. Reitzner, Milwaukee, the half mile open in 1:11 1/2 and Anton Stoltz, Milwaukee, the five mile handicap in 13:17 1/2.

At Superior the races scheduled for July 3, had to be postponed to the 6th on account of rain. On the Fourth the first event was one mile novice, won by Charles Benson, Duluth; J. Deerrig, West Superior, second. Time, 2:32.

The second was a half mile open to riders at head of the lake. Richmond Smith, Superior, took first prize; J. C. Taylor, second; J. P. Burnett, South Superior, third. The mile open, amateur, was won by J. C. Taylor; A. M. Chandler, Waupaca, second; J. P. Burnett, third. In the two mile open A. M. Chandler won; Taylor, second; G. W. Potter, Superior, third. Time, 1:25  $\frac{3}{4}$ . The two mile handicap for amateurs was entered by thirteen riders. Fred. Johnson, Superior, took first prize; Charles Benson, Duluth, second; Decrig, Superior, third. The quarter mile open on the second day's programme was won by G. W. Potter, J. C. Taylor second and W. B. Murphy, third. Time 34 seconds. The mile handicap for boys was won by Dick Johnson, Richard Close, Duluth, second. Time 2:33  $\frac{3}{4}$ . The mile open was won by J. C. Taylor, W. D. Murphy, Duluth, second, A. M. Chandler, Waupaca, third. Time 2:37  $\frac{3}{4}$ . The mile Superior club championship was won by Richmond Smith. The five mile handicap for Duluth and Superior riders was won by Charles Benson of Duluth and W. B. Murphy won the half mile open in 1:15  $\frac{3}{4}$ .

George Schmidt won the mile open in 2:58 at Cedarburg, Fred Werner the five mile handicap in 16:10 and Edwin Joachim the mile boy's race in 3:49.

At the Ashland bicycle races the championship five mile race for Northern Wisconsin was won by Devere Ballard. There were twenty entries. The track was slow owing to heavy rain.

At Fox Lake H. Tordorf, of Fox Lake, won the first prize in the twelve mile road race. Tordorf then rode to Waupun and won the mile open against a field of six in 2:43, then came back and was second in a 400 yard race. Krugmeier was first.

In the five mile road race of the De Pere Cycling Club, John L. Gerardin, the scratch man, won first time in 18:15. R. Guy Lee, half minute, won first place and second time prizes, his actual time being 18:20. Clarence Wrighton won second prize, his time being 19:45.

There were thirty-eight starters in the Oshkosh road race. A. Walcott, of Appleton, won first place in 40:50. Nels Anderson, of Waupaca, won first time prize in 40:14. The course was thirteen miles.

At a meeting of the DePere Cycling Club recently it was decided to hold a race meet during the summer. One of the features of the meet is to be a match race between R. Guy Lee and John Gerardin, between whom there is much rivalry. The officers of the club elected for the ensuing year are as follows: President, W. J. Smith; vice-president, J. H. Williamsen; secretary, R. Guy Lee; treasurer, Clarence E. Wright; captain, D. C. Jones; first lieutenant, E. S. McCauley; second lieutenant, Charles Proctor; directors, W. J. Smith, W. E. Hopkins, W. Stewart; racing board, Dr. D. H. Gregory, C. H. Babbitt, E. A. Lange, L. Sheldon Wilcox.

## WON BY ROBERT LEIDEL.

A Fifteen-Year-Old Boy Captures the South Side Cycling Club Road Race  
—Anton Stoltz Defeats Joseph Dolister for the First Time Prize.

The first annual road race of the South Side Cycling Club, on July 18, was won by Robert Leidel, a fifteen-year-old rider, who won easily by over a block to spare. He covered the course in 38:04. The first time prize was won by Anton Stoltz who beat out Joseph Dolister by a length. Stoltz rode the course in 33:19.

Leidel was one of the limit men and rode a great race for a youngster. When he was started with the remainder of his class he rode ahead of the field and retained the lead for several miles when some of the men with lower handicaps overtook him. He was left behind by a field of riders but the boy was not discouraged and road along at a steady pace. When within two miles of the tape he began to gain on those ahead of him and when three blocks from the finish James A. Galligan was the only rider ahead of him. Leidel started out to catch Galligan who now stood between him and the race. Inch by inch the youngster crept up and a block from the finish he overtook him. While trying to pass him the riders collided and Galligan fell. Leidel's rear wheel had been touched in the collision but he managed to retain his seat. Before Galligan could remount Leidel had won the race. When Leidel saw him fall he knew the race was his and he rode the rest of the distance with an air of confidence and crossed the tape sitting erect on his machine, smiling at his victory. Behind him came Hans Hanson and H. J. Schmitz and a bunch of riders in rapid succession. Galligan picked up his wheel and walked over the tape and later filed a protest against Leidel claiming that he had been fouled. The protest has not been decided upon by Referee Joseph C. Cordes.

In the race for the first time Anton Stoltz again showed what he is made of. The scratch men were Henry Pierron, George Schmidt, Joseph Dolister, Anton Stoltz, J. F. Reitzner, Albert Mueller and D. C. Franke. Reitzner was a sick man and ought not to have ridden in the race and therefore was not in the race for time honors. The contest was between Stoltz and Dolister and a pretty race the two had. At the start they left the other scratch men behind, the pace they set being too hard for the remainder of their class. They changed about at setting pace and never allowed the other to get away for a moment. Side by side they rode until a few blocks from the finish when the fight for time prize began. Both began to sprint but they were so evenly matched that it seemed impossible for either to gain. When a hundred yards from the tape, however, Stoltz began to gain slightly and inch by inch he crept away from the speedy Burlington lad. Then with a final effort he made his last sprint and crossed the tape a length ahead of Dolister. The victory was close and brought out loud cheers from the crowds at the finish.

The race was well managed. The riders left for Caledonia, the starting point, at 1:30 o'clock in the afternoon from

# THE PNEUMATIC.

the St. Paul depot and had fully an hour and one-half to prepare for the race after reaching the starting point. Of the 116 entries there were eighty-nine starters. At the finish about 1,500 people gathered. Ropes were stretched and the crowds were well handled. There is little doubt that a much larger number of people would have witnessed the finish but the street car accommodations were so poor that nearly everybody had to walk out to South Park.

The course was poor for the first five miles but after that it was in fairly good condition. The roads were dusty but not enough to interfere with the riders. The wind was favorable, it being on the riders' back the entire distance and this, added with the down grade that was encountered the last five miles, made riding easy. The finishes were exciting because of the down grade. About 200 yards from the tape there is a hill down which the riders scorch at a great rate for the finish. There were few accidents along the route. William F. Short collided with Henry Brice near the start and Short was thrown into a barbed wire fence. His face and hands were lacerated and though he bled profusely he rode the remainder of the race. When he came in his wheel was crimson with blood and he was so weak that he had to be assisted away by friends. Following is how the riders finished:

| Posi-<br>tion | Name of Rider               | Handi-<br>cap | Actual<br>Time |
|---------------|-----------------------------|---------------|----------------|
| 1.            | Robert Leidel, City         | 5:00          | 33:04          |
| 2.            | Hans Hanson, City           | 7:00          | 37:05          |
| 3.            | H. J. Schmitz               | 6:30          | 36:38          |
| 4.            | William Gums                | 6:00          | 36:18          |
| 5.            | William Witte               | 7:00          | 37:30          |
| 6.            | Alfred Moss, City           | 6:30          | 37:51          |
| 7.            | W. H. Rowland               | 5:00          | 35:35          |
| 8.            | F. Edwards, City            | 7:00          | 37:34          |
| 9.            | Albert Glass                | 7:30          | 39:05          |
| 10.           | W. J. Morgan                | 5:30          | 36:06          |
| 11.           | C. H. Morgan, City          | 7:30          | 38:07          |
| 12.           | C. E. Powers, Whitefish Bay | 7:00          | 37:39          |
| 13.           | E. J. Stankopf              | 5:00          | 35:40          |
| 14.           | O. Zimmermann               | 6:00          | 36:30          |
| 15.           | W. H. Schmidt               | 4:00          | 35:05          |
| 16.           | F. Bauschschwalbe           | 6:30          | 37:39          |
| 17.           | Joseph Kuszall              | 5:30          | 36:09          |
| 18.           | J. Kellogg, Portage         | 4:30          | 35:54          |
| 19.           | Claude Granger, City        | 5:00          | 36:05          |
| 20.           | J. H. Knoerschildt          | 5:30          | 37:00          |
| 21.           | William Adams, City         | 3:00          | 34:33          |
| 22.           | H. Erling                   | 3:30          | 35:03          |
| 23.           | F. W. Warner, City          | 7:00          | 38:06          |
| 24.           | H. Warthen                  | 3:30          | 35:23          |
| 25.           | J. Quickley, City           | 6:30          | 38:30          |
| 26.           | Edward Aldridge             | 4:00          | 36:01          |
| 27.           | E. A. Nelson                | 5:30          | 37:53          |
| 28.           | Jason R. Church             | 6:00          | 38:03          |
| 29.           | D. H. Mader                 | 7:00          | 38:04          |
| 30.           | J. F. Wissel                | 7:00          | 39:05          |
| 31.           | F. S. Hahn                  | 7:30          | 39:58          |
| 32.           | H. M. Balks                 | 6:00          | 38:31          |
| 33.           | H. Funk, City               | 6:30          | 38:53          |
| 34.           | H. F. Schacht               | 6:00          | 38:34          |
| 35.           | Palatzke, City              | 6:30          | 39:01          |
| 36.           | F. Huembeckens              | 5:30          | 38:04          |
| 37.           | John Knudson                | 6:00          | 38:35          |
| 38.           | John W. P. Justin           | 6:30          | 39:06          |
| 39.           | El. Mittrach                | 5:30          | 38:07          |
| 40.           | J. Trenkage                 | 6:00          | 38:38          |
| 41.           | J. F. Komsal                | 7:30          | 40:00          |
| 42.           | F. Mullers                  | 5:30          | 38:30          |
| 43.           | R. Walsh                    | 6:30          | 39:37          |
| 44.           | E. Durkin, City             | 7:00          | 39:10          |
| 45.           | Fred Nelson, Iod            | 3:00          | 35:14          |

|     |                          |         |       |
|-----|--------------------------|---------|-------|
| 46. | W. Huseby, City          | 7:00    | 40:15 |
| 47. | Wright Corvill           | 6:30    | 39:16 |
| 48. | Otto Olson, City         | 6:30    | 38:47 |
| 49. | A. Sealey                | 8:00    | 35:18 |
| 50. | Anton Scoltz             | Scratch | 39:19 |
| 51. | Joseph Dolister          | Scratch | 39:51 |
| 52. | R. E. McCollin, Plymouth | 5:00    | 38:20 |
| 53. | George G. Berge          | 4:00    | 39:31 |
| 54. | L. F. Hahn, Baraboo      | 4:30    | 38:08 |
| 55. | W. C. Schultz, City      | 8:30    | 40:09 |
| 56. | E. Barrett, City         | 7:30    | 41:34 |
| 57. | W. A. Seally             | 4:30    | 38:25 |
| 58. | Charles Moss             | Scratch | 39:12 |
| 59. | William E. Milbrath      | 6:00    | 40:13 |
| 60. | George H. Sealey         | 4:00    | 38:14 |
| 61. | C. J. Thomas, City       | 7:00    | 41:15 |
| 62. | George Farmer, City      | 3:00    | 37:17 |
| 63. | Albert Mueller           | Scratch | 39:18 |
| 64. | Henry Pierson            | Scratch | 39:29 |
| 65. | Ita D. Landy             | 8:00    | 40:52 |
| 66. | W. De Kayla, City        | 6:30    | 40:54 |
| 67. | T. Axelson, City         | 7:30    | 41:55 |
| 68. | M. C. Hastings           | 8:30    | 37:50 |
| 69. | F. Betke                 | 7:00    | 41:31 |
| 70. | J. P. Reitzner           | Scratch | 39:35 |
| 71. | D. O. Frank, City        | Scratch | 39:58 |
| 72. | Wm. Thorbjornson, City   | 6:30    | 41:00 |
| 73. | J. J. Beyer              | 7:00    | 41:31 |
| 74. | William Peterson, City   | 6:30    | 41:28 |
| 75. | A. O. Luck               | 6:00    | 41:08 |
| 76. | F. E. J. Summerson       | 6:30    | 41:03 |
| 77. | W. F. Short, City        | 0:00    | 41:10 |
| 78. | W. B. Duke               | 4:00    | 38:28 |
| 79. | D. Douglas, City         | 7:00    | 42:50 |
| 80. | Albert Knudsen, City     | 4:30    | 39:08 |
| 81. | C. Frie, City            | 5:00    | 40:54 |

The time prize winners are as follows:

| Posi-<br>tion | Name of Rider            | Actual<br>Time |
|---------------|--------------------------|----------------|
| 1.            | Anton Scoltz, scratch    | 39:19          |
| 2.            | Joseph Dolister, scratch | 39:51          |
| 3.            | Charles Moss, scratch    | 39:12          |
| 4.            | Albert Mueller, scratch  | 39:18          |
| 5.            | Henry Pierson, scratch   | 39:29          |

## M. A. S. Wheelmen Organized.

Since Instructor Arthur Crane took charge of the Milwaukee Athletic Society bicycling has received much attention by the club members. At a meeting several nights ago of the members who ride bicycles, the M. A. S. Wheelmen were organized. The following officers were elected: Captain, Garry Bouchard; first lieutenant, Otto Recknagel; second lieutenant, F. J. Zanders; bugler, Fred Fisher; assistant bugler, Henry Schaad. The club adopted blue and white sweaters and leggings, white caps with blue shields as its costume.

## Sanger's Poor Work This Year.

Walter C. Sanger so far this season has proven himself no match for Bald and Cooper who have defeated him time and again. At Appleton, Bald defeated Sanger in every race that they met and in nearly every other city he has done likewise. Cooper has treated the big Milwaukeean with no less consideration. While it appears that Sanger is not equal to Bald and Cooper, his friends claim that he has met with misfortune throughout the season and therefore has lost to them. It is predicted by his friends that Sanger will do better later in the season.

## THE STATE CIRCUIT.

Chairman F. J. Schroeder Drafts a List of Dates for the Circuit Which Will Run Through August and September.

Arrangements for the state circuit, which will be conducted by the Wisconsin Division this year, have nearly been completed by Chairman Fred J. Schroeder, who has drafted a list of dates for meets which are to be conducted during the next two months. The circuit will be opened on August 20. Mr. Schroeder during the past few weeks has received a number of applications for dates on the circuit, but as many cities have been slow in asking for sanctions the chairman of the racing board has assigned dates to such cities which he thinks will hold meets sometime in August or September. It has been found impossible to assign all dates to cities just as was asked, as by so doing in some instances two or more cities would hold their meets on the same day and thus interfere with the success of both events. Another objection is that it would be a great inconvenience to riders who follow the circuit if they would have to race at a city in the southern part of the state on one day and on the next jump to the other end of the state. Therefore Chairman Schroeder has decided to open the circuit in southern Wisconsin and follow it toward the west then to the north, winding up by coming down from the northern part of the state along the lake shore toward Sheboygan. Most of the cities favor holding their meets in connection with the county fairs, and in as many cases as possible the chairman of the racing board has granted these dates, but some of them will have to accept other days. Following is a list of the cities and the dates assigned to each:

### AUGUST.

- 20. Monroe.
- 22. Racine or Kenosha.
- 25 and 26. Milwaukee.
- 27. Waukesha or Oconomowoc.
- 28. Watertown or Jefferson.
- 29. Edgerton.
- 31. Madison or Dodgeville.

### SEPTEMBER.

- 1. Lancaster.
- 2. Boscobel.
- 3. Prairie du Chien.
- 4. La Crosse.
- 5. Sparta or Viroqua.
- 7. Tomah or Camp Douglas.
- 9. Black River Falls or Necedah.
- 10. Augusta.
- 11. Chippewa Falls or Hudson.
- 12. Ellsworth.
- 14. Menomonie.
- 15. Eau Claire or Neillsville.
- 16. Medford.
- 17. Marshfield.
- 18. Grand Rapids.

- 19. Wausau.
- 21. Stevens Point.
- 23. Green Bay.
- 25. Marinette and Menominee, Mich.
- 26. Chilton or Plymouth.
- 28. Oshkosh.
- 29. Fond du Lac or Ripon.
- 30. Sheboygan or West Bend.

The dates assigned to Monroe, Edgerton, Boscobel, Milwaukee, Augusta and Wausau have been accepted. Neenah has applied for August 6, but this will be before the state circuit is opened, and Chairman Schroeder has asked the wheelmen of that city to postpone their races until the latter part of September. The circuit this year will be followed by all the fast riders and exciting races will be looked for.

## More Track Suspensions.

The latest Gideon bulletin announces a list of Wisconsin suspensions for thirty days for competing in unsanctioned races. The names are as follows: Frank Ball, Freeman Luce, Ed. Thompson, Rice Lake; Herman Taylor, Barron; Herbie Clark, Paul Hodges, Louis Hargie, John Raymer and Jacob Regez, Monroe.

## The Tour Book Completed.

The tour book which has been compiled by Secretary-Treasurer M. C. Rotier, of the Wisconsin Division, L. A. W., is now ready for distribution. It will be mailed free to all League members who make application for it and who enclose a two cent postage stamp for return mail. Wheelmen who are not members of the League can obtain a copy of it from the division officers for fifty cents. The book contains about 500 tours in the state.

## A Long Road Race.

The longest road race ever run in the state of Wisconsin will be given on August 15, by the cycle enthusiasts of Oconto. The start will be at Marinette and the finish in Oconto, a course nearly twenty-six miles in length. The Oconto people have nearly completed arrangements for it and entry blanks will soon be out. A \$100 diamond will be the first time prize and sixty place prizes have already been secured. Riders from all over the state have promised to enter.

## He Is a Friend of Wheelmen.

The Rev. F. F. Eddy, of the Universalist Church of the Good Shepherd of Neenah and Menasha, is enterprising. Recently he gave a wheelmen's night at his church and special services were held. The minister has issued an invitation to all wheelmen in the two cities to attend his church and has announced that wheels will be checked at the church free of charge.

## READY FOR THE NATIONAL MEET.

Only Minor Details Now to Complete the Arrangements for the Great National L. A. W. Meet at Louisville—August 10 to 15 the dates —Many Wisconsin Members Expected to Go.

The great National Meet of the League of American Wheelmen, which all the wheelmen of the country have been looking forward to and for which the Louisville '96 Meet Club have worked so industriously and with such great success will take place during the week of August 10 to 15.

Louisville hospitality will assert itself on every hand during this meet and visitors are looking forward to a meet such as never before was held.

Sufficient funds have been raised by the Louisville boys to insure the entertainment of 10,000 people. Kentucky drinkables will not be wanting, neither will the southern corn cob pipes and tobacco. All has been provided for.

The track on which the championship races are to be run need scarcely be commented upon, suffice to say that a number of world's records have been lowered on it at one time and another during the past year. A trip to Mammoth Cave is one of the features of entertainment and special low rates have been secured covering entire expense.

The Monon Route will leave Chicago with a special train of western boys, and Wisconsin wheelmen will leave in a special car out of Milwaukee to make connection with the Chicago train.

### Beloit Bicycle Meet.

A bicycle meet was held on July 17. Previous to the races there was a bicycle parade, 200 cyclists participating. The events were all well contested, Leon Chilcott winning the one-third mile open and the mile open. The two mile was run in 5:26 and the mile in 2:55. The entertainment was in behalf of the city band and was a success.

### Warning To Racing Men.

Many infringements of the L. A. W. racing rules by riders have moved the officials to give the matter formal consideration. F. J. Schroeder and Louis Pierron, of Milwaukee; H. E. Pomeroy of Appleton; L. A. Hodges, of Monroe, and J. R. Jones, Jr., of Racine, constituting the state racing board, have sent out the following notice, which will be conspicuously displayed in all parts of the state:

"Warning to Racing Men.—Before entering a race be sure that the event is sanctioned by the L. A. W. If it is not, and you compete in it, you are liable to suspension from all track racing. Positively do not compete against any rider who is under suspension. If you are an amateur you must not race for cash prizes; accept no money for expenses or salary for riding, and you must not compete against a professional. Remember that rules of the L. A. W. govern all cycle racing in the United States, and a violation makes you liable to penalty. You need not be a member of the organization to be liable to said penalty. Copies of racing rules can be obtained by addressing members of the board.

## Brief State Notes.

Marinette will hold a race meet sometime in August. Neenah will hold a two days meet about the middle of August.

Oshkosh wheelmen are trying to raise \$600 with which to build a bicycle track.

The annual Sun Prairie-Madison road race, over a 11½ mile course, will be held on July 25.

A new cycle club has been organized in Viroqua. Jackson Silbaugh has been elected president.

There is some talk among Sheboygan wheelmen of holding another bicycle meet during the coming summer.

Frank O. Swain, of Sun Prairie, started on July 10 for a trip to San Francisco on his wheel. He will enter the Leland Stanford university.

William Glass and E. M. Dickinson, Green Bay wheelmen, recently completed a 700 mile tour on their wheels through the southern part of the state.

At Marinette the Married Peoples Cycling club has been organized with the following officers: President, P. A. Sperry; secretary, Mrs. G. C. Arnold; treasurer, W. J. Raiche.

For competing in unsanctioned Sunday races the following have been suspended from all track racing until September 1: J. Cleary and Walter Hanson, of Kenosha, Wis.; Julius Meiswinkle, Milwaukee, Wis.

D. C. Crandall, an enthusiastic bicyclist of Sturgeon Bay, has built a bicycle path four miles in length. It extends from Sturgeon Bay along the lake shore road and cyclists in that part of the country are using it to good advantage.

Stevens Point wheelmen have taken the initiatory steps toward organizing a club. They have also begun the construction of a fourteen mile path from this city to Lake Emily, a favorite camping resort. Two and a half miles of the path are already completed.

Eau Claire and Chippewa wheelmen have appointed committees to examine the roads and secure estimates on the cost of building a cycle path between the two cities. The wheelmen feel confident that the money needed for the project can be raised in the two cities.

Arthur Beale, Walter Klawitter, of Beaver Dam, B. J. Hasting, of Mayfield, Fred Hochshold, Dan Van Brunt, of Horicon, Walter Walther, Frank Rudolph, E. Kelly, Robert Lueck and Lester A. Lees, of Juneau, have been suspended for thirty days for competing in unsanctioned races.

A cycling club has been organized at Ashland and the following officers have been elected: President, Devere Ballard; vice-president, M. S. Torrison; secretary and treasurer, Jacob Yderstad; captain, George Ritter; first lieutenant, Burt Burns; second lieutenant, Gustav Carr.

The Pastime Cycling Club, of Green Bay, which wants the next state meet at Green Bay, will shortly be incorporated under the state laws. This step is deemed advisable by the leading members of the club because if the state meet is secured it will be a business convenience if the club is a corporation.

Edgar S. Comstock, of Oshkosh, and W. W. Wilson, of Wausau, two of the best known amateur riders in the state, are the latest Wisconsin riders who have been notified of suspension from race tracks for riding in unsanctioned events. In the last bulletin issued Chairman Gideon notifies them that their suspension is for thirty days, beginning July 10.

Subscriptions for the proposed Racine-Kenosha bicycle path have been opened and it is expected that there will be generous contributions upon the part of the wheelmen of the two towns to the south. The path is a much-needed improvement and one which may eventually bring about the construction of a cycle path from Milwaukee to Chicago. It is proposed to get contributions of \$1 from each wheelman of the two cities.

#### The Racine Road Race.

The annual road race of the Racine Cycling club was held on June 27 over a rough road and was easily won by John Anderson, of Racine, who rode the fourteen miles with a handicap of 8:30 minutes, in 38:22. Herman Lock, of Lyons, easily won the first time prize. There were about twenty Milwaukee riders in the race but they made a poor showing owing to the rough and unfamiliar roads. Following is how the first twenty of the 129 starters finished:

| Posi-<br>tion | Name of Rider             | Handi-<br>cap | Actual<br>Time |
|---------------|---------------------------|---------------|----------------|
| 1.            | John Anderson, Racine     | 8:50          | 38:22          |
| 2.            | Oliver M. Davis, Racine   | 8:30          | 39:08          |
| 3.            | Harry Prindle, Racine     | 7:30          | 38:34          |
| 4.            | Bowman Kohler, Racine     | 8:00          | 38:08          |
| 5.            | F. E. Austin, Racine      | 9:30          | 40:20          |
| 6.            | F. W. Scholtz, Kenosha    | 7:00          | 38:30          |
| 7.            | L. Johnson, Racine        | 11:00         | 40:32          |
| 8.            | H. E. Timm, Racine        | 10:00         | 40:40          |
| 9.            | W. D. Eaton, Kenosha      | 0:30          | 38:13          |
| 10.           | G. O. Johnson, Racine     | 8:00          | 37:43          |
| 11.           | C. J. Saltbrenner, Racine | 8:30          | 40:30          |
| 12.           | Joseph Blomner, Racine    | 8:30          | 40:37          |
| 13.           | James Augustus, Racine    | 8:20          | 40:49          |
| 14.           | S. M. Harbridge, Racine   | 9:00          | 42:34          |
| 15.           | W. Carlson, Racine        | 9:30          | 40:00          |
| 16.           | E. Falkenrath, Racine     | 10:00         | 43:46          |
| 17.           | O. Christianson, Racine   | 10:00         | 42:45          |
| 18.           | W. Wierda, Racine         | 5:30          | 38:40          |
| 19.           | P. Rhode, Jr., Kenosha    | 7:30          | 40:37          |
| 20.           | A. A. Carlson             | 9:30          | 42:30          |

The time winners are as follows:

| Name of Rider         | Handi-<br>cap | Actual<br>Time |
|-----------------------|---------------|----------------|
| Herman Lock, Lyons    | 2:00          | 36:42          |
| Peter Ole, Racine     | 3:00          | 36:18          |
| Herbert Crane, Racine | 3:00          | 36:22          |
| A. R. Bowman, Racine  | 3:00          | 37:10          |
| Carl Swanson, Elgin   | 2:30          | 37:30          |

Fifteen members of the Lincoln Cycling Club, of Chicago, took a century run to this city on July 4.

#### New Ladies' Auxiliary.

The Ladies' Auxiliary of the South Side Cycling Club came into existence recently. About fifty young ladies responded to the call for the meeting at the club house and about thirty became members of the organization. The election of officers resulted as follows: President Miss Carrie Fry; vice-president, Miss M. Hodges; second vice-president, Miss Louisa Roth; secretary, Miss Alice Wolf; assistant secretary, Miss Ida Furness; treasurer, Miss Marrie Young; captain, Miss Tillie Brinkmeyer. The Misses Ida Furness, Lillian Meyer and Gertrude Justin were appointed a committee to draft a constitution and by-laws. The list of charter members is as follows: Mesdames E. A. Clifford, Josephine Kasten, F. Ramus and the Misses Tillie Brinkmeyer, Carrie Fry, Emetta Frederick, Maurie Hodge, Addie Dane, Birdie Holub, Allie M. Wolf, Ida Furness, Gertrude Justin, Mamie Young, Florence Dane, Mamie Carnie, Esther Brunkhorst, Louisa Roth, Lillie Meyers, Maud Graham, Lola Lester, T. Fredrich, Anna Van Ella, Mamie Graham, Ida Mulbling, Sadie Butler, E. P. Church and Daisy E. Drake.

#### Race Meet This Month.

George P. Gifford, Jr., who conducted a successful bicycle meet at Oconomowoc several weeks ago, has made arrangements for a similar meet at Cold Spring Park during the last week of July. Mr. Gifford has communicated with Fred Gerlach of the racing board and has received a sanction. The big tent under which the races were run at "Cooney" will be removed to the park, and the track used there will also be put into place. Some improvements in the track, suggested by the experience of the wheelmen at Oconomowoc, will be made so that everything will be favorable for a first class meet. Mr. Gifford expects to enter the best riders in the West, and it is thought that some high class sport, both amateur and professional, will be enjoyed. The races will be run at night on July 29, 30, 31 and on the afternoon and evening of August 1. Purses aggregating \$1,000 will be hung up.

#### Another Road Race Arranged.

Members of the Nineteenth Century club have filed an application with Secretary Ludwig, of the Associated Cycling Clubs asking for a sanction to conduct a road race on August 15. As the July meeting of the association has been held it is probable that a special meeting will be called to consider the question.

#### Olympic Cycling Club Organized.

Some of the members of the White Star Club, which disbanded several days ago, have organized the Olympic Cycling Club, and elected the following officers: President R. B. Seeger; vice-president, F. Koepke; secretary, C. McCormack; treasurer, H. N. Walters; captain, H. Gusik. The members of the new club have secured a club house at the southeast corner of Chestnut and Fifteenth streets.

### Few Attended the Picnic.

There was a light attendance at the picnic of the Associated Cycling Clubs at Schlitz Park on July 19 owing to the unfavorable weather. In the afternoon a concert was given and in the evening the park opera company rendered the "Black Hussar." About 300 wheelmen participated in the parade which was held in the morning.

### A \$300 Piano for First Prize.

The road race which the Mercury club will run on August 22 will probably be entered by a large number of riders owing to the attractive first prize that is being offered by the club. George Gerber has subscribed a \$300 piano to the first man crossing the tape in the race. The piano is now on exhibition at Mr. Gerber's store.

### Going Fishing This Year?

If you are, is your fishing tackle in order—do you need a new pole, hook, line or other supplies? A large line of all the best can be found in all sizes and kinds at Allcott's Drug Store, 90 Wisconsin street. Better drop in and see them.

### Road Race for Boys.

The Monarch Cycle Club, a juvenile club of the south side, will conduct a road race from Cudahy to Russell and Kinnickinnic avenues July 25 for boys under fifteen years of age. The boys already have secured thirty prizes. Entry blanks can be obtained from L. J. Hueneckens, 225 Lake street, and should be filed with Louis Brisk, 371 Mineral street.

### A Brazeless Frame.

Theodore H. Bolte, of Kearney, Neb., was in the city recently trying to interest manufacturers in a wheel which he has constructed. The frame is not brazed but the joints are fastened with bolts. Mr. Bolte claims that his wheel is more elastic for riders and can be built much cheaper while it is as strong as a brazed wheel.

### Necessity of Careful Diet.

Few cyclists realize or heed the necessity of careful diet, and yet it is most necessary that they should pay careful attention to the matter. Too many delude themselves with the idea that a ride before breakfast is life-prolonging; when it is nothing more nor less than very harmful to the whole system. Some slight nourishment should always be taken before the early morning ride. The touring cyclist will do well to avoid substantial dinners in the middle of the day. A rest and light lunch will serve him better at that time. Half an hour or so, after the day's riding is over he may indulge in the heartiest sort of dinner, and will, doubtless, feel much inclined to do so. If, for any reason, a cyclist finds it necessary to ride immediately after a hearty repast, he should restrict himself to a very moderate pace. —*Bi. World.*

### About Bicycling and a Wife.

"A good and simple way to keep a record of your bicycle riding," says Grandpa Mott, "is to attach a pencil by a string to a monthly calendar on the wall. There, each night on retiring, put down the figures of your mileage for the day opposite the figure on the calendar indicating the day of the month. Then have a kind of a 'you-press-the-button-and-we-do-the-rest' arrangement as follows: Get your wife to keep a log for you, she writing it up from the calendar and from your little story to her of your wheeling of the day. This will keep her interested in your cycling, and she may eventually 'let up' on you for the chronic spring bonnet and 'come down' on you for a ladies' safety. If you have no wife, get one at once.

To thoroughly enjoy the cycle one must be in good muscular and physical condition, and not know what it is to become tired. To sustain this condition a person should take a ride at least once in every twenty-four hours in the day time, if possible, but at night if not. Almost anyone can snatch one hour from the twenty-four to be devoted to the fascinating and health-giving wheel. As a general rule, ride at a moderate pace and enjoy yourself, but an occasional scorch of a few miles will not always do harm—especially if the other fellow challenged, and you "do" him.

### Bicycles Harm Marrying Business.

There has been a noted absence of marriages in and around Wausau the past year, and several excuses have been given for this frightful state of affairs, but the true reason has never been known until to-day, when Judge Brands delivered himself to the following: "Do I get many people to marry these days? Well I should say not. Since these peppy bicycles have been rolling and slipping over the streets with some sweet damsel astride of them, the young men have no show whatever. The young lady possessed of a wheel can never be found at home evenings, and when the young gallant goes out wheeling with her it is impossible to induce her to ride anywhere except in the busiest part of the city, and the poor heart-sick lad becomes discouraged, as he is soon given to understand that the company of the bicycle is preferable to his; at any rate she seems to get more satisfaction out of it. Now, gentlemen, I will tell you right here that the bicycle is a menace to marriageable young men and the sale of them to women should be prohibited."—*Wausau Record.*

### Allcott's Buzzing Rubbers.

Charles Allcott has conceived a novel scheme of creating a buzzing noise on a bicycle by using some specially made elastic bands which are stretched from the hub of the front wheel to the handle bar. One on each side. These rubbers can be purchased at 90 Wisconsin street, Milwaukee.

The Continental Wheelmen, of which John Quillen is president, will give a road race from Elm Grove into the city on August 22.

## A CONTEST FOR THE '97 STATE MEET.

*Racine Stretches Out Its Arms for the '97 State Meet and Cries "Are You With Us?"—Green Bay and Fond du Lac Will undoubtedly Be the Liveliest Rivals.*

The Racine Athletic Society has just been organized with a paid up capital stock of \$1,000. It is composed of the prominent business men of Racine, many of whom are old League members and they are organized for the purpose of entertaining the members of the Wisconsin Division, L. A. W., next year if it is their good fortune to be awarded the state meet. The society has seven acres of fine land, located centrally which it proposes to turn into athletic grounds building on it a one-third mile bicycle track. The Racine boys say they want the meet and want it bad, and "Senator" Jones says that it will be a regular old time Green Bay meet, if they get it.

A lively campaign can be looked for as Green Bay has been on the ground for more than a month already and has done a great deal of preliminary hustling. The Pastime Cycle Club, of Green Bay, is also incorporated under the state laws and it is evident they mean business.

Fond du Lac has not said a great deal as yet but the boys have again swung the Winnebago Wheelmen into line as a League club and it can be expected that they will have 200 League members by fall to ask for the meet.

### Allcott's No. 9 Liver Pills.

Years have demonstrated the fact that Allcott's No. 9 liver pills are unequalled for biliousness, colds, headaches, constipation and general debility. Send for a list of testimonials that will convince you of the truth of this statement, J. M. Allcott & Son, 90 Wisconsin street, Milwaukee.

### Calumet Wheelmen's Road Race.

The club race of the Calumet Club Wheelmen on August 1 will be one of the most attractive of the season's racing events. The club is the only League organization in the city and every member of it is an enthusiastic rider though all are novices. The course will be from Whitefish Bay to the toll gate and return, a distance of six miles. The handicapping will be done by A. Martin Patitz.

### Iroquois Bicycle Club.

A bicycle club has been organized by the Iroquois Braves and a series of club runs will be inaugurated. The officers are as follows: President, Henry Hase, Jr.; secretary, Joseph B. Murphy; captain, William A. Grieb; first lieutenant, Dr. Knapp; second lieutenant, Mr. Brennan.

### Now a League Club.

The Calumet Club Wheelmen recently became a League club, No 702 being assigned to it. A. Martin Patitz was elected to represent the club on the board of officers of the Wisconsin Division. The club will hold a big race meet next year.

## The Wisconsin Road Race.

The *Evening Wisconsin* road race to be run in connection with the state fair, is to be the star attraction of the fair this year.

For the encouragement of the event and in order to bring all of the fastest road riders in the West to Milwaukee to take part in it the Agricultural society will offer as the first time prize a gold brick containing \$100 worth of virgin gold, less the cost of manufacturing it into the brick, which will be but merely nominal.

As a second time prize the society will give a silver brick worth \$50. In addition to the two time prizes the society will give two high grade bicycles as place prizes.

This is but the beginning of a long list of prizes. While the list is not yet quite ready for publication it may be said that it will contain at least ten high grade bicycles.

The aggregate value of the prize list will be fully \$3000 if not more. Even at this figure it will be the most valuable list that has ever been offered for any event, whether road or track.

There will be many special prizes. A special time prize will be offered for the novice making the best time. There will also be a prize for the first novice to finish outside of the regular place prize which he may win.

The list of time prizes will not stop with the gold and silver bricks. There will be several more in the shape of watches and medals.

The race will be run on September 26, Cycle Day. The course will be from Waukesha. There will be no Stone Quarry or Undertaker's hills to climb. The course will follow the regular Waukesha road until the turn that leads to Elm Grove. In place of running through Elm Grove the riders will follow the straight course over the Blue Mound road, until the section road is reached that runs past the west end of the fair grounds. The turn is quite easy and the road is good. The riders will turn from the road at the little school house just across the St. Paul freight tracks and enter the fair grounds where the finish will be made before the grand stand.

The race will be run under the rules of the Associated Cycling Clubs and will be open to every rider in good amateur standing.

### Two Days' Meet Next Month.

The Associated Cycling Clubs has positively decided to conduct a race meet here during the National League of Republican clubs' convention on August 25 to 28. The races will last two days and will be run on August 25 and 26. A committee consisting of one member from each club has been appointed to make the arrangements. The meet will be held at National Park.

### Lord Cardigan and Van Twiller

Cigars can be bought at Allcott's Cigar Stand, 90 Wisconsin street, besides the choicest brands of other makes.

### A New Bicycle Lock.

Eric Mank and Edward Porter, of this city, have invented a bicycle lock which is attracting considerable attention. The new lock is placed inside of the tubing of the wheel's frame. A collar is welded on the crank shaft with a small socket hole for the bolt of the lock to slip into. The lock itself is in the main shaft of the frame and all that is visible is a small hole about as large as the end of a lead pencil where the key goes in. Once the wheel is locked it is impossible to force the lock or smash it in any way except by demolishing the wheel. When the bicycle is locked the crank shaft is firmly held and as the locks are of the Yale design with no two keys alike it is impossible to pick it or release the wheel by means of a skeleton key. The lock can also be put in the head of the wheel and when locked will prevent the front wheel from being turned. It is so arranged that it can be put in position on old wheels by simply removing the crank shaft, the lock slipping into the shaft of the tubing and being held in place by a flange. A company has been formed with a capital of \$7,000 to place the invention on the market. The incorporators are Harry Hemming, L. G. Lloyd and Stutley I. Henderson.

### Choice of Drinks.

Wheeling makes one so thirsty, don't it? Seems to take all the moisture out of a person—so does this hot weather. The best way to get even is to turn up Wisconsin Street to No. 90, drop in at Allcott's Drug Store, sit down at that cool soda counter and have a glass of the best soda water. All the best and newest flavors, constantly ready to serve, including Messina Orange, Cherry Ripe, Hire's Root Beer, Thompson's Wild Cherry and Vichy Water. Remember the place, 90 Wisconsin street.

Arrangements for the Chicago-Minneapolis relay race are being pushed vigorously. J. A. Wirtensohn, of Minneapolis, who has been looking after the correspondence in connection with this event, has received answers from numerous towns throughout Wisconsin and Illinois offering riders to cover the territory, and there is now no doubt that the race can be put through in record time about August 15.

### 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.

### Brief Trade Notes.

C. H. Farmer has opened a bicycle store and repair shop at Baraboo.

Edwin Ashley has started a bicycle factory and repair shop at Sault Ste. Marie.

Gustav W. Adams, of Wausau, dealer in bicycles, made a voluntary assignment.

At Kenosha, M. J. Reicherts has purchased Mr. Neisen's interest in the Windsor Bicycle Store.

At Kenosha, Charles Timm, superintendent of the Sterling Cycle Works, has resigned his position, and will enter into the manufacture of bicycles in Pittsburg, Pa., in connection with the Carnegie Steel Co.

The ten mile American road record was broken on July 4 at Barnesville, O., by Wilber Terrell, who reduced "Bade" Wilson's record from 23:20 to 22:25. The Andrae company of this city has been notified that the record was lowered on one of its machines.

### At Allcott's

Drug Store, 90 Wisconsin street, you can buy the best bicycle oil, liniments and court plaster. They also sell bicycle whistles, medals, badges, cards, pocket drinking cups, pocket cigar lamps, key chains, etc.

Walter C. Schrader, who fell at the Appleton state meet and broke his collar bone will probably not be able to mount a wheel again before the latter part of the season. His wound is slowly improving but his injuries are such that it is impossible for him to ride.



I'm the policeman of business and your attention I arrest,  
I feel it is my duty and I know its for the the best  
That you should not deler me but let me have my way,  
For you'll find me very pleasant I'm the dandy cop  
they say

Now in arresting your attention I arrest also the cause  
That bothers you in business and makes you often pause  
With that awful sickly languor and that feeling of despair  
That dyspeptics oft encounter in their daily rounds  
of care.

And now that you're arrested, it will terminate this way,  
You will quickly seek a remedy and the fine you'll have  
to pay  
Consists of just one nickel's worth of gum that's good to  
chew,  
And you'll find that White's Pure Pepsin is the nicest  
kind for you.

### Anton Stoltz Gets First Time.

A. C. Mertens, of St. Paul, and A. J. Weilep, of this city, who won first and second time prize in the Waukesha road race, will not get their prizes, first time having been awarded to Anton Stoltz. State Chairman F. J. Schroeder has decided that the riders could not ride after they had been suspended by Fred Gerlach, the western representative of the racing board. First time prize therefore goes to Anton Stoltz who finished third for the time trophies. The time of Mertens was 47:30 and that of Weilep 47:31. Stoltz rode the course in 47:33. H. E. Lucia gets second time prize, his time being 48:03. The two men disqualified had little hope of getting the trophies, simply riding the course to see how fast they could make the distance.

### Cigar Or a Glass of Soda.

When weary riding your wheel, hitch it on the Van Twiller Cigar bicycle stand in front of Alcott's Drug Store at 90 Wisconsin street and drop in and have a cigar or glass of soda water.

### Brief Local Notes.

At the Milwaukee Athletic Society's field day on August 8 one and two mile bicycle races will be held.

Harry Crocker, George Becker, J. C. Schmidtbauer and W. C. Nelson comprise the Audrae quad team.

Arthur J. Weilep, of this city, and A. C. Mertens, of St. Paul, have been formally transferred to the professional class.

The Badger Wheelmen are making preparations to hold their annual road race on Labor Day. They promise that it will be the biggest affair of its kind held this season in this city.

The Cream City Wheelmen have planned the following club runs: August 9, to Racine; August 16, to Thiensville; August 22, to Pewaukee by moonlight; August 30, to Franklin.

The Mayer quad team, Simon and Sigmund Mayer, Fred Morse and Walter Ricks, of Chicago, took a run to this city on July 4. The riders are members of the Lake View Cycling Club.

A. Bunke, Emil Koehn, Emil Bentler, John Neick, David Braun, Frank Gmelin Jr., and Joseph Scharff of the North Side club recently made a century run to Watertown and return in 10 hours 55 minutes.

### 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; not cases out of ten are cured 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.

137 Sold by Druggists, 75c.

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

Chief Centurion Louis Pierron has adopted a list of century rules which have been accepted by the Associated Cycling Clubs.

Two hundred members of the South Side club and of the newly organized ladies' auxiliary participated in a lantern parade on July 17 to advertise the road race of the club which was run on the following day.

There are now seven clubs represented in the Associated Cycling Clubs and this number will soon be increased. The clubs which will now probably soon become members of the association are the West Side club and the Calumet Club Wheelmen. The association now represents 1,000 organized wheelmen.

**DR. W. SHLAEGER,** 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.

**SIGNS**

Agents wanted to sell ready-made NOVELTY SIGNS. Great sellers, 150 per cent. profit. Catalogue free, samples 10 cents.

**VAL. SCHREIER, Manufacturer**

428 East Water St. .. Milwaukee

## A Cyclists' Enjoyment.....

The perfect condition of three frames is essential

**The Frame** { of His Wheel  
of His Mind  
of His Body

the three blend in perfect harmony when he rides a

**Truss Frame  
America**

FIRST COST LAST COST  
NEVER SEEN IN THE REPAIR SHOP  
Wheels on hand for immediate delivery.

**None Stronger  
None Better**

**McCallum House Furnishing Co.**

214, 216, 218, 220 West Water Street

MILWAUKEE

More Local Notes.

The Milwaukee Wheelmen escorted about seventy-five Chicago wheelmen on a club run to Waukesha on July 4.

Out of nine riders of the Cream City Wheelmen who started out on a century on July 12, only Edward Timm, W. T. Roethe and S. J. Casper finished.

A sanction has been granted to the Sodality Athletic association to hold races at Milwaukee on September 1, 2, 3 and 4.

The road race given by the employes of the Chief Cycle Works recently was won by George Schmidt, who rode the Whitefish Bay course in 16:25, and who also won the time prize. W. Short finished second.

Two bicycle races will be held at the Old English picnic to be given by the sons of St. George at National Park on August 1. The events will be a mile and a two mile handicap. J. H. Packman, 1308 South Pierce street, is receiving entries.

The membership contest in the South Side club has been decided in favor of the lavenders over the orange side, which will have to pay the bill for a supper to be given near South Milwaukee. Peter Clausen won the prize for securing the largest number of members.

At a special meeting of the Ladies' Auxiliary of the North Side club several new officers for the ensuing year were elected. The officers now are as follows: President, Miss Agnes Fahsel; vice-president, Miss Esther Brunkhorst; secretary, Miss Elsie B. Pierron; treasurer, Miss Cora E. Mosher; captain, Miss Louise Roth; first lieutenant, Miss Helen Bunke; second lieutenant, Miss Esther Brunkhorst.

Morgan S. O'Brien and John Muss have been formally notified by Chairman Gideon of the racing board, L. A. W., of their transfer to the professional class.

The road race which is to be conducted here during the state fair week by the *Evening Wisconsin* will be run on September 17. A large list of prizes will be offered.

# The New Columbia Medals and Bars

offered in our advertisement last month will be eagerly sought after by wheelmen. They will be a badge of merit, pure and simple, removing all suspicion of the rider's amateur standing. The rider of a Columbia in an amateur race is a pure amateur so far as we are concerned.



STANDARD OF THE WORLD

make nearer certain the winning of a race. The Columbia price is worth paying, for that reason.

\$100 TO ALL ALIKE.

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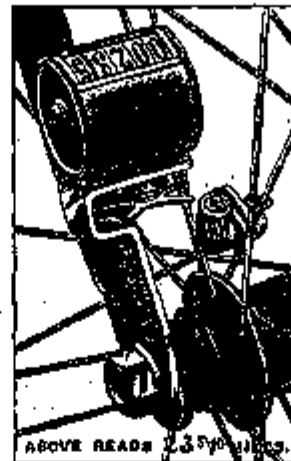
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A JOURNAL OF CYCLING LITERATURE  
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VOL. VII.

MILWAUKEE, WIS., AUGUST, 1896.

No. 5.

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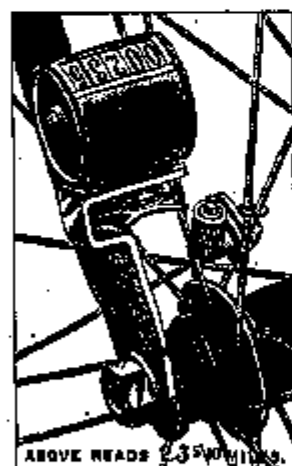
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Four sections of the road map of Wisconsin are now completed. They cover the principal touring territory of the state.

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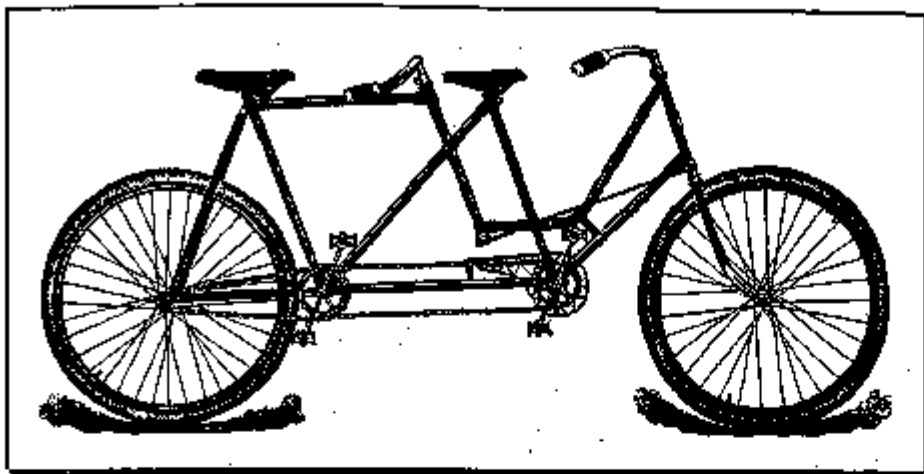
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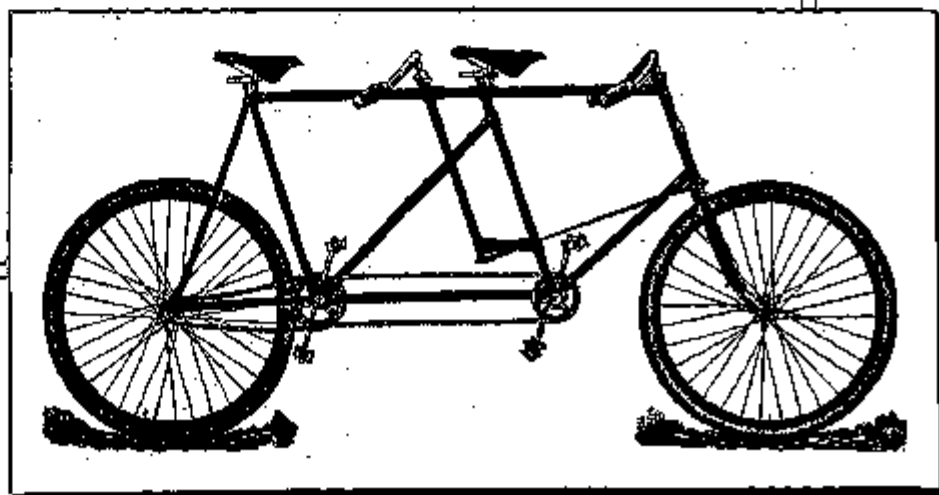


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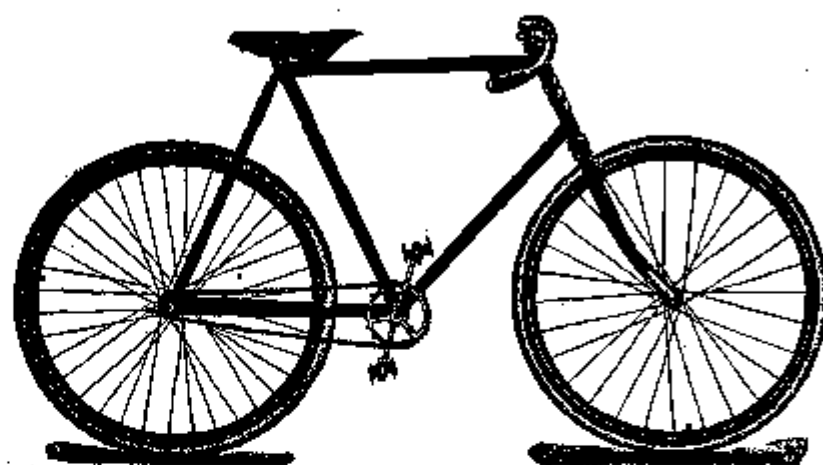
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M. C. ROTTER, Associate Editor.

M. C. ROTTER, Business Manager.

Eastern Representative: S. Koppell, 81 Times Building, New York.

#### THE TRADE SITUATION.

Once more the local trade situation is such that an association of dealers and manufacturers could be used to good advantage. During the past month the local market has been flooded with stocks of cheap, inferior grade wheels. Alleged "high-grade" wheels have been sold at low prices and to meet the sharp competition some of the legitimate dealers have cut prices and sold wheels at a loss. The result is that the local market has been greatly shaken up. In times like this, an association which brought all legitimate dealers in close touch with each other, would be a benefit to the trade. For some time past, dealers have considered organizing but through continuous delay they have failed to do so. Immediate action should be taken.

#### TIME FOR ALDERMEN TO ACT.

At the last Municipal election there were many candidates in the field who professed to have a friendly feeling toward wheelmen and who pledged themselves, that in the event of their election, they would do all in their power to promote the interest of the wheelmen in Milwaukee. Many of the men who made these pledges are now members of the common council. If some of these pledged aldermen really are in earnest about the wheelmen's interests, they can show it to every bicycle rider in the city by demanding the speedy passage of the measure introduced sometime ago by Alderman Corcoran prohibiting the throwing of glass and rubbish in the streets. Still another way to show their friendliness is by causing the bicycle ordinance to be amended at once so that wheelmen can hold road races in the city limits, just as cyclists are permitted to do in other

cities. It is a well known fact that the ordinance was never meant to infringe on road racing, but since Chief of Police Janssen can not construe the measure in that light it will be necessary for the aldermen to act, in order for wheelmen to maintain a right which the police are trying to infringe on. There can possibly be no harm in having the finish of a road race a block or two inside of the city limits. Thousands of people are interested in road racing and condemn the action of the chief of police in trying to stop it. Other cities furnish wheelmen large details of officers to keep the course clear but in this city large races have been held at which only one or two extra officers were detailed. As an example the Independence road race, on July 4, can be mentioned. Aldermen should see that wheelmen do not only get permission to run their races without police interference but also secure the necessary protection from the police.

#### UNIFORM BICYCLE LAWS.

Besides the passage of a law compelling all railroads in the state to carry bicycles as personal baggage, there is another which wheelmen should demand from the next legislature when it is convened in January. A uniform law regulating bicycle riding is needed. There is now scarcely a city or village in the state that has not passed some kind of measure regulating the riding of wheels. Few of the ordinances are alike and a rider going from one city to another is in total ignorance as to the requirements of the law of the city through which he is passing. He may be observing the law as dictated to him in the city where he resides, but may not be complying with the measure governing the city he is visiting. Consequently he is unintentionally making himself liable to arrest and punishment. What is needed is a uniform state law which will govern riding throughout Wisconsin. Then no matter where wheelmen may go in the state, they will know what requirements they must comply with.

#### STUDY RACING RULES.

It is to be regretted that wheelmen of Wisconsin do not observe the L. A. W. racing rules more carefully. Since the racing season opened, there has scarcely been a week that a number of Wisconsin riders have not been suspended for violation of racing rules. Most of the suspensions have been in small towns in the interior of the state and have been the result of ignorance on the part of the riders. The suspensions in this state have been so general this year that it has attracted the attentions of other divisions and members of the racing board have stated that there is not another division in the country which is giving them so much trouble. It is no fault of the officers of the division that this condition exists. They have repeatedly sent out warning to racing men and but for this precaution the violation of rules would be carried on to a still greater extent. It is believed that local councils can do much good in lessening this evil. They should make it their duty to see

that each race meet in their jurisdiction is sanctioned and should notify riders of all unsanctioned events. In places where consuls have taken this step of precaution, the suspensions have been few. Riders need to be educated in racing rules and local consuls can act as valuable teachers.

#### Want the '97 State Meet.

Although it is several months before the next place, for holding the '97 state meet, will be selected by the officers of the Wisconsin Division, the contest for the meet is already on. It appears that either Racine or Green Bay will get the next state races, they being the only cities that are working for them. The wheelmen of the latter city thought they had a sure thing of the meet at the Appleton races, but during the past month a dangerous rival has arisen in Racine. The wheelmen of that city have organized the Racine Athletic Society which will build a new track and is making a hard fight against Green Bay. While the wheelmen of the latter place are working among League members in the northern part of the state for their support Racine is hard at work in Southern Wisconsin.

#### Forty-Six Women League Members.

There are now forty-six wheelwomen in the state who belong to the League. They are as follows: Mrs. L. A. Shaw, Medford; Nina F. Huie, Neenah; Miss Mabel Coe, Port Washington; Miss Jessie Dennett, Port Washington; Miss A. Foster, Port Washington; Mrs. Ella Denning, Marshfield; Miss Jennie Dott, Marshfield; Miss Edna E. Moore, Chetek; Mrs. P. M. Conkey, Appleton; Miss H. L. Barston, Appleton; Miss Mary Glasner, Appleton; Miss Cora Hatch, Appleton; Miss Ella Malone, Appleton; Miss Nora McGilgan, Appleton; Miss Helen Palmer, Appleton; Miss Ira M. Ryan, Appleton; Miss May Burlingame, Ripon; Miss D. M. Riser, Cumberland; Miss Elsie Pierron, Milwaukee; Miss Tillie Pierron, Milwaukee; Mrs. G. L. Douglas, Port Washington; Miss L. M. Stelling, Port Washington; Mrs. N. S. Willey, Ashland; Miss S. K. Whiting, Shell Lake; Miss M. Smith, Appleton; Miss E. Ferguson, Appleton; Mrs. W. H. Surles, Milwaukee; Miss Lena Miller, Neenah; Mrs. M. Staehle, Montello; Mrs. T. J. Davis, Barron; Mrs. Charles Varney, Monroe; Miss L. V. Snyder, Eau Claire; Miss Agnes Connor, Auburndale; Miss Grace Stone, Appleton; Miss A. Dorner, Milwaukee; Miss B. Dorner, Milwaukee; Miss Cora Sutherland, Janesville; Miss I. Morris, Madison; Miss Kate Wheelock, Milwaukee; Mrs. Mary L. Myers, Wauwatosa; Mrs. D. B. Wylie, Milwaukee; Miss Susie Rose, Appleton; Miss Sophia Green, Appleton; Mrs. A. T. Gahagan, Appleton; Miss Stella Thrall, Green Bay; Miss Carrie Libbey, Oshkosh.

#### Building Cycle Paths.

Superior and Duluth wheelmen propose to build a cycle path between the two cities which will be one of the most picturesque in the country. The plan is to organize a com-

pany with a capital of from \$10,000 to \$15,000 for the purpose of building a path along the shore of Lake Superior, on Minnesota Point. Every rider will be asked to take stock at about \$5 per share, which will be collected by a board of directors and retained until sufficient money has been received to insure the success of the undertaking, when work is to be commenced. When completed the path is to be dedicated to the public, but will be under control of the association, and subscriptions will be taken every year to keep the road in repair and construct such improvements as may be desired from time to time. The proposed path could be constructed from the Duluth canal to the Superior natural entry, about 100 feet from the lake, so that it would be well shaded by the almost unbroken line of trees, and the riders would be provided with a roadway extending for about seven miles and crossing the most delightful picnic grounds at the head of the lake. The Duluth riders could easily arrange for ferry boat service to cross the canal at slight expense, and the Superior riders could provide means of transportation for themselves and their wheels across Superior bay from the east end of the city at a cost so light that it would not be felt.

Work on the Merrillan end of the bike path to Black River Falls has commenced. It runs parallel with the wagon road. The brush is being cleared to the width of about three feet, and the top sod taken off. It is expected that this will make a smooth and hard road.

The project of building a cycle path from Appleton to Menasha is again being strongly agitated by the wheelmen of Appleton. The co-operation of Neenah and Menasha wheelmen in the project will be enlisted and it is confidently believed that next season will see a fine wheelway between Appleton and the twin cities, built by wheelmen for the use of wheelmen only.

Baraboo wheelmen are thinking of building a path for wheelmen from that city to Devil's Lake.

#### State Meet a Success.

The state meet at Appleton was a financial success. The officers of the Appleton Cycling Club, who had charge of the state meet now find that they cleared more money than was at first supposed. After paying all expenses of the meet it was found that there was \$1,215.88 left in the treasury. Of this amount two-thirds, or \$810.58, was given to the Appleton Fair & Driving Association as its share of the profits, leaving \$405.30 for the Appleton club. This will put the Appleton Cycling Club on a sound basis and the members feel gratified over the result.

#### Road Map Being Completed.

The road map in which the officers of the Wisconsin division have been at work for some time is rapidly being completed by the engravers. Four sections have been printed and are ready to be mailed and the work of the other sections is being hurried along.

## LOUISVILLE NATIONAL MEET.

The Seventeenth Annual National Meet of the League of American Wheelmen Goes Down in History as a Crackjack Meet—The Truth of Southern Hospitality Exemplified—Sanger Loses the Championships but makes the Most Popular Win of the Meet.

August 10 to 15, 1896, witnessed the greatest national gathering of members of the League of American Wheelmen that ever was. Louisville, the host of the meet, did herself proud and at every turn anywhere and everywhere in and about the city were evidences of forethought and a deal of labor, designed for the comfort and pleasure of those who came.

The meet opened up with excessively warm days, but wheelmen came pouring into the city nevertheless and over 2,000 members were registered at the headquarters during the week. President Sterling Elliott, Secretary Abbot Bassett, Ex-President Willison and a number of ex-officers made their headquarters at the Galt House. The trade was largely represented and the various manufacturers were lavish in the distribution of novelties, buttons and pins as souvenirs. Some held open house and served refreshments in the parlors of the Galt House. President Watts was stationed at the League headquarters, a large old fashioned college building with a splendid court adjoining, where every member was supposed to register, receive his badge and be escorted to the porcelain bath tub punch bowl, where two darkies were in constant attendance filling up the glasses for those who came to drink. The tours which were planned were not as great a success as was anticipated because of the heat. The run to the Watermelon patch, however, on the evening of the third day, had a patronage of over 500. This proved great sport for the "Indians" and they did everything they could to the ripe and juicy melons. During this festival some of the black natives, who were hired for the occasion, sang some old plantation songs and a "cake walk" was another feature.

The eastern states were not largely represented at the meet. Illinois, Ohio, Indiana and Missouri made up the largest proportion of the attendance. Wisconsin was represented by two from Milwaukee and three from Racine.

Fountain Ferry Park, where the fine one third mile cement track is, was the scene of considerable gaiety each evening, as the park was illuminated and they had dancing in the pavillion exclusively for L. A. W. members. In fact every attraction during the whole meet was for League members only. On Friday evening, two large steamers carried out over 1,000 members on the Ohio River where dancing and singing was the order of the evening.

From a racing standpoint, if from none other, the '96 meet eclipses all others. The men were quartered at Fountain Ferry Park and all the arrangements were most perfect. The racing was intensely exciting and developed some new champions in Tom and Nat Buttler. Sanger did splendid work but he was unfortunate enough to get beat at the finish by a few inches in both open events in which he was entered.

## SANGER'S GREAT WIN.

The most popular victory of the entire meet was that of Walter Sanger in the two mile handicap. He was the solitary scratch man with a big field of men ahead as far as 250 yards. This was the only handicap in which a scratch man started and when Sanger came out he was greeted with wild cheering. When the pistol was fired he got under way in remarkable time and caught Kennedy with 20 yards at the quarter pole, who paced him for a half, when a bunch was caught and Sanger jumped ahead and took the pole and soon closed up the gap between another bunch. At the end of a mile the race became a loaf as they were all bunched and when the bell rang for the last lap, Sanger looked hopelessly pocketed and the audience seemed to catch the full meaning of it as all became extremely silent until Sanger was seen taking advantage of an opening and pass the great mass of riders when a yelling and cheering rent the air that was simply deafening. He came down the finishing stretch like a whirlwind and finished a wheel length ahead of the bunch. Sanger was carried off the track by his friends and the crowd did not cease its hilarity for fully five minutes. In all the events run during the three days was there such a demonstration and it proved Sanger's general popularity.

## Special Bulletin From Oideon.

The practice of paying certain professional riders a bonus for their appearance at race meets is believed to be a distinct detriment to the sport and calculated to ruin the business both of the men and of the promoters. Race promoters, therefore, are required to enter into an agreement that they will pay nothing whatever, except in prizes, for the appearance of any rider. Failure to live up to this rule will result in prompt withdrawal of sanction, and demands for money for appearance by riders themselves will be treated under rule 17, track rules.

## A New Swindle Discovered.

Postal authorities are looking for a pair of clever swindlers who have been making bicycle riders in the state their victims. Recently newspapers in the southern part of the state began to announce that a Southern Wisconsin circuit had been formed by J. K. Lowrie and G. H. Hamilton for the purpose of holding road races and track meets. The promoters announced that a circuit was to be run and that races would be held early in September at Racine and Kenosha. Riders were told that their entries must be in by August 15, and the alleged race meet promoters gave their address in this city. All entries were forwarded to a private box in this city. The whole southern part of the state was flooded with entry blanks for the races, and some of them fell into the hands of J. R. Jones, of Racine, and S. C. Newman, of Kenosha. They sent the blanks to Chairman Fred J. Schroeder, of the state racing board, for investigation, and the matter was laid before the postal authorities, who found that the promoters of the races had left the city. The government detectives are now looking for the swindlers, who secured the entry fees of a number of southern Wisconsin riders.

**Brief State Notes.**

Bicycle parties are the latest fads of Merrill society people.

Pond du Lac wheelmen are planning a meet for September 21.

J. G. Kreig and Melvin P. Youngs recently rode from Marquette to Appleton.

Clifford Newell recently arrived at Waukesha from New York, having ridden all the distance on his wheel.

All the fast circuit riders will be at the Watertown meet on August 28 and 29. A valuable prize list is offered.

During the fair week at New London in September, Lee Richardson, the champion trick rider, will appear at the fair and give several exhibitions.

Sheboygan will probably hold a race meet on September 7. Lee Richardson the trick rider, may appear at the meet and give an exhibition of fancy riding.

The five mile road race for boys, which was run at Madison last Friday, resulted in G. Lavin, with a handicap of 1:00, winning. He also won the time prize. Time, 13:11.

J. E. Molle, the well-known Ahnapee rider has issued a challenge to ride any wheelman in Brown, Manitowoc, Door and Kewaunee counties, a race of from one-quarter to five miles.

The Stearns Cycling Club, of Green Bay, will run its first annual road race on September 3 over a twelve and one half mile course. The limit men will start at 9 o'clock in the morning. A good list of prizes for place and time winners is offered.

Wausau is going to hold another race meet. W. C. Davenport, chairman of the Wausau Wheelmen, has secured a sanction for a meet on September 19 during the fair which the agricultural association will hold. The association has contributed \$150 in prizes.

Mr. and Mrs. Walter Reynolds arrived in Appleton recently from St. Paul, having rode the entire distance on their bicycles in six days, stopping frequently enroute on account of rain. Mrs. Reynolds is a daughter of Rev. and Mrs. Thomas Peep, of Appleton.

The military relay race from Marinette to this city will not be held next Saturday as was scheduled. Col. Zwietsch, who has charge of the affair, has been out of the city and has not had time to arrange the details. The race will probably be run early next month.

George Yeoman and Peter Fisher, Jr., two young cyclists who were returning to Kenosha several days ago on a tandem from a trip to Antioch, Ill., while going down a hill ran over a plank lying in their way, breaking the fork of the machine and precipitating the riders to the ground. Peter Fisher's collar bone was broken and George Yeoman was badly bruised about the face and head.

Charles LeVaque, of Iron Mountain, has started on a trip to Colorado awheel.

Chippewa Falls Wheelmen are going to hold a race meet in that city during the fair week. The races will probably be run on September 16 and 17. Robert Clark, a prominent member of that city, has charge of the arrangements. Lee Richardson will be one of the attractions of the meet.

The P. D. S. Cycling Club is the name of a new club in Port Washington which has in it the society young folks of the town. The club has had a permanent camp on the Milwaukee river about four miles from town, for the past two months where the members are constantly entertaining their friends.

Local Consul T. A. Taylor, of Brodhead, Wis., has returned from a three week's tour throughout the states of Ohio and Kentucky, visiting Covington, Lexington, Cincinnati, Columbus, Hamilton, Dayton and smaller towns. The roads in Kentucky he found very hilly, but the scenery grand and interesting.

Lee Richardson, the champion trick rider of the world, has been engaged by the promoters of several state circuit meets to give exhibitions of fancy riding. Among the places he will appear at are New London and Chippewa Falls. Richardson is without a doubt the best fancy rider in the country and is a valuable drawing card.

Oshkosh wheelmen are rejoicing over the announcement made by George Hilton and W. G. Gruenwald of that city, that they will build a third-mile cinder track north of the city. There is one spot north of Oshkosh where a track can be built which will give Oshkosh one of the best and fastest tracks in the state. The tract is located in the midst of a fine grove, which would serve to break the wind, no matter from what direction it comes.

"Brit" Murphy, of Appleton, has just broken the Appleton-Kaukauna record, covering the eight miles between the two cities in 21:30. Murphy is a speedy rider and recently won the Duluth road race, ten miles in 26 minutes. At Stevens Point, W. F. Dewey has reduced the Plover-Stevens Point record from 16 minutes to 13:12. At the same place O. E. Virum and R. B. Alban rode from Stevens Point to Amherst and reduced the time from one hour fourteen minutes to one hour ten minutes.

**Chippewa's State Circuit Meet.**

Two days of bicycle racing have been set aside by the Northwestern Fair, to be held in Chippewa Falls. The dates are September 16 and 17 and are on the Wisconsin State Circuit of the L. A. W. The arrangement of the meet is in the hands Robt. B. Clark as manager and J. R. Sharp as secretary. Both amateur and professional events will be run each day, and good prizes are listed.

## Neenah High School Races.

The races conducted by the students of the Neenah high school on August 19 resulted as follows:

Two mile handicap—Archie Schneider, 25 yards, first; Harry Forest, 100 yards, second; Harley Hilton, 75 yards, third. Time, 8:22.

Five mile handicap—Gus. Kimberly, scratch, first; Harry Forest, 125 yards, second; Henry Kimberly, 135 yards, third. Time, 18:40.

Quarter mile open—Gus. Kimberly first; Harley Hilton, second; Steve Davis, third. Time, 34.2 seconds.

One mile open—Gus. Kimberly, first; Harley Hilton, second; Steve Davis, third. Time, 8:43.

## Beaver Dam Road Race.

The eleven mile road race at Beaver Dam last Saturday was over a muddy course. Kellogg of Portage, a scratch man, took first prize in 1:01:15. Stokes of Waterloo, also a scratch man, came in second, in 1:01:45. The rest finished in the following order: Humphry, Scholz, Bamnoski, Allen, Klawitter, Tordoff, Cast, McCabe, Mirlach, Skypneivis.

## Monroe Circuit Races.

The state circuit races at Monroe, on August 20, resulted as follows:

One mile novice—Knoble, first; Lytle, second; Burbank, third. Time, 1:32½.

Half mile open—Millard, first; Dollister, second; Burgess, third. Time, 1:09½.

One mile open, professional—McLain, first; Welles, second; Zerbe, third. Time, 2:22.

One mile handicap—Pfenning, 100 yards, first; Dollister, 35 yards, second; J. W. Hodges, 110 yards, third. Time, 2:19½.

One mile Green County championship—J. W. Hodges, first; Blomen, second; Hirsig, third. Time, 2:34.

One mile handicap, professional—McLain, 35 yards, first; Zerbe, 55 yards, second; Bingenheimer, scratch, third. Time, 2:35½.

One mile club championship—Lytle, first; Hirsig, second; Germain, third. Time, 2:33.

One mile open—Millard, first; Burgess, second; Cleveland, third. Time, 2:28.

Five mile handicap—Dollister, 50 yards, first; Pfenning, 300 yards, second; Cleveland, scratch, third. Time, 13:17.

One mile consolation—Reynolds, first; Manning, second; Kander, third.

## Won by H. E. Lucia.

The Oconto road race, from Marinette to Oconto, a distance of twenty-six miles, was run on August 15, and was won by H. E. Lucia. Nels Anderson won the time prize. The first ten riders finished as follows: H. E. Lucia, Oconto, 1:11:45; W. Hume, Green Bay, 1:12:47; Nels Anderson, Waupaca, 1:11:05; E. W. Hopper, Marinette, 1:19:02; A. Peters, Abrams, 1:19:09; F. Sherwood, Menominee, 1:19:31; J. A. Schron, Green Bay, 1:20:07; E. J. Baker, Marinette, 1:25:15; E. J. Parks, Oconto, 1:25:04; H. Tordoff, Fox Lake, 1:25:13.

## The Madison Meet.

The Capitol City Cycling Club, of Madison, held a meet on August 15. The mile novice was won by Harry Dodd, in 2:34 1/4; the third-mile open by H. L. Mack, in 48 1/4 seconds; the mile handicap by H. Dodd, in 2:26 1/4; the mile open by Riley Millard, in 2:28 1/4; the mile for boys by J. W. Hodges, in 2:32; the two-thirds mile by Riley Millard, in 1:45 1/4; the five-mile open by Riley Millard, in 14:04.

## Racine Circuit Races.

The races held at Hickory Grove, Racine, last Saturday, were well attended and resulted as follows:

Novice—H. W. Crane, of Racine, first; Frank Bill, of Chicago, second; Paul Faber, of Racine, third; F. G. Maquette, of Chicago, fourth. Time, 2:43½.

Half mile, amateur—Con. Reinke, of Milwaukee, first; A. R. Baumann, Racine, second; Anton Stoltz, Milwaukee, third; Nat McDougall, Milwaukee, fourth. Time, 1:13½.

One mile professional—A. A. McLain, of Aurora, Ill., first; W. E. Kenyon, of Chicago, second; A. J. Welles, of Milwaukee, third; H. Van Nest, of Chicago, fourth. Time, 2:33½.

One mile, Racine County championship—Joe Dollister, of Hartington, first; W. H. Crane, Racine, second; A. R. Baumann, Racine, third; Peter Olla, fourth. Time, 2:38 1/4.

Half mile, professional—A. A. McLain, of Aurora, Ill., first; W. E. Kenyon, of Chicago, second; A. F. Bingenheimer, of Milwaukee, third; H. Van Nest, of Chicago, fourth. Time, 1:13½.

Quarter mile, amateur—W. Howie, of Milwaukee, first; Con. Reinke, of Milwaukee, second; Anton Stoltz, of Milwaukee, third; H. W. Crane, of Racine, fourth. Time, 33½ seconds.

Two mile handicap, amateur—Peter Olla, of Racine, 25 yards, first; Herman Lock, of Lyons, Wis., 140 yards, second; Con. Reinke, of Milwaukee, scratch, third; Reinken, of Milwaukee, scratch, fourth; Ed. Heile, of Chicago, fifth. Time, 4:56.

One mile handicap, professional—W. E. Kenyon, of Chicago, 75 yards, first; A. J. Welles, Milwaukee, 50 yards, second; M. S. O'Brien, Milwaukee, 50 yards, third; H. Van Nest, Chicago, 85 yards, fourth. Time, 2:19½.

Andrae's quad went a mile in 2:33. The Bolte sextet failed to race but gave an exhibition mile, making poor time on account of bad track.

## State Circuit Races.

The state circuit was formally opened on August 6 and 7 by holding a successful two days meet at Neenah. W. F. Sanger won the most of the professional prizes. From now on state circuit meets will be held almost daily throughout the state. Following is a summary of the Neenah races:

## AUGUST 6.

Mile novice—Chas. Pierce, of Menasha, first; R. P. Fotts, of Appleton, second; Frank Sherwood, of Menominee, third. Time, 3:30½.

One quarter mile open, professional—W. F. Sanger, first; A. F. Bingenheimer, second; H. A. Zerbe, third. Time, 31 seconds.

Half mile handicap, amateur—Walter Home, of Green Bay, 55 yards, first; E. S. Bear, 50 yards, second; W. P. Murphy, 70 yards, third. Time, 58 seconds.

Mile, Twin City, amateur—A. E. Lindsay, first; A. J. Koch, second; A. E. Olson, third. Time, 1:39½.

Mile, professional handicap—A. F. Bingenheimer, first; W. F. Sanger, second; C. W. Miller, third. Time, 3:11.

Mile open, amateur—O. E. Virum, first; E. P. Chase, second; Con. Reinke, third. Time, 2:38½.

Five mile handicap, amateur—John F. Reinken, first; O. E. Virum, second; Con. Reinke, third. Time, 12:31.

A. J. Nicollet, champion trick rider of Chicago, rode a half mile exhibition on the giraffe. Time 1:11.

## AUGUST 7.

Third mile open, amateur—Con. Reinke, first; O. E. Virum, second; H. P. Hewitt, third. Time, 4:56 seconds.

One mile open, professional—W. F. Sanger, first; A. F. Bingenheimer, second; Arthur Welles, third. Time, 2:18½.

Mile handicap, Twin City, amateur—Chas. Pierce, first; W. F. Pierce, second; A. E. Lindsay, third. Time, 2:50 1/4.

Two mile handicap, professional—W. F. Sanger, first; Arthur Welles, second; A. F. Bingenheimer, third; J. Muns, fourth. Time, 4:47.

One mile open, amateur—Con. Reinke, first; J. P. Reinken, second; O. E. Virum, third. Time, 2:38 1/4.

One mile handicap, amateur—W. E. Murphy, first; A. J. Koch, second; A. E. Olson, third. Time, 2:11 3/4.

Two mile open, professional—W. F. Sanger, first; A. F. Bingenheimer, second; Arthur Welles, third. Time, 5:15 1/4.

Bingenheimer went half a mile against the state record, but failed to beat it. Time, 58 seconds. He was paced by a tandem.

The meet closed with the Menasha Cycle Club's road race over a six-mile course. Roy Potts, of Appleton, crossed the tape first; M. Davis, Oshkosh, second; Ed. Heckel, Menasha, third; John Schneider, Menasha, fourth. P. W. Casper, Menominee, won first time prize, in 17:15; Roy Potts, Appleton, second time prize, 17:16; Ed. Heckel, Menasha, third time prize, 17:18 2-5; A. F. Sherwood, Menominee, fourth time prize, 17:21 3-6.

#### Sun Prairie-Madison Race.

The sixth annual Sun Prairie-Madison road race was won on July 25 by Walter Tarnutzer, of Madison, who had a handicap of ten minutes, and covered the course, eleven and one-half miles in 37:20. The time prize was won by Anton Stoltz, of Milwaukee, who rode from scratch, in 32:51; C. V. Dasey, of Madison, won second time, crossing the tape two seconds after Stoltz; third time prize was won by Joseph Dolister, of Burlington. The first ten riders crossed the tape in the following order: Walter Tarnutzer, Madison; John H. Small, Madison; Harry B. Burkholder, Sterling, Ill.; Albert Cast, Deansville; Sewall Clifton, Mukwonago; Charles Olmsberg, Stoughton; Joseph Edwards, Whitewater; H. F. Wreidt, Madison; M. S. Davidson, Madison; Riley Millard, Madison.

#### Enthusiasm in Oconto.

Word has been received that Oconto wheelmen want to get on the state circuit and that there is a great deal of enthusiasm in the town on bicycling. They will probably have two days, September 21 and 22. It is probable that Marinette and Menomonie will take September 23 and 24.

#### The Sparta Road Race.

The Sparta road race on August 13, over a thirteen mile course, was won by Paul Mosely, who had a handicap of 8 minutes, and finished in 52 minutes; Clark McCoy second from scratch, and won the time prize in 44:45.

#### Big Demand for Tour Books.

Since the Wisconsin tour book was printed, there has been a great demand for the publication by riders throughout the state. During the past month nearly 1,000 copies were mailed by Secretary-Treasurer Rotier.

#### Minneapolis-Milwaukee Relay.

Arrangements are being made to run a relay race from Minneapolis to this city. The date for the race has not been finally fixed but September 5 will probably be selected. The route will be from Minneapolis to Austin, to McGregor, across the Mississippi to Prairie du Chien, to Roscobel, Lone Rock, Spring Green, Mazomanie, Madison, Waterloo, Watertown, Oconomowoc, Pewaukee and Milwaukee.

#### Badger Wheelmen's New Home.

The Badger Wheelmen are now in possession of one of the finest club houses in the state. It is known as the "White House," at Grand avenue and Twenty-first streets, and has been leased by the club for a term of one year. The club was recently incorporated and has fitted out its new home in grand style. The entire lower floor has been carpeted and, besides the necessary furniture, a piano and pool and billiard tables have been provided. The second floor is divided into card and committee rooms. The third floor will not be occupied at present, but eventually it will be fitted up as a gymnasium. The large lawn is filled with seats and bicycle racks, and cyclists on the boulevard will find them at their disposal. The present membership of the club is 125, but this will probably be doubled before fall. At a meeting of the club recently the following officers were elected for the ensuing year: President, W. A. Kraselt; first vice president, H. H. Meixsell; second vice president, W. D. Harper, Jr.; corresponding secretary, W. O. Thomas; financial secretary, H. O. Blecher; treasurer, W. C. Schrader, Sr.; captain, F. G. Cramer; first lieutenant, A. L. Richards; second lieutenant, Chas. Blin.

#### Allcott's No. 9 Liver Pills.

Years have demonstrated the fact that Allcott's No. 9 liver pills are unequalled for biliousness, colds, headaches, constipation and general debility. Send for a list of testimonials that will convince you of the truth of this statement, J. M. Allcott & Son, 90 Wisconsin street, Milwaukee.

#### Field Day Races.

The bicycle races at the field day of the First National Bank Athletic Association resulted as follows:

Half mile novices—F. Brandt, first; H. Eicker, second; F. Hopkins, third. Time, 1:15 1/4.

One mile handicap—F. Brandt, first; Arthur Barnikel, second; Roy Stone, third. Time, 2:36 1/4.

Half mile handicap—F. Brandt, first; Arthur Barnikel, second; Roy Stone, third. Time, 1:12 1/4.

#### Old Timers' Run.

Through the efforts of President W. C. Neilson and Terry Andrae, a club run was arranged for the old time members and ex-members of the Milwaukee Wheelmen. It took place Sunday morning, August 23, leaving Court House Square at eight o'clock. They rode to Whitefish Bay where a fish breakfast was arranged. After breakfast the boys took a run to Fox Point, returning to the St. Charles Hotel for dinner. There were twenty-two who attended and the affair was so enjoyable that they voted to make it an annual event. Among those who attended were: "Papa" Simonds, F. J. Schroeder, "Col." Andrae, F. J. Morawetz, "Terry" Andrae, "Billy" Wegner, Adolph Stecker, A. C. Morrison, George Bartels, A. M. Palitz, Frank Hall, Sam. Docter, H. J. Paine, E. A. Savage, W. C. Nielson, Chas. F. Kilby, A. B. Anderson, Steve Cramer, Aug. Rutz, Julius Andrae, Jr. and M. C. Rotier.

## THE MERCURY ROAD RACE.

William Duke Gets First Place and Albert Mueller Succeeds in Winning the First Time.

William Duke, the well known south side rider, won the Mercury road race last Saturday in an exciting finish. He had a handicap of 5:00 and rode the course, a distance of twelve and one-half miles, in 35:55. The time prize was won by Albert Mueller, a scratch man, who rode the distance in 33:48.

Duke had a hard time catching the riders with larger handicaps but he rode hard the whole distance and when within three blocks of the finish had left all but the riders behind. These were George Hetzer, W. Adams and Otto Guderson. When a block from the tape he had passed Hetzer and Adams and was at the side of Guderson. For the next half block they rode side by side, when Duke with a sprint passed him and finished a length ahead of him at the tape.

The fight for time honors was between Charles Muss and Albert Mueller, William Hufschmidt, the third scratch man, having dropped out of the race early because he broke his handlebar. Muss and Mueller rode side by side until on the return run when Mueller took the lead at St. Francis and crossed the tape ten seconds ahead of Muss.

The course was from the city limits on Kinnickinnic avenue to South Milwaukee by way of the Nicholson road and return by way of the Chicago road. The roads were very heavy because of the heavy rain of the night before. Many riders broke down, only fifty-five finishing out of a total of seventy starters. Several of the riders were delayed by a passenger train.

Duke will get a valuable piano for his prize and Mueller gets a \$75 diamond medal for first time.

Following is the summary of the race:

| Position. | Name of Rider.   | Handicap. | Actual Time. |
|-----------|------------------|-----------|--------------|
| 1         | William Duke     | 5:00      | 35:55        |
| 2         | Otto Guderson    | 7:00      | 37:55        |
| 3         | William Adams    | 8:00      | 38:04        |
| 4         | George Hetzer    | 7:00      | 38:06        |
| 5         | Wm. Homemann     | 7:00      | 38:06        |
| 6         | H. H. Pihl       | 8:00      | 38:21        |
| 7         | John Schwandener | 7:00      | 38:30        |
| 8         | William Gums     | 5:00      | 38:34        |
| 9         | Claude Granger   | 5:00      | 38:34        |
| 10        | John Knudson     | 6:30      | 38:05        |
| 11        | William Peterson | 7:30      | 38:11        |
| 12        | Albert Rosenberg | 7:00      | 38:44        |
| 13        | George Cramer    | 5:00      | 38:54        |
| 14        | Edward Derkin    | 7:30      | 38:35        |
| 15        | G. P. Olson      | 8:00      | 40:00        |
| 16        | William Huseby   | 7:00      | 39:34        |
| 17        | Edward Roth      | 2:00      | 36:07        |
| 18        | H. Funk          | 7:00      | 39:10        |
| 19        | William Aldridge | 7:00      | 39:19        |
| 20        | F. Molkay        | 6:30      | 38:44        |
| 21        | Ransschwalbe     | 6:00      | 38:16        |
| 22        | M. Martin        | 6:00      | 38:16        |
| 23        | O. P. Jurga      | 7:00      | 39:17        |
| 24        | Charles Salb     | 6:30      | 38:48        |
| 25        | H. Hanson        | 5:30      | 37:57        |
| 26        | Ben. Gill        | 6:30      | 39:00        |
| 27        | George Seely     | 5:00      | 37:31        |
| 28        | F. M. Harbach    | 5:00      | 37:32        |
| 29        | W. W. Doyle      | 5:30      | 38:50        |
| 30        | R. Leidel        | 5:30      | 38:06        |

| Position. | Name of Rider.   | Handicap. | Actual Time. |
|-----------|------------------|-----------|--------------|
| 31        | Albert Mueller   | Scratch   | 33:48        |
| 32        | Philip Kuntz     | 7:30      | 40:19        |
| 33        | Charles Muss     | Scratch   | 33:58        |
| 34        | Ed. Aldridge     | 4:30      | 37:38        |
| 35        | J. P. Miller     | 6:30      | 39:29        |
| 36        | J. Kuemh         | 5:30      | 38:40        |
| 37        | W. Zentz         | 6:00      | 39:11        |
| 38        | H. Wankel        | 4:00      | 37:43        |
| 39        | W. Witte         | 4:30      | 37:53        |
| 40        | John A. Weimer   | 8:00      | 41:24        |
| 41        | F. Conley, Jr.   | 6:00      | 39:30        |
| 42        | J. Platz         | 8:00      | 41:30        |
| 43        | George Berg      | 6:30      | 40:41        |
| 44        | James Galligan   | 5:00      | 38:46        |
| 45        | Henry Schmitz    | 5:00      | 38:47        |
| 46        | J. Schrick       | 7:00      | 41:06        |
| 47        | Otto Olson       | 7:00      | 41:47        |
| 48        | P. Summerson     | 7:30      | 42:26        |
| 49        | J. Homolka       | 7:00      | 42:06        |
| 50        | Paul Schummel    | 8:00      | 41:09        |
| 51        | Joseph Krueger   | 7:00      | 42:36        |
| 52        | Joseph Spencer   | 7:00      | 42:44        |
| 53        | Theodore Nelson  | 6:30      | 43:19        |
| 54        | George Heulecher | 5:30      | 41:44        |
| 55        | P. Mehnberg      | 7:00      | 42:20        |

## TIME PRIZE WINNERS.

|   |                |       |
|---|----------------|-------|
| 1 | Albert Mueller | 33:48 |
| 2 | Charles Muss   | 33:58 |
| 3 | Edward Roth    | 36:07 |

## Lord Cardigan or Van Twiller

Cigars can be bought at Allcott's Cigar Stand, 90 Wisconsin street, besides the choicest brands of other makes.

## Lakeside Wheelmen's Road Race.

The road race of the Lakeside wheelmen over the Whitefish Bay course was won by Eddie Sanger, brother of Walter C. and William F. Sanger. He had a handicap of 3:30 and rode the distance in 17:30. The first time prize was won by B. M. Kelly, who rode from scratch and finished in 15:00. Following is the order in which the riders crossed the line: Ed. Sanger, 17:30; P. Dean, 18:20; H. Koch, 18:20; E. M. Kelly, 15:55; E. Rothe, 15:00; R. Wild, 18:45; R. Holmes, 18:00; B. Holmes, 16:05; M. Nirdlinger, 18:05; P. Beckner, 17:30; J. Silber, 18:00; A. Ricketson, 18:01; H. Adams, 19:20; M. Carroll, 19:50.

## Rode To Their Deaths.

A. W. O'Brien dropped dead on August 8, while riding a bicycle at Beaver Lake cottages, near Hartland. He was a member of the Buzz Saw Cycle Club, of Chicago, and came with eight other members for a few days' outing at Oconomowoc.

Several weeks ago Silas Buck, of 782 Cass street, employed at 287 Oregon street, rode to work on his bicycle. He rode too fast, and five minutes after reaching the shop dropped dead.

## For a Union Run.

At the joint meeting of the captains of the various clubs last week, it was decided to hold a joint run of all clubs on Sunday, September 13, to Cedarburg, where a day will be spent at picnicking. The start will be from the Badger Wheelmen's club house, at 8:30 o'clock.

## New World's Indoor Records.

While the indoor Gifford meet was not a success from a financial point of view, the races were all that could have been asked for, all the fast local amateurs and professionals, as well as those from Chicago, competed and indoor world's records were broken each night. O. N. Stenstrum, of Chicago, cut down the world's indoor half mile amateur record from 1:05 2-5 to 1:05. On the second night of the meet, Con Reinke lowered O. N. Stenstrum's half mile un-paced record of 1:05 to 1:04 and George J. Kramer, of Chicago, cut down the quarter mile indoor professional un-paced record of :30 1-5, held by Burt Repine, of Chicago, to :30. On the third night another new professional record was made; C. W. Miller, of Chicago, lowering J. Eaton's record of 2:16 for an indoor un-paced mile, to 2:15 1/4. On the last night of the meet Con Reinke rode against H. Kohl's amateur world's record of 2:18 1-5 for a mile and cut it down to 2:17 3-5. Following are the summaries of the race:

## JULY 29.

One mile open, professional—Henry Zerbel, first; C. W. Miller, second; Henry Kanaske, third. Time, 2:37.

Half mile handicap, amateur—Nat McDougall, 90 yards, first; Will Howie, scratch, second; Edward Rosenberg, 90 yards, third. Time, 1:04.

Quarter mile open, professional—Henry Zerbel, first; Morgan S. O'Brien, second; Tracy Holmes, third. Time, :30 1/4.

Half hour race, amateurs—John F. Reitzner, first; Con. Reinke, second; A. H. Bunsicker, third. Distance, 10 miles laps.

## JULY 30.

One mile handicap, professional—Arthur Welap, 110 yards, first; John Munn, 120 yards, second; C. W. Miller, 80 yards, third. Time, 2:10.

One mile open, amateur—Con. Reinke, first; J. F. Reitzner, second; Will Howie, third. Time, 2:33.

Half hour race, amateur—O. N. Stenstrum, first; George Schmidt, second; E. M. Kelly, third. Distance, 11 miles.

Half mile open, professional—H. Kanaske, first; A. J. Welap, second; H. A. Zerbel, third. Time, 1:03.

## JULY 31.

Half mile, professional—H. Zerbel, first; Burt Repine, second; Arthur Welap, third. Time, 1:03 1/4.

One mile exhibition, amateur, un-paced—E. M. Kelly, 2:28; L. P. Olsen, 2:27 1/4; J. F. Reitzner, 2:30; O. N. Stenstrum, 2:29; Con. Reinke, 2:10 1/4.

Two mile handicap, amateur—Con. Reinke, scratch, first; J. F. Reitzner, scratch, second; O. N. Stenstrum, 35 yards, third. Time, 4:53.

One mile handicap, professional—M. S. O'Brien, 25 yards, first; H. A. Zerbel, 35 yards, second; Tracy Holmes, 30 yards, third. Time, 2:33.

Two mile handicap, professional—J. F. Starbuck, scratch, first; B. Repine, 30 yards, second; A. J. Welap, third. Time, 4:39 1/4.

## AUGUST 1.

One mile open, professional—George J. Kramer, first; H. A. Zerbel, second; Arthur J. Welap, third. Time, 2:23.

Mile handicap, amateur—O. N. Stenstrum, 25 yards, first; E. M. Kelly, 35 yards, second; George Schmidt, 40 yards, third. Time, 2:30.

Quarter mile open, amateur—John F. Reitzner, first; Con. Reinke, second; O. N. Stenstrum, third. Time, 34 seconds.

Five mile handicap, professional—Herman Kohl, 100 yards, first; A. J. Welap, 75 yards, second; George J. Kramer, 90 yards, third. Time, 12:07.

Final of half hour race—O. N. Stenstrum, first; Con. Reinke, second; John F. Reitzner, third. Distance, 11 miles, 3 laps.

## Calumet Road Race.

The road race of the Calumet Club Wheelmen on August 1, was won by G. H. Salentine, who had a handicap of 3:45 and rode the six-mile course in 17:55. Ed. Fleming, scratchman, won first time in 16:42 1/4. Just when the limit man started it began to rain and the entire race was run during a heavy shower. The riders all finished however, in the following order:

| Pos. | Name                | Handicap | Time      |
|------|---------------------|----------|-----------|
| 1    | G. H. Salentine     | 3:45     | 17:55     |
| 2    | Ed. Schroeder       | 1:15     | 17:30     |
| 3    | H. J. Kithen        | 2:45     | 19:11     |
| 4    | Ed. Fleming         | Scratch  | 16:42 1/4 |
| 5    | H. Williams         | 3:15     | 20:00     |
| 6    | R. H. Wieben        | 0:45     | 17:30     |
| 7    | August Zinn         | 4:20     | 21:43 1/4 |
| 8    | William Lachenmaler | Scratch  | 17:17     |
| 9    | E. A. Sims          | 1:30     | 19:10 1/4 |
| 10   | H. Dohman           | 1:00     | 19:00 1/4 |
| 11   | A. Williams         | 3:15     | 21:47     |
| 12   | E. F. Phillips      | 3:30     | 22:11     |
| 13   | P. J. Rodde         | 3:30     | 22:34     |
| 14   | R. G. Lauer         | 2:00     | 20:37     |
| 15   | W. E. Hedger        | 2:15     | 23:15     |
| 16   | P. J. Meyer         | 3:00     | 23:01     |
| 17   | M. H. Brice         | 6:30     | 30:08     |

## TIME PRIZE WINNERS.

| Pos. | Name                | Handicap | Time      |
|------|---------------------|----------|-----------|
| 1    | Ed. Fleming         | Scratch  | 16:42 1/4 |
| 2    | William Lachenmaler | Scratch  | 17:17     |
| 3    | Ed. Schroeder       | 1:15     | 17:30     |

## Boys' Road Races.

The five-mile Wauwatosa-Milwaukee road race for boys under fifteen years of age, which was arranged by T. Gottschalk and C. O'Connor, was won by Jackson Hadley, who also won the first time prize. Harry Richardson was second, and other riders finished in the order named: C. Carroll, Eric Schaus, Mark Hager, John Kellogg, Ollie Schaus, Theodore Henderer and Dan Baty. T. Gottschalk acted as starter, and Clyde Downing as timer.

The road race of the Monarch Cycling Club over a five-mile course, from Cudahy to Kinnickinnic and Russell avenues, was won by Milay, who had a handicap of two minutes and rode the course in 14:02, also winning the first time prize. Munzberg finished second in 15:12, Davis third in 14:45. Wagner fourth in 15:32, and Carmichael fifth in 14:38. The racers were all boys less than fifteen years of age.

The road race of the Titian Bicycle Club over the Whitefish Bay course was won by Eddie Sanger, a brother of Walter and William Sanger, in 18:29. T. Falk finished a close second in 18:08 and A. Holmes came in third in 18:00. The first time prize was won by Edward Kelly in 15:32; Burt Holmes won second time prize in 15:35 and Thomas Wakefield third in 16:03. The contestants were all boys under fifteen years of age.

## Warner Company Prosperous.

The D. D. Warner company, of Madison, is going to make extensive improvements in its works. Another story is to be added to all the buildings of its plant and the capacity is to be enlarged at once. The company is preparing to place 5,000 wheels on the market for 1897. It has announced that in the future it will only manufacture high-grade wheels. When the factory was opened early in the year it manufactured a medium-grade wheel known as the Madison, but this will be discontinued in the future. Though the factory is one of the youngest in the state it is in a flourishing condition and the Warner Special has become known throughout the country.

### Yellow Fellows' Meet.

At National Park, recently, the Yellow Fellows Cycling Club held a meet for boys which resulted as follows:

One mile open—R. Martin, first; R. Bolding, second; S. W. Oliver, third. Time, 9:13.

Five mile handicap—R. Martin, 75 yards, first; S. W. Oliver, 75 yards, second; A. Blodgett, 75 yards, third. Time, 14:10.

Quarter mile open—Bert Simpson, first; R. Bolding, second; A. Blodgett, third. Time, 35 seconds.

One mile handicap—A. Blodgett, first; H. Eos, second; W. B. Simpson, third. Time, 9:30.

Half mile open—L. Durr, first; A. Blodgett, second; R. Martin, third. Time, 1:11.

Two mile handicap—A. Blodgett, 30 yards, first; H. Eos, 30 yards, second; H. Wood, 20 yards, third. Time, 5:15.

### St. George's Track Races.

At the bicycle races held during the picnic at National Park recently, by the Sons of St. George, the one mile handicap was won by Will Howie, who had a handicap of twenty-five yards. His time was 2:14 4-5. Charles Muss and John J. Cruice held the second and third places. In the two mile handicap, Anton Stoltz and Con Reinke, the two scratch men, took the first and second prizes, and J. J. Cruice, who had a 165-yard handicap, came in third. The time was 4:46 3-5.

### New Club Formed.

A new bicycle club has been organized at North Point, and will be known as the Lakeside Racycle Club. The club has a membership of twenty, and the following officers have been elected: R. A. Wilber, president; Charles Michelstetter, vice-president; H. W. Watkins, corresponding secretary; Charles Voigt, financial secretary; Charles Schroeder, treasurer; Frank Krus, captain, and William H. Holter, lieutenant. Temporary quarters have been secured at 446 Cramer street. The club colors are red, orange and black.

### Brief Milwaukee Notes.

A mock trial is being arranged by members of the North Side Cycling Club.

F. Terry Andrae has returned from a six weeks trip in the White Mountains.

Ed. Roth is figuring on a three month's trip across the continent to California.

The recent picnic of the Associated Cycling Clubs at Schlitz Park netted the clubs \$70 profit.

The Nineteenth Century Club has been granted a sanction to hold a road race on September 12.

Arthur Druse and J. Trentlage, of the South Side club, are touring in Ohio, Missouri, Indiana and Michigan.

The North Side Club members are engaged in a membership contest. A high grade wheel is offered as a prize.

Members of the Badger Wheelmen recently held a club run to Silver Lake, fifteen miles southwest of the city.

"Wally" Schrader has recovered from the effects of the fall he received at the state meet and is again in riding form.

Fifteen members of the West Side Wheelmen recently went to Chicago and spent a Sunday touring in the parks.

The next meeting of the Associated Cycling Clubs will be held at the new quarters of the Badger Wheelmen, Twenty-first street and Grand avenue.

About twenty members of the Thistle club, of Chicago, came up from that city last Sunday and toured the city under the escort of the North Side club.

Otto Dörner, of this city, after attending the National Meet at Louisville, started on a tour through Kentucky, Indiana and Ohio and returned ten days later.

The bicycle ordinance passed by the council recently is being strictly enforced by the police. During the past month many riders have been fined for not observing the ordinance.

The Fowler Sextet, mounted by F. T. Fowler, R. D. Buckingham, Isador Berg, H. Van Herick, Herman Vogt and H. H. Wiley, of Chicago, was in the city last Sunday.

The Continental Wheelmen will have their annual road race from Elm Grove to Thirty-fifth street in the near future. J. J. Quillen, 542 Thirty-second street is president.

The Badger Wheelmen and the Cream City Wheelmen made a "moonlight" run to Port Washington last Saturday where a dance was arranged for them by the wheelmen of that place.

Director Arthur W. Crane of the Milwaukee Athletic Society has arranged a road race for the members of the club. The race will be run on September 5 over the Whitefish Bay road.

The Olympic Cycling Club, which was recently organized has moved from Fifteenth and Chestnut streets to new quarters at 1518 Galena street. The club is rapidly growing in membership.

The North Side Cycling Club's road race for members, will be run on September 19, it having been postponed recently on account of the action of Chief of Police Janssen in prohibiting racing in the city.

The 230 employees of the B. P. Allis works who ride bicycles have decided to run a road race on Labor Day, September 7. The race will be over a six-mile course, and a large list of prizes is now being arranged.

F. Mason, who is employed in the post-office, has just completed a trip on his bicycle from Green Bay and reports that the roads are in good condition as far south as Fond du Lac, after which they are somewhat rough.

The formal opening of the South Side Cycling Club's new home on Hanover street was celebrated several weeks ago. The rooms were handsomely decorated and the S. S. C. C. orchestra furnished the music for the occasion. Light refreshments were served by the members of the ladies' auxiliary and an enjoyable time was had. Nearly every cycling club in the city was represented at the opening.

The North Side members can now do their own repairing at the club house, a complete repair shop having been arranged in the basement. Repair kits for all well known tires are always on hand and can be used gratis.

The South Side Cycling Club held a club run to Waukesha in which a number of the Ladies' Auxiliary participated. After reaching Waukesha, where dinner was partaken, the party proceeded to Waukesha Beach.

B. F. Steinel, of this city, is on a 1,000-mile tour through Canada. At Battle Creek, Mich., he was joined by A. J. Bourdeau and Edward Green who accompanied him on the trip. The tourists will visit Niagara Falls.

Charles L. Eline, R. H. Williams, Walter Schrader, Eric Reinke, H. O. Blecher, John Meyer, C. A. Winkler and Robert McCallum, members of the Badger Wheelmen, recently spent ten days camping on Lake Butte des Morts.

At the field day of the Sodality Athletic Association at National Park on August 15, Anton Stoltz won the mile bicycle race. J. J. Cruice was second and Nat McDougall third. The two mile open race was won by the same riders, each finishing as named.

The members of the Ladies' auxiliary of the South Side club have decided to hold a lawn party on the evening of September 4, at the club house on Hanover street. On September 20 a number of members of the auxiliary will go to Chicago by boat and spend the day touring in the parks of that city.

The South Side club has arranged the following club runs: Sunday, August 30, Waukesha, seventeen miles; Sunday, September 6, century run to Watertown; Sunday, September 13, excursion to Sheboygan; Sunday, September 20, Cedarburg; Sunday, September 27, Lake Park and Whitefish Bay.

The public park commissioner of the city has instructed the policemen on guard in the city parks to strictly enforce the rules relating to bicycle riding and fast driving. The rules are that all vehicles must keep to the right of the driveway and must not pass through the park at a rate to exceed four miles an hour.

If the plan which the members of the North Side Cycling Club has had under consideration for some time is carried out, a summer home will be established in the country for the members. A tract of land on the Milwaukee River five miles north of the city has been rented by the club for outdoor games and there is now some talk of building a summer cottage on the place. The land is partly wooded and is one of the prettiest spots on the upper river.

The Janesville (Wisconsin) Plating Company makes a specialty of fine nickel plating on bicycle work. They also replate stove castings and do all kinds of nickel and silver plating, tinning and japanning. Write to them for prices.

### Wheelmen Going In Politics.

The organization of the McKinley-Hobart Bicycle Club by east side wheelmen is the first step by cyclists in politics in this city. The club is now raising funds to carry on active campaign work and proposes to interest other wheelmen throughout the city in its movement. Besides supporting the national Republican ticket the members of the club have endorsed the candidacy of Charles Niss, Jr., for assemblyman from the Sixth district. The Lakeside Bicycle Club also has endorsed Mr. Niss' candidacy as well as the North Side club. Besides favoring the election of Mr. Niss the North Side club has come out for the election of George Durner, of the Sixth ward for supervisor. Both candidates are well known wheelmen.

### New Bicycle Racks.

The Chicago, Milwaukee & St. Paul road has introduced in its baggage cars a new system for transporting bicycles. The new device has been thoroughly tested and has been endorsed by all wheelmen who have seen it. It is a Milwaukee product and the invention, known as Bierbach's self-adjusting bicycle support, consists of an "L" shaped malleable iron supporting bracket, about twenty inches in height, the lower arm of which is provided with two pivoted "V" shaped holding plates, in which the bicycle frame is securely held. It is self adjusting by virtue of its pivoted holding plates, which are hinged to the lower arm, thus conforming to the frames of different makes of wheels. These self-adjusting holding plates are cushioned to prevent marring or rubbing frames and are so shaped as to fit all the different sizes of tubing used in wheels. The device carries a bicycle in an inverted position and when fastened to the ceiling of the car cupola, baggagemen of average height may walk underneath the suspended wheels, and the wheels are, to all intents and purposes, out of the way of other baggage while being safely carried. The St. Paul company owns the patents upon this device and will dispose of them to other roads.

### Riding Around the World.

Albert Fleck, a young German who is making a tour of the world on his wheel, was in the city for several days last month. He left Hanover on April 2 last and is to complete his trip in one year. He says that the inducement for the undertaking was extended to him on the districts festival of the cyclists in Hanover in August, 1895. An agreement which was signed months ago, binds him to make the tour by wheel, although, of course, he is at liberty to travel by boat when necessary. He may take a rest in every country he reaches. In case he fails to return in time he forfeits 25,000 marks; in case of success he is to receive 200,000 marks, or \$50,000, set apart by the bicycle club of Hanover. Mr. Fleck is 26 years of age, and an enthusiastic wheelman.

E. A. Dean, of Clear Lake, has invented a new bicycle ice attachment for winter riding.

**Brief Trade Notes.**

Schultz & Chase, of Baraboo, have opened a cycle livery.

Gimbel Brothers recently purchased the stock of Moore wheels.

The Rolte Cycle Company is putting in additional new machinery.

The Meiselbach company is building a new factory on Western avenue.

H. E. Raymond, of the Sterling Cycle Works, Kenosha, has gone to Europe.

The Andrae company last month made its first shipment of wheels to Australia.

The Telegram company several weeks ago made a shipment of wheels to Chili.

J. M. Davis has opened a new repair store at 22 West Central street, Ban Claire.

Wood handlebars will be quite generally adopted by local manufacturers next year.

The Sterling works at Kenosha, which shut down for repairs has resumed operations.

The Pope Manufacturing Company has built a new tube factory at Hartford, Conn.

The March-Davis Cycle Manufacturing Company has opened a large store at La Crosse.

Holte & Stevens, La Crosse, are improving their repair shop by putting in an enameling room.

The South Superior Cycle Works' capacity is being increased by H. Martin, the proprietor.

The Huennkens Cycle Company reports that there will be a large demand for wood sundries next season.

"Cyco" is the name of a new puncture cure preparation made by the Burlington Blanket Company, of Burlington.

The Fidelity Cycle Company, of Chicago, has moved its plant to Fond du Lac and is now preparing for the '97 season.

There will be a large demand for tandems next year. The Andrae company already has a number of '97 orders for them.

The Hushby company will do a strictly jobbing business next year and pay particular attention to the manufacture of sundries.

The passage of the bicycle ordinance has been a boom for the sale of bicycle bells in this city. Dealers estimate that from 12,000 to 15,000 bells were sold during the past month.

The Moore Standard Bicycle Company, of South Milwaukee, successors of the Moore Cycle Company, has been incorporated by P. W. Rogers, H. M. Green and E. H. Raymond.

The Chief Cycle Company has leased a new factory at 213 to 217 West Water street, where it will occupy three stories. The plant's capacity will be three times as large next year as in 1896.

Terry Andrae, superintendent of the Julius Andrae & Sons Company, made an eastern trip last month, making purchases for the '97 season, and selecting more large machinery for an increased output.

The Julius Andrae & Sons Company has been notified that on August 8 Frank J. Desmond, Jr., mounted on an Andrae, broke the world's one mile novice and one mile competition record at Denver in 2:00  $\frac{2}{5}$ . This is wonderful riding for a novice.

Morgan & Wright have offered a number of prizes for riders of their tires. Valuable prizes will be awarded for the fastest unpaced mile, for the greatest mileage, for the most meritorious single ride, for the fastest mile made in competition and for the best time in a road race.

The Andrae riding school in the Armory is to be kept up all winter. It is the intention to have the school open every day so as to give business men an opportunity to run in and spend several hours. Arrangements will be made for the stabling of bicycles so that it will not be necessary to take them from the building.

**The Huennkens 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.

Times are most critical raging political,

People get radical speak most emphatical,

Some get eratical not emblematical,

Even piratical in the extreme.

What is the cause of it so many flaws in it,

Each has his paws in it, big money draws in it,

Don't care if war's in it glad of applause in it,

Even the laws in it so it doth seem.

Troubles enumerate people oft stay out late,

Heart burn which all doth hate soon will the form inflate,

Now then to compensate five cents is not too great,

Try it at any rate. Yucatan Gum.

**MORGAN & WRIGHT TIRES**

**ARE GOOD TIRES**

OUR QUICK REPAIR TIRE IS A  
GRAND SUCCESS - CATALOGUE  
TELLS ALL ABOUT IT



PUMP UP BEFORE STICKING IN TOOL.

**MORGAN & WRIGHT**  
CHICAGO

## THE NATIONAL PARK RACES.

The Races Interesting and Exciting, but the Attendance Was Very Small  
—Summary of the Two Days' Events.

The Associated Cycling Club gave an interesting two days' meet at National Park last Wednesday and Thursday, at which all the fast Wisconsin and Illinois amateurs and professionals competed. Though the racing was up to the standard the attendance was small, less than 1,200 people visited the park during the two days. The Andrae "quad" rode several exhibitions, on Thursday a half mile being covered in 59½ seconds. The League sextuplet was scheduled to race the Andrae team but the turns were too short and the "sex" team decided not to race, but rode several exhibitions. The summary:

## AUGUST 26.

Mile novices, amateur—First heat: Albert Mueller, first; John Schwenderer, second; E. C. Devlin, third; Henry F. Schnacht, fourth. Time, 2:28. Second heat: M. E. Hastings, first; E. A. Nelson, second; S. A. Greenleaf, third; E. Aldridge, fourth. Time, 2:34 1/5. Final heat: A. Mueller, first; H. F. Schnacht, second; John Schwenderer, third; E. C. Devlin, fourth. Time, 2:30 1/4.

Half mile open, amateur—A. V. Jackson, Chicago, first; John F. Reitzner, second; Anton Stoltz, third; Con. Reinke, fourth. Time, 1:10 1/4.

One mile open, professional—First heat: W. E. Kenyon, Chicago, first; W. C. Schrader, second; Henry Kannaka, third. Time, 2:38. Second heat: M. S. O'Brien, first; W. L. Becker, Chicago, second; A. P. Bingenheimer, third. Time, 2:55 1/4. Final heat: W. E. Kenyon, Chicago, first; A. F. Bingenheimer, second; M. S. O'Brien, third. Time, 2:30 1/4.

Two mile handicap, amateur—Con. Reinke, scratch, first; J. P. Reitzner, scratch, second; Anton Stoltz, scratch, third; Albert Mueller, 225 yards, fourth. Time, 4:58 1/4.

One mile, 3:40 class, amateur—First heat: A. V. Jackson, Chicago, first; Albert Mueller, second; Joseph Delister, Burlington, third; E. C. Devlin, fourth. Time, 2:40 1/5. Second heat: O. G. Trick, Chicago, first; Charles Muss, second; Nat McDougall, third; H. W. Crane, Racine, fourth. Time, 2:42 1/5.

Half mile open, professional—First heat: O. F. Bohman, Chicago, first; G. P. Thayer, Grand Rapids, second; W. E. Kenyon, Chicago, third; W. P. Sanger, fourth. Time, 1:07 1/4. Second heat: H. A. Zerbe, first; A. A. McLean, Amora, second; A. C. Van Ness, Chicago, third; A. J. Wallap, fourth. Time, 1:07 1/4.

One mile handicap, amateur—H. W. Crane, Racine, 75 yards, first; Charles Muss, 75 yards, second; E. Devlin, 120 yards, third. Time, 2:16 3/4.

Mile open, handicap, professional—W. L. Becker, Chicago, 75 yards, first; A. Van Ness, Chicago, 75 yards, second; A. J. Wallap, 120 yards, third; C. W. Miller, Chicago, 85 yards, fourth. Time, 2:10.

## AUGUST 27.

One mile, 2:40 class, amateur—Final heat: Charles Muss, first; Albert Mueller, second; P. H. Cambler, third. Time, 2:47 1/4.

Half mile open, professional—W. L. Becker, Chicago, first; H. A. Zerbe, second; W. E. Kenyon, Chicago, third. Time, 1:00 1/4.

Quarter mile open, amateur—First heat: Anton Stoltz, first; J. T. Reitzner, second; O. G. Trick, Chicago, third; Edward Fleming, fourth. Time, 34 1/2 seconds. Second heat: H. W. Crane, Racine, first; Con. Reinke, second (disqualified); A. V. Jackson, Chicago, third; Nat McDougall, fourth; P. H. Cambler, fifth. Time, 33 seconds. Final heat: Anton Stoltz, first; H. W. Crane, Racine, second; Nat McDougall, third. Time, 35 1/2 seconds.

Five mile handicap, amateur—Anton Stoltz, scratch, first; Albert Mueller, 50 yards, second; John F. Reitzner, scratch, third. Time, 12:58.

One mile open, professional—First heat: A. C. Van Ness, Chicago, first; W. P. Sanger, second; L. M. Johnson, Chicago, third; H. A. Zerbe, fourth. Time, 2:56. Second heat: W. L. Becker, Chicago, first; W. E. Kenyon, Chicago, second; A. J. Wallap, third; O. F. Bohman, Chicago, fourth. Time, 2:55. Final heat: W. L. Becker, Chicago, first; W. P. Sanger, second; H. A. Zerbe, third. Time, 2:55 1/4.

One mile open, amateur—Albert Mueller, first; Anton Stoltz, second; Con. Reinke, third. Time, 2:34.

Two mile handicap, professional—Henry Kannaka, 85 yards, first; Arthur Wallap, 90 yards, second; John Muss, 25 yards, third. Time, 4:33.

Half mile open, amateur—First heat: Con. Reinke, first; John F. Reitzner, second; P. H. Cambler, third; H. Kling, fourth. Time, 1:18. Second heat: Albert Mueller, first; A. V. Jackson, Chicago, second; Anton Stoltz, third; O. G. Trick, Chicago, fourth. Time, 1:15. Final heat: Con. Reinke, first; Anton Stoltz, second; A. V. Jackson, Chicago, third. Time, 1:18.

On Wednesday night the Associated Cycling Club held a lantern parade in which 800 wheelmen, carrying Japanese lanterns, participated.

## Ashland Riders Suspended.

The following state riders have been suspended for thirty days for riding in unsanctioned races: R. Hagadone, Ed. Marshall, P. Sorenson, Devere Ballard, Will Shea, Frank French, Frank Ford, Jake Yderstad, O. M. Lee, F. Lange, Fred Olson, Burns, M. J. Torrison, Walter Nooland, Henry Cooper, Ashland, Wis.; Wachsmith, Bayfield, Wis.

## Bicycle Private Marks.

A simple device for concealing a private mark on one's wheel is suggested by John D. Carroll, chief detective of a Wheelmen's Insurance Company. In the event of the loss of a wheel, the identification of such a mark, known only to the rider, is indisputable proof of ownership.

Mr. Carroll's plan is that every owner of a bicycle should have a private mark upon his wheel, but so concealed that the closest scrutiny by one who does not know it, will fail to discover it. Instead of a mark upon the saddle or saddlepost, where a thief would naturally look for it, he suggests that a portion of the enamel, about one inch square, be scraped from the frame of the machine. After all trace of the enamel has been removed, apply a coating of grease, and with a pointed piece of steel, dipped in carbolic acid, draw the initials or private mark through the grease. The acid follows the marking of the steel point, while the grease keeps it from spreading.

After allowing the acid to eat into the tubing the grease can be rubbed off and the mark or initial shows as plainly as if cut into the steel framework. One coat of enamel will completely hide all trace of the mark. Should any question as to the ownership of the wheel arise, the owner could, by simply scratching off the enamel which covered his mark, at once prove his claim. Mr. Carroll says he has known cases where wheels have been stolen from owners by their most intimate friends.—*Philadelphia Record*.

## Cigar Or a Glass of Soda.

When weary riding your wheel, hitch it on the Van Twiller Cigar bicycle stand in front of Allcott's Drug Store at 90 Wisconsin street and drop in and have a cigar or glass of soda water.

The prediction that gears would go higher this year has failed of fulfillment, and the regulation gear of last year—76—seems to hold its place in the favor of the racing men of the national circuit. The gear question was a serious one at the beginning of the circuit, and as one big man after another made his appearance his wheel and the sprockets thereof became the cynosure of the eyes of every trainer in the game. The men carry gears of from 72 to 80, but the 76 is the general favorite, and only Harry Clark and Pat O'Connor use the higher gear.

### Medals for Race Winners.

The Pope Manufacturing Co., is awarding a handsome bronze medal, of which the accompanying cut is a likeness,



to amateur riders who win first place on Columbia wheels in any race sanctioned by the L. A. W. The winner's name will be inserted in the scroll at the top of the medal, and the place, date and race will be suitably inscribed in the bar from which the medal hangs. An additional bar, also suitably lettered, will be given for each subsequent race won.

### Buy the Best Oil

For your wheel. You can get it at Allcott's Drug Store, 90 Wisconsin street. Liniments and court plaster, bicycle whistles, medals, badges, cards, pocket drinking cups, pocket cigar lamps, key chains, etc.

by using some specially made elastic bands which are stretched from the hub of the front wheel to the handle bar. One on each side. These rubbers can be purchased at 90 Wisconsin street, Milwaukee.

### Wisconsin Race Changed.

The first annual *Evening Wisconsin* road race will be run from Pewaukee to Milwaukee, finishing at Twenty-eighth street and Grand avenue, in place of the State Fair park. This change has been made necessary owing to new rules laid down by Chairman Gideon, of the League of American Wheelmen's racing board, and which makes any event that finishes or runs one foot of the finish upon a track, a track event, and subject to the limitation of value in prizes.

### The Badger's Road Race.

The racing board of the Badger Wheelmen is making elaborate arrangements for its road race on Labor Day. The same course adopted as last year, known as the Lovers' Lane course, will probably again be chosen, though nothing definite has as yet been decided upon. The entry list promises to be large and the prize list will be complete.

For a two-cent stamp, L. A. W. members in this state can get a Wisconsin tour book.

### The Huseby Company Fails.

On August 22, on petition of Joseph P. Kalt, a member of the company, Hugo H. Casper was appointed receiver of the Huseby Cycle Company. The judgment is \$246.97. The petition states that the company is insolvent. An answer, signed by William Casper, president of the company, consents to the appointment of a receiver. The receiver's bond is fixed at \$10,000.

Receiver Casper said after he had filed his bond, with Jacob Best and James S. Sanborn as sureties, that the concern would pay dollar for dollar. The assets of the company are from \$15,000 to \$20,000 and the liabilities from \$6,000 to \$7,000.

### Allcott's Buzzing Rubbers.

Charles Allcott has conceived a novel scheme of creating a buzzing noise on a bicycle



A fixed, unvarying price, adopted originally because it was right, and now rigidly maintained because in no other way can Columbia quality be maintained. \* \* \* \* \*

**\$100 TO ALL ALIKE**

All Columbia Bicycles are fitted with  
**HARTFORD SINGLE-TUBE TIRES**

UNLESS DUNLOP TIRES ARE ORDERED FOR.  
**WE KNOW NO TIRES SO GOOD AS HARTFORDS.**

The Columbia Catalogue is admittedly the handsomest production of the year. It tells fully of the details of Columbias and Hartfords, and should be read and preserved by every cyclist. Free by calling on the Columbia agent, or by mail for two 2-cent stamps. . . . .

**POPE MFG. 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. . . .

### The Telegram Company Fails.

Considerable surprise was created in local trade when on August 14 the sheriff took possession of the factory of the Telegram Cycle Manufacturing Company at East Water and Erie streets. The failure was caused by the suspension of S. F. Myers & Company, of New York, the firm's eastern agents, who are indebted to the Telegram people for over \$10,000. This caused a fear among the creditors of the local firm and as a result the following judgments were filed against it:

|                           |             |
|---------------------------|-------------|
| First National Bank       | \$67,971.00 |
| Mrs. A. G. Wolf           | 5,038.20    |
| Henry Helling             | 886.52      |
| Whitman & Barnes          | 467.52      |
| Spaulding Machine Company | 1,169.00    |

Total \$75,532.24

The Telegram Cycle Manufacturing Company was incorporated in January, 1894, with a capital stock of \$75,000. W. H. Wolf, F. R. Pingree and W. H. Momsen being the incorporators. The present officers of the company are W. H. Wolf, president; John S. George, vice-president, and F. R. Pingree, secretary and treasurer. It was really the successor of the Sercombe & Bolte Bicycle Company, which sometime before had gone into liquidation.

On August 22, the plant of the Telegram company was sold to the First National Bank, the heaviest creditor, for \$9,651.50, the bank signing all liens against the firm.

Twenty-four high grade Telegrams were offered in one lot and were purchased by Gimbel Brothers for \$792. Six

bicycles sold to individual purchasers brought from \$27 to \$33 apiece. It is believed that the business will be continued.

### The Bolte Company's Sextuplet.

The Bolte Cycle Manufacturing Company has just completed a sextuplet, the only one ever built in the Northwest. It was designed by J. R. Connell and T. A. Donlevy, of the Bolte works, and they deserve praise for the worthy piece of machinery they have built. The sextuplet is attracting a good deal of attention in this city. It weighs 124 pounds, is 159 inches over all, is geared to 110, and its frame, built after the diamond pattern, is twenty-five inches high. The chains are so arranged that the strain is equally divided, the first, second and fourth men driving on the right side and the third, fifth and sixth men on the left. It is fitted with Morgan & Wright tires.

### Campaign and Humorous Buttons

At Allcott's, 90 Wisconsin street. All the latest designs and catchy sayings on buttons at 5 cents a piece. Better prices in quantity.

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 and acts from ten drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials.

Sold by druggists, etc.

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

Our line of Wheels are still selling, and at regular prices. We have not found the need to cut the price on the

## Truss Frame America

We have, however, a few bargains in second hand wheels, as follows

|                     |                   |   |   |   |         |
|---------------------|-------------------|---|---|---|---------|
| One Clipper         | -                 | - | - | - | \$25.00 |
|                     | Used Three Months |   |   |   |         |
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- 1—This beautiful souvenir is stamped from a fine quality of gold, made to represent an old worn coin, and should not be confused with the cheap facsimiles which formed a part of the badges of the "W. Rambler Meet Clubs at the Louisville L. A. W. Meet.
- 2—There is no limit to the number of souvenirs which one rider may earn. He will receive one for each three thousand miles ridden.
- 3—Contestants should register mileage once a week with the local Rambler agent.

- 4—When 3000 miles have been ridden, riders should request the local Rambler agent to send for a "blank application for souvenir"—one for each three thousand miles.
- 5—The contestant having the greatest mileage for the season, will receive, besides a souvenir for each 3000 miles, \$300 or \$200 in GOLD, according to his mount.
- 6—Send for the new book, "GOLD" and get full particulars of the "17 G. & J. Offers."

#### APPLICATIONS HAVE BEEN RECEIVED FROM

A. D. COOPER, Chicago. (Mr. Cooper also leads for the greatest individual mileage prize) two souvenirs.  
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C. A. SORENSON, San Francisco, Cal.  
A. PHILLIPS, Lincoln, Neb.  
JACOB OLSEN, Los Angeles, Cal.  
F. W. VAN DUSEN, Mt. Carroll, Ill.  
ALEX HUGHES, Springfield, Mass.  
SAM HAY, Chicago, Ill.  
GRANT GREEN, Louisville, Ky.  
JOHN LEASURIS, Tacoma, Wash.  
D. W. CUSACK, Baginawav, Iowa.  
WALTER L. FRY, Williamsport, Pa.  
JOE A. DU FOUR, Williamsport, Pa.

A. S. KAINES, Medford, N. J.  
CHAS. B. BARKL, Lesterville, So. Dakota.  
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O. H. WELLINGTON, Los Angeles, Cal.  
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C. J. GIDDINGS, Visalia, Cal.  
NATT. L. BAKER, Visalia, Cal.  
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L. E. HOETCHEL, Los Angeles, Cal.  
H. G. FINKLELL, San Francisco, Cal.  
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FRANK CHALMERS, Detroit, Mich.  
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R. G. EDWARDS, Detroit, Mich.  
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J. J. MAGE, Elmira, N. Y.  
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**Saturday.....**

**Sept. 26, '96**

Last Day of State Fair

These races promise to be the greatest held in this State  
this season. It will be wheelmen's day at the Fair Grounds,  
and all visiting wheelmen will be welcomed to any of the club  
houses. An evening run to Whitefish Bay will be arranged  
for the visitors by a special committee.



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#### SMALL BOYS AND BICYCLES.

The biggest factor in the future of cycling is the small boy. The small boy, it is almost needless to say, has taken hold of the sport with all the enthusiasm the most fault-finding manufacturer could ask for. A few years ago he was satisfied with a cumbersome solid tire, and a poorly constructed wheel, but today he is a judge of the merits of the various pneumatic tires, and he has absolutely no use for a wheel without ball bearings and all the latest improvements.

#### A FRIENDLY FEELING EXISTS.

One thing that has been noticeable about the season this year is the large number of Chicago wheelmen who daily arrive in the city. Not a Sunday has passed during the past two months that clubs have not arranged trips to the city by boat and spent the day touring about the city. The daily excursion boats also have brought many wheelmen and wheelwomen to the city, many of whom have been the guests of local clubs during their stay in Milwaukee. On the other hand, local wheelmen have reciprocated by visiting Chicago, where they have been entertained by the wheelmen of that city. The result of these friendly visits has been that close relations now exist among the cyclists of both cities which will be of much benefit when the co-operation of the clubs of the two cities is needed. In racing circles, this friendly spirit among riders has already been felt. In all local events there have been liberal entries from Chicago riders and Milwaukeeans also have frequently taken part in Chicago events. Let the good work go on.

#### PRESIDENTIAL POSSIBILITIES.

Rumors are rife that Sterling Elliott will stand for re-election to the presidency of the League, that Isaac B. Potter, of New York, has donned the bee-buzzing bonnet, and that A. Cressy Morrison's possibilities for the office, if he wants it, are as good as any of them. Elliott has made a good president and would have ended his term with the record of a popular one but for his political expression in the *L. A. W. Bulletin*. Potter has shown himself, by the record of New York State, at whose head he has been for two years, to be a man of unusual ability, and one who could accomplish much more than Elliott, because of his aspiring, forceful character. Morrison's service in the League, as second vice-president for the last two years has given him a prestige, which both candidates are alive to; his intelligent and earnest work on the executive committee in all that the League has undertaken, has won for him the unanimous support of the west and many strong friends in the East. But, if Morrison should allow his name to stand for the high office, it is a question whether the East is not sufficiently strong to elect either Elliott or Potter over him. The West can not expect any concession from the East.

#### Sunday Cycling Not Harmful.

In a sermon recently, the Rev. Judson Titsworth, of Plymouth church chose "Sunday Bicycling," as his subject and decided, that since Sunday was made for man and for his spiritual and physical recreation, that Sunday cycling is not harmful. "The main thing to be borne in mind, however," he said, "is that the day is primarily for spiritual recreation, and the physical must neither be incompatible with the other nor crowd it out. Recreation is the very opposite of dissipation, which is not allowable Sunday or any other time. Ride your wheels on Sunday," Mr. Titsworth said, "with the same freedom of condemnation of conscience that the deacon feels in driving in his carriage Sunday afternoon for the legitimate purpose of the precious hours of the Sabbath for the higher ministry of the Lord's house and religion, and to your supreme spiritual necessities."

#### Laboring for Love.

One of the most marvelous developments of cycling, and, indeed of athletic sport generally, is the never-failing supply of honorary workers. In this sordid age it is difficult to believe that such a vast number of men are giving time, always valuable, and labor gratuitously for the benefit of their fellow-men, and yet there are thousands doing it everywhere today. During the past few weeks, owing to the approaching season, the honorary and frequently thankless work done by cyclists for cyclists must have been enormous, and few who have not themselves been through the mill can realize the meaning of it. What is the incentive? It is not monetary gain, for directly or indirectly ninety-nine per cent of honorary members are out of pocket by their offices and the calls made upon them. Is it fame?

Surely not; for the little which comes to the lot of most club officials is scarce worth the name. Certainly, we all feel a certain amount of pride when for the first time we see our names set forth in public print. That is a natural feeling in humanity, but familiarity breeds its proverbial contempt as surely in this connection as in any other. Yet we see men retaining office year after year, and keeping their noses closer to the grind stone as time wears on. No; neither fame nor gain is the spur, and even in this terribly "practical" age it must be admitted that the honorary worker is an emblem of our better selves, a sign that desire, to do good to others as well as to ourselves, has not been entirely driven out of our natures by the struggle for life. The honorary worker deserves every ounce of the scanty praise bestowed upon him, and whatever other reward he may have his work will always tend to exalting his own inner nature.—"Cycle."

#### Wisconsin Sends Out a Feeler.

The possibility of the next legislature enacting a law providing for the free transportation of bicycles on the railroads controlling lines in Wisconsin will shortly be determined. Secretary-Treasurer M. C. Rotier says that letters have been sent out to all the legislative candidates giving a full summary of the situation and asking for their expression of opinion whether or not they believed such a measure should pass in the state legislature.

Those who respond favorable to such a bill will have their names mailed to every member of the Wisconsin Division on October 15. Further than that, Mr. Rotier said, he did not think it good policy to go, until after November 8, as he felt that the wheelmen are not sufficiently organized to engage in any fight against candidates for office, and as they expect the passage of a strong good roads measure this winter, it would not be to their interests to antagonize any one candidate who undoubtedly would be elected in spite of the division's opposition. After the election, however, Mr. Rotier says, the fight must begin in dead earnest and with the men now on the transportation committee of this division, there is every assurance of success.

In the meantime each local consul is busy circulating papers among the wheelmen in his town and neighboring towns, petitioning the legislature to pass this law. These will be presented to the legislators and senators going to Madison after election from the district in which the local consul resides.

In Illinois, the L. A. W. officials have begun the fight on the railroads to compel them to carry the bicycle as free baggage when checked on a first class ticket. Petitions are now in circulation demanding the next legislature to pass a bill similar to the Armstrong bill of New York. As soon as the Illinois legislature convenes the wheelmen propose to have their measure introduced.

#### Fenton Fox's Story.

Fenton Fox, formerly of this city, now western representative of the *Bi-World*, says:

One evening, a short time ago, as I sat on the ninety-foot bluff which overlooks Green Bay, Wis., at a little summer retreat, bearing the unpronounceable Indian name of KishrKe-Kwanet-No, a weather beaten cyclist threw himself on the ground beside me, and after a general talk he turned the subject to roads.

"There is a fellow up at Sturgeon Bay," said he, "who has evolved from his 'think tank' a good roads scheme. His plan is to pick up every stone or obstruction he finds in the highway while riding, and chuck it against the fence. He has enlisted all the riders in his town in the good cause, and as a result the Sturgeon Bay fellows are not cutting much of a dash in mileage records, but they are clearing the neighboring roads of stones.

"We took the chief crank out with us on a run to Kewaunee a couple of weeks ago. Well, if you want to see a tough road go to Kewaunee. True to his hobby, our Sturgeon Bay friend began to pick up stones. He exhorted us to follow suit, but we knew the road. Say, there are over five million tons of stone on that highway and the entire population of China—300,000,000 people—could not clean it in a generation. We looked on for a while watching him throw stones and then we left him. Don't know that he has got home yet, but if he has I'll bet a pair of tires he will never go to Kewaunee again on that road."

#### Appleton's Cycle Paths.

The work on the new cement walks through the campus of Lawrence University at Appleton has been completed. The plans embody a novelty in being the first to recognize the necessity for providing for cyclists in laying out thoroughfares across public grounds. On each side of the cement walks a dirt path with a top dressing of finely pulverized stone has been built for the use of cyclists. By this means the safety of pedestrians on the walks is secured, and adequate provisions have been made for the convenience of the numerous students and professors who ride the wheel as well as the great number of local wheelmen who find the ride through the college campus at once a short-cut to their destination and a beautiful ride.

#### Menominee Wheelmen in Politics.

At Menominee, Mich., wheelmen have organized a branch of the National Wheelmen's McKinley and Hobart Bicycle Club with a large membership. Major W. D. Ren has been appointed commander. Another club is to be organized and the two will form a battalion.

A. M. Patitz, of the Calumet Club Wheelmen, and J. Roland Jones, Jr., of the Racine Athletic Association Wheelmen are the duly elected representatives, of their respective clubs, on the Wisconsin Division board of officers.

### A Grist of State Items.

Oshkosh will hold a meet on September 28. About \$200 in prizes will be offered.

There will be bicycle races at the Walworth county fair at Elkhorn September 30. Over \$150 will be hung up in prizes.

In the Green Bay road race recently, Sam Wing, a celestial, was one of the entries. He is the first Chinaman who has ever competed in a race in this country.

The suspension of R. Guy Lee, secretary of the De Pere Cycling Club has been extended to 90 days instead of 80 as was previously announced in the racing board bulletin.

The Winneconne road race on Labor Day was won by James McCarthy, of Oshkosh, Edward Eilers getting second place. Cliff Pierce and Ed. Heckel, scratch men, both of Menasha, took first and second time prizes. Twenty-three riders started and twenty finished.

The following Wisconsin riders have been declared professionals for competing with professionals: Clarence Kellett, Oshkosh; H. F. Palmer, Milwaukee; George Yeoman, Kenosha; O. F. Imnell, Blair; Kvenmon, Blair; Ed. Bergseng, Blair; A. A. Kerrick, Blair; Ole Olson, Blair.

### Madison's New Club.

Monday evening, September 7, twenty-seven of Madison's young business men met and organized a bicycle club which will be known as the 999 Cycling Club, of Madison. The club rooms are on Pinckney street, over Olson & Veerhusen clothing store. There are three large rooms which will be used for billiard, musical and reading rooms, a smaller room in the rear will be used for a card room. The rooms are very centrally located overlooking the Capitol Park. The officers for the next six months are:

President—Harry Sheasby.

Vice-President—H. O. Anderson.

Secretary—P. S. Warner.

Treasurer—Carl Genskie.

Captain—Carl Thomas.

First Lieutenant—Roy E. Pierce.

Second Lieutenant—Frank A. Fichten.

Board of Directors—Earl S. Anderson, Clay S. Berryman, Elmore Elver and John Check.

The club expects to have fifty members before the end of the month. The captain is arranging for a club run with pumpkins for lanterns. A cordial invitation is extended to Milwaukee bicyclists and other visiting wheelmen to make the club rooms of the cycling club their headquarters while in Madison. They will be shown all the courtesies in the power of the club members. CLAY S. BERRYMAN.

### Races at Racine September 25.

The Racine Athletic Association will hold a cycle race meet at Racine, September 25, and have arranged an attractive programme, which includes one mile events for amateurs

and professionals, half mile open, quarter mile open to amateurs, two mile handicap, open only to Racine riders, two mile handicap for professionals and two mile handicap for amateurs. About \$350 in prizes, including diamonds and gold, will be given to the winners.

Racine had originally scheduled this race for Saturday September 26, but upon request of the Wisconsin State Fair committee having in charge the bicycle races for the same day, the Racine wheelmen very courteously gave up their date and took the preceding one.

### Pratt and Neeves Ruled Out.

The protest against Pratt and Neeves, who recently competed in the De Pere meet, which was open only to Brown County wheelmen, has been sustained, it being proven that they do not reside in Brown County. This decision will make considerable difference in the result of the races as Pratt finished first in a number of events. In the one mile event for the championship of Brown County it will give first place to R. Guy Lee, of De Pere. In the half mile championship of Brown County, first prize will be given to Walter Hume, while W. F. Glass, of Green Bay, will get second prize. In the two mile handicap Pratt finished second but the next man, J. L. Gerardin, of De Pere, will be given second prize. In the five mile handicap the barring of Pratt from the race will give Walter Hume first, R. Guy Lee second and J. S. Dousman third. Neeves got only one place, that being third in the mile open.

### Oshkosh's Only Club.

At a recent meeting of the Cherokee Cycling Club, of Oshkosh, the following officers were elected:

President—Clarence Robinson.

Secretary—L. O. Chaso.

Treasurer—Edward Comstock.

The club is the only cycling organization in the Sawdust City but is in flourishing condition.

### Bicycle Thief Punished.

Judge Holgate, of Marinette, made an example of a professional bicycle thief recently. Ernest Martin, who pleaded guilty to the charge of stealing one, was given a year in Waupun, the limit. He came here from Republic, Mich. While he was charged with stealing only one wheel it is known that he stole two others.

### Failed to Lower the Record.

In the bicycle races at the fair at Chippewa Falls, Art. J. Weilep won the mile open professional bicycle race in 2:22, but failed to lower the state record of 2:08, held by himself. He made the mile in 2:18 $\frac{1}{4}$ . J. C. Taylor, of West Superior, took first place in the one mile amateur open, O. E. Virum, of Stevens Point, second, and Richmond, of South Superior, third. Time, 2:24 $\frac{1}{4}$ .

### Watertown's Race Meet.

The two days races at Watertown on August 28 and 29 were well attended and resulted as follows:

#### FIRST DAY.

One mile open amateur—Con. Reinke, Milwaukee, first; Anton Stoltz, Milwaukee, second; J. F. Reitzner, Milwaukee, third. Time, 3:03 2-5.

One mile open professional—L. M. Johnson, Oskaloosa, Ia., first; H. A. Zerbel, Milwaukee, second; W. E. Kenyon, Chicago, third. Time, 3:24 2-5. The final heat was paced by McLaughlin and Becker.

Two mile handicap, amateur—A. Stoltz, Milwaukee, scratch, first; J. F. Reitzner, Milwaukee, scratch, second; Riley Millard, Lake Mills, 50 yards, third. Time, 5:21 1-5.

One mile local amateur handicap—Archie Wurtzler, 25 yards, first; A. F. Zick, scratch, second; Ned W. Brickell, scratch, third. Time, 3:44.

Two mile handicap, professional—John Muss, Milwaukee, 175 yards, first; W. E. Sanger, Milwaukee, 45 yards, second; L. M. Johnson, Oskaloosa, Ia., 35 yards, third. Time, 5:14 3-5.

Half mile open amateur—Con. Reinke, Milwaukee, first; A. Stoltz, Milwaukee, second; Riley Millard, Lake Mills, third. Time, 1:38 4-5.

#### SECOND DAY.

One mile amateur 2:40 class—H. L. Mack, Ft. Atkinson, first; Joseph Dollater, Burlington, second; F. E. Mack, Ft. Atkinson, third. Time, 3:34 1-5.

One mile open professional—W. E. Sanger, Milwaukee, first; L. M. Johnson, Oskaloosa, second; W. L. Becker, Chicago, third. Time, 3:39.

Half mile open amateur—Will Howie, Elm Grove, first; Con. Reinke, Milwaukee, second; Riley Millard, Lake Mills, third. Time, 1:30 4-5.

Two mile local amateur handicap—A. F. Zick, scratch, first; W. J. Radtke, 40 yards, second; R. Kraft, 60 yards, third; Ned W. Brickell, scratch, fourth. Time, 5:00 4-5.

Two mile Jefferson County amateur championship—Riley Millard, Lake Mills, first; H. L. Mack, Ft. Atkinson, second; F. E. Mack, Ft. Atkinson, third; A. F. Zick, Watertown, fourth. Time, 7:08 2-5.

Five mile handicap amateur—Con. Reinke, Milwaukee, scratch, first; A. Stoltz, Milwaukee, scratch, second; Riley Millard, Lake Mills, 135 yards, third; J. F. Reitzner, Milwaukee, scratch, fourth. Time, 15:08.

### Wausau Races.

The races at Wausau on September 19 were very successful and resulted as follows:

Mile novice—John Kelter, Wausau, first; Dexter, second; L. J. Kretlow, Wausau, third. Time, 3:07 2-5.

Half mile open—O. E. Virum, Stevens Point, first; Anton Stoltz, Milwaukee, second; A. M. Chandler, Waupaca, third. Time, 1:55 1-5.

Mile 2:35 class—Joe Stevens, Wausau, first; Edgar Warden, New London, second; Dexter, third. Time, 3:12.

Mile open—O. E. Virum, Stevens Point, first; Anton Stoltz, Milwaukee, second; A. M. Chandler, Waupaca, third. Time, 3:38.

Two mile handicap (county)—Joe Stevens, scratch, first; Walter Mueller, second; E. M. Schulz, third; R. A. Newell, fourth.

Mile handicap, open—Edward Bear, Appleton, first; A. M. Chandler, Waupaca, second; Anton Stoltz, Milwaukee, third. Time, 3:30.

Half mile, boys—Charles Gilh, first; Bert Pierce, second; R. A. Newell, third.

Five mile handicap—O. E. Virum, Stevens Point, first; A. M. Chandler, Waupaca, second; Anton Stoltz, Milwaukee, third. Time, 14:34.

### Wisconsin Riders Suspended.

The following Wisconsin riders have been suspended by Chairman Gideon for competing in unsanctioned races: Charles Tallman, A. K. Wheeler, Harry Wheeler, G. M. McKay, Dr. James Mills, H. D. Murdock, William Mason, all of Janesville, and Henry Motel, of Clymon. G. R. Lee, of De Pere, is suspended for making a false entry.

Ninety days, from August 31, for false entry: J. W. Hodges, Monroe, Wis.

For entering races and refusing to pay entry fees: Fred. Olson and Calvin Stedman, Berlin, Wis., until said fees are aid.

### Kenosha Races.

At Kenosha on September 19, bicycle races were held on the Windsor track. The results were:

One mile novice—Won by Peter Kleefeldt, Kenosha. Time, 3:55.

One mile professional—Won by H. A. Zerbel, Milwaukee. Time, 3:32 1-5.

Quarter mile, amateur—Won by Albert Mueller, Milwaukee. Time, 37 seconds.

One mile amateur—Won by Albert Mueller, Milwaukee. Time, 2:46 1-5.

Two mile handicap, professional—Won by W. E. Kenyon, Chicago. Time, 5:54.

Two mile handicap, amateur—Won by B. Dedemur, Kenosha. Time, 5:20 1-5.

Lee Richardson, of Chicago, gave an exhibition of fancy and trick bicycle riding during the afternoon.

### Manitowoc Races.

The races at the Manitowoc County fair on September 12 resulted as follows:

One mile novice—A. T. Richards, Milwaukee, first; J. E. Nyham, Manitowoc, second; P. Othersola, Manitowoc, third; Walter Robinson, Milwaukee, fourth. Time, 3:59 1-5.

One mile county race—William H. Wisboldt, Manitowoc, first; W. F. Jones, Manitowoc, second; Raymond Barry, Two Rivers, third. Time, 2:50.

One mile open—Walter Kume, Green Bay, first; Edward S. Bear, Appleton, second; G. W. Baker, Sheboygan, third; W. F. Jones, Manitowoc, fourth. Time, 3:41 1-5.

Two mile handicap—E. S. Baer, Appleton, 75 yards, first; G. W. Baker, Sheboygan, 100 yards, second; Robert H. Roberts, Sheboygan, 50 yards, third; Otto Boettcher, Elks, 175 yards, fourth. Time, 5:11 1-5.

### M. H. Plank the Winner.

The Stearns road race, at Green Bay on September 3, was won by M. H. Plank, of Fond du Lac, who had a handicap of 6:00 and won with several seconds to spare. Cliff Pierce, of Menasha, won second place. First time was won by Walter Hume, of Green Bay, who rode from scratch and covered the twelve and one-half mile course in 37:12. H. B. Lucia, of Oconto, won second time; Peter M. Gaspar, of Menominee, third time, and Bert Groesbeck, of Green Bay, captured the fourth time prize. The course was from Green Bay to De Pere and return and the roads were very rough and muddy.

### Sanger's Big Win.

At Watertown, N. Y., on September 9, Walter Sanger beat E. C. Bald, two straight heats in a mile race at Riverside Park course for a purse of \$1,000 contributed by the Jefferson County Agricultural society.

A flying start was made by the men and they were paced by the Barnes team. Sanger dropped in behind the tandem and kept this position until the three-quarter pole, when he made his spurt passing the tandem, and finishing two lengths ahead of Bald. It was the fastest mile ever ridden by a bicyclist in northern New York. Time, 1:59 3-5.

In the second heat the men started neck and neck, closely followed by the tandem. Sanger paced Bald at the three-quarter pole and finished again two lengths ahead. Time, 1:59 4-5.

The Evening Wisconsin road race from Pewaukee to this city on September 26, will have a large entry list. Over 100 prizes are offered.

### Sanger Is Popular.

Throughout the country, the cycling press is commenting on Walter C. Sanger's popularity among the circuit chasers. That he is today the most popular racing man in the business is conceded everywhere, but what is puzzling

his associates is the change that has come over him. Sanger, in former years, has been charged with being distant and shunning new acquaintances. Now those who made the charges assert that he is one of the jolliest and most companionable men on the circuit. *Cycling West* has undertaken to explain the cause of change in his disposition and says: "What has happened to Wallie Sanger?" Well, herewith is a photo of Mrs. W. C. Sanger.



It's the first time her likeness has ever appeared in print, but it will serve, nevertheless, to explain the cause of Sanger's reputed change. To the writer he never seemed sneering, cross or peevish. He was always to me as he is today, but for those who see any change for the better in him—see what a veritable prize he has won in the 'matrimonial open.'"

### Sanger Is Back.

Walter C. Sanger has returned home from the National Circuit, and will remain here to take part in the State Fair races, after which he will leave for Denver where he will go against the unpaced mile record of 2:00  $\frac{3}{4}$ , held by himself, which he thinks he can lower to about 1:57. He is in splendid condition.

### The Milwaukee Wheelmen.

The Milwaukee Wheelmen again stands financially ahead of all other cycling clubs in the city, having in its treasury over \$500, and all bills paid. Its membership, too, is gradually climbing up again, and a number of social events are being planned for the fall and winter months. There has been some discussion among the members about having the club withdraw from the Associated Cycling Club of the city, owing to the Sunday picnic which the Association recently held and for the poor management of the various affairs which it conducted through the summer.

### Allowed to Finish in the Limits.

At a recent meeting of the Common Council of this city, it was unanimously passed that it was the sense of that body to permit the cycling clubs of the city to finish their road races within the city limits, and that this expression of sentiment be conveyed to Chief Janssen, that he may issue orders to his officers to permit this in the future.

Since the passage of the ordinance, limiting the speed of bicycles to ten miles an hour, Chief Janssen has seen fit to warn road race promoters that contestants would be arrested if they exceeded the speed limit within the city. Because of this the South Side, Mercury, Badger and Niagara road races were compelled to finish outside the limits. The effect of this change will first benefit the *Evening Wisconsin* road race, which will be run September 26.

### F. J. Morawetz Is President.

At a recent meeting of the Associated Cycling Clubs, P. H. Cambier resigned the presidency of the association and F. J. Morawetz was chosen to succeed him for the unexpired term. J. R. Connell, of the South Side club, was chosen to take charge of the Milwaukee end of the Minneapolis-Milwaukee relay race to be run on September 27. H. Helling, who had charge of the financial arrangements of the race meet held during the session of the National Republican League convention, reported that the venture had resulted in a pecuniary loss to the wheelmen, only \$155 being taken in at the gate and \$120 received from the various cycling organizations in the city. About \$760 had been expended, he said, of which \$210 was for professionals' prizes and \$200 for diamonds for amateurs. The deficit was nearly all made good, however, by the members of the association. The sum of \$150 had been promised by the National League committee to assist in defraying the expenses of the meet, but it has not been paid yet.

### Carl Edvarson Won Easily.

The road race of the employees of the E. P. Allis Company, over the Whitefish Bay course, Labor Day, was won by Carl Edvarson, who had a handicap of four minutes. James Rooney, with a handicap of five and one-half minutes, and J. T. Thompson, with a handicap of five minutes, won second and third places respectively. First time prize was won by John Weilep, who covered the course from scratch in 15:28. A pair of rabbits constituted the booby prize, and were won by James S. Church, superintendent of the shops. There were ninety starters.

### M. A. S. W. Road Race.

On account of rainy weather on September 5, only seven members of the Milwaukee Athletic Society Wheelmen took part in the road race over the Whitefish Bay course. The first place prize was won by Patrick McManus, in 18:31, while Harry Schadd won second place, in 18:12. Other riders finished in the order named: C. H. Kuehn, 21:58; Frank Muelkern, 17:45; Nat. McDougall, 17:16; George Becker, 17:18; Garry Bouchard, 20:10. The time prize was won by Nat. McDougall, but George Becker pressed him hard for honors.

Henry Helling has been elected first vice-president of the South Side club, to succeed Jason R. Church, resigned

### State Fair Races.

The races to be held on the last day of the State Fair at the State Park promise to be the best that have been seen here for several years. The details of the meet are being arranged by Chairman F. J. Schroeder, of the state racing board and he has secured Sanger and all the fast cracks to compete here. The track is exceptionally fast and it will not be surprising if records are broken. A good prize list has been offered. The list of events and the prizes are:

One mile novice—First prize, Diamond, \$15; second prize, bicycle suit, \$8; third prize, sweater, \$1.

One mile open, professional—First prize, cash, \$100; second prize, \$50; third prize, \$25.

One mile open, amateur—First prize, Diamond, \$25; second prize, gold watch, \$10; third prize, cash buttons, \$10; fourth prize, scarf pin, \$5.

Two mile handicap, professional—First prize, cash, \$50; second prize, \$25; third prize, \$15.

Special invitation, two mile professional for sextuplets and quads, cash, \$100.

Half mile open, professional—First prize, cash, \$50; second prize, \$25; third prize, \$15.

Quarter mile open, amateur—First prize, diamond, \$20; second prize, opera glasses, \$10; third prize, silk umbrella, \$5.

One mile tandem, professional—First prize, cash, \$25; second prize, \$15.

Two mile handicap, amateur—First prize, diamond, \$25; second prize, diamond pin, \$15; third prize, metal clock, \$10; fourth prize, gold watch chain, \$5.

The prize list for the amateurs is of splendid value, and for the professional riders sufficiently great to attract the stars on the national circuit. The races between tandems, quads and sextuplets mounted by some of the country's best professional men will be a feature of special interest. The contest between these big machines is made possible by the one mile track which is extremely wide, with long turns and perfect banking.

The State Agricultural Society and the wheelmen of the city have sent out 5,000 invitations to the wheelmen in the state to attend the races and take in the pleasures of the town for a day. Arrangements are made to have open house at all cycling clubs. After the races, meeting at the Court House Square at 7 p. m., visitors will be escorted over the beautiful Whitefish Bay drive to the attractive resort at the end of the road.

Fred. Gerlach, of Chicago, western representative of the National Racing Board of the L. A. W., will be here to officiate as referee and all the members of the state racing board, will serve as judges. They are, besides Mr. Schroeder, the chairman; H. B. Pomeroy, Appleton; L. A. Hodges, Monroe; "Senator" J. R. Jones, Jr., Racine; Louis Pierron, Milwaukee. M. C. Rotier will serve as the clerk of the course.

### Long Trip Awheel

Peter Weisel, late with the Telegram Cycle Company, is on his journey to the Pacific coast. He is making it on a Telegram wheel and with a companion expects to while away about two months' time. Mr. Weisel will not go direct to California. He is now well on his way, having left St. Paul a few days ago and if the roads are good is probably pounding away on the route to Yellowstone Park. The couple will make all sorts of side runs and do not care if they do not reach Los Angeles until late in the winter.

### Local News Notes.

The South Side club will give a ball at the South Side Kindergarten hall, on October 3.

Twenty-five wheelmen of the North Side club, recently made a trip to Chicago and spent a Sunday touring in the parks of the Windy City.

Ed. Roth has generously withdrawn his protest to the award of the time prizes to Albert Mueller and Charles Muss, in the Mercury's road race.

Chas Kowalski won the road race of the Rainbow Bicycle Club over the Whitefish Bay course on September 7, Labor Day. Kowalski had a six minute handicap.

George Ganzel, Henry Raymond and Eddie Schaller, barbers, have each deposited \$5 for a race, to be held at National Park on September 27, between them, to determine who is the best rider. The winner will take the purse.

A fair is to be held at the North Side club house some time in October. A committee of the club and members of the ladies' auxiliary have charge of the arrangements. On October 14 a club social will be given and similar affairs are to be given every two weeks thereafter during the summer.

Local Centurian Louis Pierron has planned a joint century run of all local clubs for October 17. The members of each club will leave their respective club houses at 5 o'clock in the morning and ride to Watertown and return. The club having the largest representation in the run will receive a handsome prize.

The excursion arranged by the Chicago Associated Cycling Clubs to this city recently, did not bring as many people as anticipated. Fewer than 100 wheelmen and wheelwomen were in the party when the boat arrived in the afternoon. After spending several hours touring about the city, the Chicagoans returned home on the steamer.

### Merril Park Club's Race.

The first annual road race of the Merrill Park Cycling Club was run on September 19, from Elm Grove to Merrill Park, the finish being at Thirty-fifth street and St. Paul avenue. The finish of the first ten was as follows:

| Pos. | Iden.               | Time       |
|------|---------------------|------------|
| 1.   | Harry Smith.....    | 4:00 25:15 |
| 2.   | Alvin Otto.....     | 4:00 29:07 |
| 3.   | Will Alexander..... | 4:00 31:15 |
| 4.   | W. Cochran.....     | 5:00 25:35 |
| 5.   | William Harper..... | 5:00 27:01 |
| 6.   | Chas. Cheney.....   | 5:00 30:10 |
| 7.   | F. B. Bodger.....   | 1:00 39:30 |
| 8.   | H. J. Lee.....      | not with   |
| 9.   | W. Collins.....     | 2:00 34:11 |
| 10.  | William J. Lee..... | 4:00 26:50 |

### Special Bicycle Oil.

You can get the best bicycle oil at Allcott's Drug Store, 90 Wisconsin street. Liniments and court plaster, bicycle whistles, medals, badges, cards, pocket drinking cups, pocket cigar lamps, key chains, etc.

# THE PNEUMATIC.

## W. L. KASSUBA WON.

He Easily Captures First Place in the Third Annual Road Race of the Badger Wheelmen—Herman Lock Gets First Time.

The third annual road race of the Badger Wheelmen over an eleven mile course, known as the Lovers' Lane course, on Labor Day, was won by W. L. Kassuba, who had a handicap of 8:00 and rode the race in 33:30, finishing fully half a mile in the lead of Bert Gridley, who came in second. Kassuba took the lead early, overtaking the limit man, half a mile out. After that he set his own pace over the entire course. The time prize was won by Herman Lock, of Lyon, who developed into a surprise, it having been generally supposed that Albert Mueller or Peter Olle would win time honors. The course was in splendid condition. The race was witnessed by 5,000 people who cheered the riders as they crossed the tape.

The winners of time prizes are:

|                            |       |
|----------------------------|-------|
| 1. Herman Lock, Lyons..... | 30:07 |
| 2. Albert Mueller.....     | 31:30 |
| 3. Peter Olle.....         | 31:37 |
| 4. F. Schultz.....         | 31:38 |
| 5. M. H. Plank.....        | 31:40 |

The riders finished in the following order:

| Pos. | Name                   | Hdcp. | Time  |
|------|------------------------|-------|-------|
| 1.   | W. L. Kassuba.....     | 8:00  | 33:30 |
| 2.   | Bert Gridley.....      | 0:00  | 35:04 |
| 3.   | Orlando Weber.....     | 0:00  | 35:06 |
| 4.   | Edward Dorkin.....     | 6:30  | 35:40 |
| 5.   | O. J. Thomas.....      | 7:00  | 35:51 |
| 6.   | W. H. Pelter.....      | 7:00  | 35:54 |
| 7.   | Paul Faber.....        | 4:00  | 36:09 |
| 8.   | William Sullivan.....  | 0:00  | 36:22 |
| 9.   | O. P. Jurga.....       | 0:00  | 36:36 |
| 10.  | E. Schwenger.....      | 7:30  | 36:37 |
| 11.  | Edward Aldridge.....   | 6:00  | 36:40 |
| 12.  | H. H. Kienemann.....   | 6:30  | 36:40 |
| 13.  | F. J. Woods, Jr.....   | 0:00  | 36:45 |
| 14.  | George Schmidt.....    | 4:30  | 36:16 |
| 15.  | J. W. Schwendener..... | 6:00  | 36:47 |
| 16.  | Julius Halsey.....     | 6:00  | 36:50 |
| 17.  | John A. Weller.....    | 6:00  | 37:31 |
| 18.  | William Jordan.....    | 6:30  | 37:33 |
| 19.  | Kruschwalbe.....       | 0:30  | 37:33 |
| 20.  | H. Pank.....           | 0:00  | 37:01 |
| 21.  | F. Muller.....         | 0:30  | 37:23 |
| 22.  | G. P. Olson.....       | 0:30  | 37:33 |
| 23.  | W. Homann.....         | 5:30  | 37:35 |
| 24.  | Herman Lock.....       | 2:00  | 37:07 |
| 25.  | George H. Hale.....    | 4:00  | 37:14 |
| 26.  | A. McAllister.....     | 6:30  | 37:40 |
| 27.  | Robert Leidel.....     | 6:00  | 37:10 |
| 28.  | B. M. Kelly.....       | 4:30  | 37:47 |
| 29.  | F. B. Johnson.....     | 7:00  | 37:18 |
| 30.  | Gustav Berg.....       | 6:30  | 37:51 |
| 31.  | P. Brown.....          | 5:30  | 37:55 |
| 32.  | Claude Granger.....    | 6:00  | 38:30 |
| 33.  | P. J. Schultz.....     | 7:00  | 38:27 |
| 34.  | E. C. Devlin.....      | 6:30  | 38:28 |
| 35.  | William Guenz.....     | 4:00  | 38:30 |
| 36.  | F. M. Harbach.....     | 6:00  | 38:34 |
| 37.  | P. R. Duffy.....       | 6:30  | 38:05 |
| 38.  | Herman Bauer.....      | 6:30  | 38:08 |
| 39.  | T. A. Schroeder.....   | 6:30  | 38:16 |
| 40.  | Matthie Martin.....    | 6:00  | 38:46 |
| 41.  | F. Hannekens.....      | 6:30  | 38:22 |
| 42.  | J. R. Kollong.....     | 5:30  | 38:29 |
| 43.  | F. Alvens.....         | 7:00  | 38:54 |
| 44.  | O. H. Kling.....       | 6:30  | 38:35 |
| 45.  | F. Schultz.....        | 7:00  | 38:38 |
| 46.  | M. P. Schucht.....     | 6:00  | 38:50 |
| 47.  | W. Adams.....          | 6:00  | 38:12 |
| 48.  | Glen Wamboldt.....     | 6:30  | 38:46 |
| 49.  | Ben Gill.....          | 0:30  | 38:50 |

|     |                      |         |       |
|-----|----------------------|---------|-------|
| 50. | George Dietzer.....  | 5:30    | 34:57 |
| 51. | W. J. Cusny.....     | 6:00    | 35:20 |
| 52. | Bruno Brandes.....   | 4:30    | 34:01 |
| 53. | H. Warnken.....      | 4:30    | 34:05 |
| 54. | H. H. Mason.....     | 4:30    | 34:06 |
| 55. | W. J. Morgan.....    | 6:00    | 34:37 |
| 56. | A. Hoffman.....      | 7:00    | 35:43 |
| 57. | C. A. Carpenter..... | 5:00    | 34:43 |
| 58. | F. J. Zander.....    | 7:00    | 35:40 |
| 59. | W. A. Bremer.....    | 6:00    | 34:38 |
| 60. | Julius Butler.....   | 7:00    | 36:50 |
| 61. | E. P. Whipp.....     | 7:00    | 37:00 |
| 62. | H. J. Schultz.....   | 5:30    | 36:34 |
| 63. | H. J. Oulons.....    | 0:30    | 36:32 |
| 64. | W. C. Krenning.....  | 7:00    | 37:10 |
| 65. | Leo Belmann.....     | 6:30    | 36:48 |
| 66. | E. A. Friescke.....  | 5:30    | 36:50 |
| 67. | John Starke.....     | 6:00    | 36:01 |
| 68. | F. B. Barrett.....   | 7:30    | 37:57 |
| 69. | C. A. Roe.....       | 6:30    | 37:08 |
| 70. | E. S. Potter.....    | 7:00    | 38:15 |
| 71. | J. Schmidt.....      | 6:00    | 37:00 |
| 72. | S. R. Wilson.....    | 7:00    | 38:10 |
| 73. | W. W. Rowland.....   | 4:30    | 36:50 |
| 74. | G. O. Wenker.....    | 5:00    | 36:35 |
| 75. | Albert Mueller.....  | Scratch | 31:30 |
| 76. | Peter Olle.....      | Scratch | 31:37 |
| 77. | William Mapes.....   | 0:30    | 32:40 |
| 78. | M. H. Plank.....     | Scratch | 31:40 |
| 79. | W. Wagner.....       | 7:00    | 39:04 |
| 80. | H. M. Tindal.....    | 4:30    | 36:51 |
| 81. | O. W. Meures.....    | 0:30    | 36:54 |
| 82. | F. M. Klefande.....  | 5:30    | 37:30 |
| 83. | Anton Brown.....     | 0:30    | 36:00 |
| 84. | R. W. Wieben.....    | 4:00    | 41:50 |
| 85. | J. E. Meyer.....     | 7:00    | 43:50 |
| 86. | A. F. Ries.....      | 0:30    | 43:50 |

\*Ruled out for cutting course, by Referee M. C. Rottler.

At the meeting of the racing board, later, Schwenger and Faber were exonerated by the club on the charge of cutting the course. It appears that they gave up and that after they dropped out of the race they had to pass the judges who took down their numbers.

## H. F. Bartel Won.

The Niagara Wheelmen's club road race on August 29, over a seven mile course was won by H. F. Bartel, who had a handicap of 5:30 and rode the course in 23:40. Bruno Brandes, a scratch man, won first time prize in 21:29.

Summary:

| Pos. | Name                  | Hdcp.   | Time  |
|------|-----------------------|---------|-------|
| 1.   | H. F. Bartel.....     | 5:30    | 23:40 |
| 2.   | Otto E. Borch.....    | 6:30    | 25:00 |
| 3.   | Adolph Stegl.....     | 4:00    | 23:40 |
| 4.   | A. E. Gesh.....       | 5:30    | 24:25 |
| 5.   | E. A. Friescke.....   | 4:00    | 23:17 |
| 6.   | H. Dabika.....        | 4:30    | 23:51 |
| 7.   | E. S. Potter.....     | 5:00    | 25:54 |
| 8.   | George Schmidt.....   | 4:30    | 23:50 |
| 9.   | A. E. Kling.....      | 5:00    | 25:30 |
| 10.  | H. Buchholts.....     | 4:30    | 25:05 |
| 11.  | F. W. Marguardt.....  | 2:30    | 23:16 |
| 12.  | W. A. Zeally.....     | 2:00    | 22:50 |
| 13.  | W. H. Baasch.....     | 2:00    | 22:51 |
| 14.  | O. E. Kling.....      | 0:00    | 23:21 |
| 15.  | Ed. Krenning.....     | 0:00    | 27:28 |
| 16.  | Bruno Brandes.....    | Scratch | 21:29 |
| 17.  | Henry Warnken.....    | Scratch | 31:30 |
| 18.  | P. Leimbach.....      | Scratch | 23:07 |
| 19.  | George Shubert.....   | 6:30    | 29:30 |
| 20.  | William Pollitt.....  | 6:00    | 29:34 |
| 21.  | Paul Hirschboeck..... | 7:00    | 30:45 |
| 22.  | J. H. Warnken.....    | Scratch | 24:37 |

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### C. M. & St. P. Road Race.

The first annual road race of the employees of the West Milwaukee shops of the Chicago, Milwaukee & St. Paul road, on September 19, was won by James Sheehan. First time was won by H. Bauer. The course was over the Whitefish Bay road. The first twenty-five finished in the order named.

| Pos. | Name              | Hdcp.   | Time   |
|------|-------------------|---------|--------|
| 1.   | James Sheehan     | 4:00    | 18:33  |
| 2.   | O. Lommer         | 4:00    | 20:18  |
| 3.   | J. Dumphy         | 1:30    | 18:08  |
| 4.   | W. A. Valentine   | 1:00    | 18:24  |
| 5.   | Herman Enters     | 1:00    | 18:26  |
| 6.   | Gustav Kopf       | 2:30    | 17:40  |
| 7.   | M. N. Tale        | 2:30    | 18:19  |
| 8.   | E. Datsen         | 2:30    | 18:26  |
| 9.   | Edward Klein      | 2:30    | 18:20  |
| 10.  | H. Bauer          | scratch | 15:57  |
| 11.  | W. F. Worthington | 5:00    | 20:58  |
| 12.  | J. M. Regan       | 2:30    | 17:58½ |
| 13.  | A. Zimmermann     | 3:00    | 18:59  |
| 14.  | C. E. Williams    | 1:30    | 17:30  |
| 15.  | J. Westburg       | 1:30    | 17:31  |
| 16.  | H. E. Balz        | 1:30    | 17:55  |
| 17.  | W. Davidson       | 3:00    | 19:20  |
| 18.  | H. Krueger        | 2:30    | 20:00  |
| 19.  | J. Gabelbauer     | 2:00    | 18:36  |
| 20.  | R. A. Bennett     | 5:00    | 19:41  |
| 21.  | H. Butzen         | 3:30    | 19:11½ |
| 22.  | L. Sprink         | 4:00    | 20:48  |
| 23.  | J. R. Smith       | 2:00    | 18:41  |
| 24.  | C. Van der Vort   | 5:00    | 21:58  |
| 25.  | H. W. Ruffman     | 5:00    | 19:16  |

The time prize winners are as follows:

| Pos. | Name            | Hdcp.   | Time  |
|------|-----------------|---------|-------|
| 1.   | H. Bauer        | scratch | 15:57 |
| 2.   | W. A. Valentine | 1:00    | 18:24 |
| 3.   | Herman Enters   | 1:00    | 18:26 |

### Andrae Road Race.

The employees of the Julius Andrae & Sons Company held a road race over the White Fish Bay road on September 6 which resulted as follows:

| Pos. | Name      | Hdcp.   | Time  |
|------|-----------|---------|-------|
| 1.   | Berg      | 2:00    | 18:36 |
| 2.   | G. Peters | 4:00    | 18:08 |
| 3.   | Simons    | 3:00    | 19:00 |
| 4.   | Faust     | 4:00    | 19:18 |
| 5.   | Britne    | 3:45    | 19:12 |
| 6.   | Schmidt   | scratch | 14:00 |
| 7.   | Kutznor   | 2:30    | 17:56 |
| 8.   | F. Peters | scratch | 18:08 |
| 9.   | Larson    | 5:00    | 22:08 |
| 10.  | Rasch     | scratch | 17:06 |
| 11.  | Stanver   | scratch | 17:34 |
| 12.  | Burke     | scratch | 18:00 |

### TIME WINNERS.

|    |                  |       |
|----|------------------|-------|
| 1. | Schmidt, Scratch | 14:00 |
| 2. | Berg, 2:00       | 18:36 |
| 3. | Rasch, Scratch   | 17:06 |

### Crick-Cricks.

A new noise for bicycles. Makes a noise like a cricket or musical frog, which are both sold at J. M. Allcott & Co., 90 Wisconsin street, Milwaukee, for 5 cents each or with crick-crick holder 5 cents extra. Also a Morse telegraph alphabet given free with a crick-crick. Teach anyone how to telegraph. They also have a whistling wheel, makes a noise like a baby crying; it can be attached to bicycle and

worked with hand, sold at 10 cents or 3 for 25 cents. They have all kinds of goods—a regular fair—and no charge to come in and examine the latest novelties. Revolver surprises for 5 cents, campaign, pin or button surprises for 10 and 20 cents, surprise bouquets to be filled with water, X Rays 10 cents, see through anything with them. Humorous buttons and pins, 5 cents, 6 for 25 cents, 40 cents for 12, 75 cents for 25, \$1 for 40, \$1.25 for 50; all the rage for collections.

### Good Morning, Fellow Wheelmen.

Good morning, fellow wheelmen, here's a warm, fraternal hand,

As with a rush of victory, we sweep across the land,  
If some may be dissatisfied to view the way we ride,  
We only wish their majesties could wander by our side.

For we are good philanthropists—

Unqualified philanthropists—

And would not have our happiness to any one denied.  
We claim a great utility, that daily must increase;  
We claim for inactivity, a bright and grand release;  
A constant mental, physical and moral help we feel,  
Which bids us turn enthusiasts, and bless the silent wheel.

—WILL CARLETON.

### '95 Trophy Awarded.



H. C. CLARK.



W. W. HAMILTON

The Morgan & Wright trophy, a slab of pure gold, value about \$750, has been awarded to Harry C. Clark, for the fastest unpaced mile in 1895, time, 2:05 1/4. The trophy would have gone to W. W. Hamilton, had he not been paced to the start. Clark won his prize on Morgan & Wright tires. The company's trophy for 1896, for the fastest unpaced mile, will be another slab of gold of about the same value as the one named above.

### A Word to the Wise.

You say you want something original  
Don't take any kind nor be dumb  
But be firm and demand of the dealer  
White's famous original gum.

If you're out with a friend that's convivial  
And with tipling he feels sort of glum  
The cost of a cure is so trivial  
Spend five cents for Yucatan gum.  
So don't be at all lackadaisical,  
Give a snap of your finger and thumb  
For the fellow that's so over whimsical  
That never chews Yucatan gum.

### Race Across Continent Finished.

The San Francisco-New York bicycle relay race, which began at noon, August 25, ended in front of the New York *Journal* office at twenty minutes and four and one-fifth seconds past 3 on Labor Day. The actual time was 13 days, 29 minutes and 4 1/4 seconds. The message to Major General Ruger, commander of the department in the East, was delivered from the Battery to Governors' Island on a water bicycle furnished especially for the occasion by the Wisconsin International Water Bicycle Company, of this city.

### A New Bicycle Lamp.

Another boy wonder was burst upon the horizon of the cycling world. This time he is not a thing of speed, but an inventive genius, from whose brain has developed a bicycle light of surpassing brilliancy. His name is George Woodbury, his age sixteen, and his home San Francisco. His light is described as being something altogether new. To the front forks of his bicycle he has attached a couple of tubes filled with oxygen. Another tube filled with ether is fastened to the handle bars, while between the cross bars the lad has arranged a small battery. The oxygen and ether tubes are connected with wires, and when the wheel is put in motion it generates its own light. The only objection is that the contrivance as first used by the young inventor was too heavy. He says we will make it weigh less and will then have a light that will show every obstacle in the road ahead of him.

### Allcott's Buzzing Rubbers.

Charles Allcott has conceived a novel scheme of creating a buzzing noise on a bicycle by using some specially made elastic bands which are stretched from the hub of the front wheel to the handle bar. One on each side. These rubbers can be purchased at 90 Wisconsin street, Milwaukee.

### The Huennekens Cycle Co.

Are importers of and dealers in bicycle parts and sundries at wholesale to cycle agents and dealers. Special prices and discounts given on application. Address, 255 Lake street, Milwaukee, and get catalogue.

### Have You a Cold?

Years have demonstrated the fact that Allcott's No. 9 liver pills are unequalled for biliousness, colds, headaches, constipation and general debility. Send for a list of testimonials that will convince you of the truth of this statement, J. M. Allcott & Son, 90 Wisconsin street, Milwaukee.

### Trade Notes.

As soon as the affairs of the Huseby Cycle Company can be adjusted, the firm is to be reorganized.

At the Industrial Exposition, Andrae, Warner, Muenier, Cribb, Bolte and Brown have stands exhibiting their lines and various novelties.

Repair men make money by studying the practical points in Morgan & Wright's illustrated, monthly magazine, *Wheel Talk*. It goes free to proprietors of bicycle stores and repair shops.

The stock of the Telegram Cycle Manufacturing Company has been sold to the Skidmore Shoe & Clothing Company. The works is now being managed by J. E. Cordes and W. J. Potter.

Messrs. Clark and Zuse, of Chicago, broke the Aurora-Elgin 100 mile record with a Warner Special tandem on September 1 covering the distance in six hours and 50 minutes, which is 20 minutes below the former record.

The Huennekens Cycle Company has changed its name to the F. W. Huennekens Sons Company. The office is at 255 Lake street, where they have a large new building and are doing a very successful business.

The D. D. Warner company has received a large order through New York exporters for wheels for Australia. This is the third order they have received recently from this source for Australian trade. They have also recently filled orders for several European points. A large foreign trade is anticipated during the coming season.

The Andrae quad team has been endeavoring to get up a match race with the team that pushes Bolte's sextuplet, but up to the present time the builders of the "sex" have not dared to venture the machine at a high rate of speed. The race might be an interesting feature at the State Fair races where the track is wide and the turns long.

### Cigar or a Glass of Soda.

When weary riding your wheel, hitch it on the Van Twiller Cigar bicycle stand in front of Allcott's Drug Store at 90 Wisconsin street and drop in and have a cigar or glass of soda water.

### \$100 Reward, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

Sold by Druggists, etc. Address: F. J. CHENEY & CO., Toledo, O.

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**ARE GOOD TIRES**

THEY GIVE  
THE LEAST "TROUBLE"  
AND THE MOST "COMFORT"  
TO THE MOST PEOPLE

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65 PER CENT OF ALL WHEELS  
PUT IN 1896, ARE FITTED WITH  
**MORGAN & WRIGHT**  
**QUICK-REPAIR TIRES**

**MORGAN & WRIGHT**  
CHICAGO

# Li Hung Chang On Bicycles.

Miss Ivy Ross, a New York newspaper writer, recently interviewed Li Hung Chang. In writing her experience with the great Chinese statesman, she says:

"I asked him whether he had seen any bicycles.

'Yes,' he snapped out, with laconic disapproval.

'What do you think about women riding them?' I asked.

'They should not ride them. Bicycles are not meant for women; they are immodest.'

'Do men ride bicycles in China?'

'No,' he almost thundered.

Bicycles for men or women, evidently have not the stamp of Li Hung Chang's approval."

## Told After Tea.

The Artist, mounted on the famous Bantam that serves as a grindstone for local wit, was in the middle of an interesting anecdote, when Jim and the Pirate pounced upon us from round the corner. To question the decrees of Providence is not only sinful, but useless; so we suffered them to accompany us to "The Chequers."

The Pirate shouted for tea. It came; brought by a demure little Quakeress, whose brown eyes seemed to mesmerise Jim. He told me several times that she was a pretty girl; with an adjective implying a belief in the Calvinistic doctrine of Predestination. The Artist wanted to annex her for a model; while the Pirate made love to her in an easy and unembarrassed way that served to mask his vigorous attacks upon the cold pie. After he had quite cleared the table, he proceeded to confiscate our tobacco; having, as he explained, left his pouch on the mantelpiece. It seemed a funny place to put a pouch when starting for a spin; but this is a habit of the Pirate's and regular habits are his strong point. I'm afraid Jim fails to appreciate this beautiful regularity; and I know that he has taken to smoking Cavendish—which he doesn't like—solely because it always makes the Pirate ill. But this is a digression.

"Sold that tandem yet, Jim?" inquired the Artist.

"No."

"I know a chap who will give you seventeen for it."

"My dear fellow, I wouldn't take it."

"How's that? I thought you wanted to get rid of it."

"So I do, but not at that price. It's worth a lot more."

"I daresay; but that's what you offered to take."

"Yes, I would then, but not now."

"You see, my dear fellow," Jim explained, "it's like this. There was a slight drawback to that machine. It's all right now; and I don't mind telling you the story—it's a queer one.

"I bought it of an old school-fellow, a man named—well, suppose we call him Robinson. I gave him £7 10s for it; with the idea of re-selling at a profit. It seemed a ridiculous price; for it was a genuine machine, and although evidently ridden a good many miles, was practically as good

as new. No, it wasn't stolen; Robinson had bought and paid for it all right. I've got the receipt now; I tried it every way I could think of but could find nothing wrong. However, cycles, like horses, have an individuality of their own; and sometimes develop vices peculiar to themselves; and I feared this immaculate machine was one of that sort. Still it was too cheap that I thought I couldn't lose by it.

"As a matter of fact my fear was groundless. In the chaste diction of the advertising horse-dealer, my purchase was 'free from vice, and easy to ride or drive,' I might add, 'has been ridden by a lady.' I was delighted. But one dark evening, some weeks afterwards, a strange thing happened. I was trundling it home by myself when I became conscious of a queer sensation. I don't know how, or why, but I knew or rather I felt, that someone was sitting on the front saddle, although I could see nothing. It was the weirdest that I ever experienced. I didn't take much notice of it the first time; but when on subsequent occasions, the same thing happened repeatedly, it became distinctly monotonous, not to say, annoying. At last I used to fancy I could actually see a girl in front, and once or twice I could have sworn I heard a sob."

"I've heard of centipedes," remarked the Artist, "and three-tailed kittens; but when it comes to sobbing maidens on tandems, it is a bit thick. You must have had 'em bad, old chap!"

"Well, one Saturday I ran across Robinson in the city; and, to make a long story short, we agreed to go for a ride that afternoon. We had a very enjoyable time, and got so engrossed in old school memories that I quite forgot to ask him about the singular behaviour of his recent property. It was a glorious day, hot as mustard, but clouded over as the night closed in. Coming home we stopped at the 'White Hart,' at Roddingford. The clouds were coming up all over the shop, and, as it looked like a wet night, we decided to rest and train home. The house was innocent of a timetable; and, as inquiries in the bar only elicited contradictory replies, Robinson ran down to the station on the tandem to make sure about the last train.

"I was sitting at the big window that looks out on the river,

Thinking of Jack,  
Wishing him back."

for I was very hungry, and didn't like to begin without him, when he burst into the room with a face full of fright.

"What's wrong?" I said.

"Oh, nothing," he replied. "The last train is 9:47."

"But you look like death," I said. "What's the matter?"

"Oh, nothing. Only a headache. There's thunder in the air," he said; "I s'pose that's what it is!"

"You'll be better after a cup of tea," I said.

"And he did pick up a bit presently; but he seemed to have got the hump, and if it hadn't been for one of those old volumes of 'Punch' they keep in that room I should have had a precious dull time of it.

"When we started, I suggested that Robinson should

take the front seat for a change; but he flatly declined. He didn't seem to care about mounting at all—he shied at the thing like a frightened filly; but at last we were going easily down the lonely lane that leads to Keystone Station. It was very dark now, but now and then a livid flare shot up from the horizon, and was gone. After one of these flashes, Robinson—well he fairly screamed.

“What's wrong now?” I asked. “Surely you ain't frightened of lightning?”

“But he shrieked—‘Oh! look! look! look!!! There she is again.’”

“‘Are you mad?’ I yelled.

“But he went on. ‘Oh, Annie! don’t! Do leave me alone. Oh! save me, Jim!’—and then I had all my work cut out to pull up without a nasty cropper, for Robinson was swaying about all over the shop. I propped him up against a tree, and there he stood shivering, with a face that showed green in the lightning, and simply gibbered. I didn’t altogether blame him, poor beggar; for on the saddle which I had just vacated sat a girl in a dark dress, looking at Robinson with wounded eyes, like my pup’s when I swear at him.

‘I saw her but a moment, Yet methinks I see her now,’ and I sha’n’t forget it in a hurry, I can tell you. Well, I managed to get Robinson and the tandem to the station—which luckily was close by; and when we were in the train I said:

“‘Now, then, perhaps you will be good enough to tell me what

you mean by going on like this, and nearly breaking both our necks?

“Then he told me the whole story; and I thought he seemed glad to get it off—I see a lurking devil in the pirate’s eye, so I will cut it very short.

“Sometime back Robinson was engaged to a girl; and that’s how he came to possess a tandem. She was a nice

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little and costs you much.

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girl, and she loved him with a pure and confiding affection; lavishing upon him all the priceless treasure of a young and—

"Cheese it, Jim! This isn't a novelette factory."

"I was going to say that he jilted her for the present Mrs. R. The girl didn't like it—in fact it broke her heart, and she died. She must have been a juggins to break her heart over a chap like Robinson; but that's a woman all over," moralized Jim. "If he'd been a good square chap, she would have chucked him. The parting scene took place during one of their rides on the tandem; and Robinson said that after her death she used to appear on the front seat, and look round at him reproachfully. That's why he sold the machine so cheap. When he went down to the station by himself she turned up again. Afterwards he saw her face over my shoulder; and the rest I've told you."

"You may guess I fought a bit shy of that tandem for a bit; but next time I rode it I found no signs of the girl. I tried it carefully, going round churchyards and lonely places in the dark; but nothing could I see, hear or feel. I met Robinson the other day, a perfect wreck! The injured Annie, somewhat tardily perceiving that her *post mortem* performances on the tandem were being wasted on the wrong man, had begun to haunt him in person. He had taken to drink, lost his berth, and separated from his wife. Altogether it looked like—

"Yes, thank you, I will take a little more whiskey."

The pirate knocked the ashes out of his pipe.

"Did you ever read Kipling, Jim?" he asked.

"No," replied Jim.

"Look here, Jim, there's many a man been ruined through trying to do what he's not fit for. You devote your energies to some form of vice in which nature has qualified you to excel. You might make a decent drunkard, but I am afraid you'll never be worth your salt as a liar. No, Jim you've been giving us a corrupt version of the 'Phantom Rickshaw.' Jim, I'm ashamed of you. Give me some 'baccy.'"

But Jim swears that it's true.—*English Cycling.*

### Things They Have Observed.

That a liar is not believed when he speaks the truth.

That an agent may be pretty sure the cyclist is going to buy when he finds fault with the goods.

That "a stitch in time saves nine," and an overhaul of your machine before starting on a ride will save many a weary march.

That a "rolling stone gathers no moss," and the fellow who is always changing his companions will one day find himself friendless.

That the wheelman who blows out his lamp and attempts to light his whistle is not in a fit state to deliver a temperance lecture.—*Irish Wheelman.*

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ever placed on the market. The tubes of the machine are so located that a person can look through the machine and see any object in line with the Ray. A silver coin or any other convenient substance placed between the tubes offers no obstacles to the view. The observer first smiles, then carefully inspects the machine, then he looks again, this time at your face, he sees it, his smile broadens and he buys the machine. Send for price list. Sample 15 Cents.



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 The fame and high reputation of Andrae Bicycles has continued to grow during the past year. This, the closing of the '96 season, has shown that there are still plenty of people who are willing to pay our price for our wheels. The line for next year will retain its high standard. Our wheels will never be brought into competition with the many wheels of inferior make which have been listed at \$100 but sold for less than half. We cannot afford it and you cannot afford to buy one of them.

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M. C. ROTIER, Associate Editor.

M. C. ROTIER, Business Manager.

Eastern Representative: S. Koppel, 81 Times Building, New York.

## AN EXPLANATION NEEDED.

The ordinance of Alderman Con Corcoran, prohibiting the throwing of glass and rubbish in the streets, has been dragging along in the council for several months and still remains locked up in the pigeon hole of one of the committee. Will some of the many aldermen kindly explain why this measure is not passed?

## CLOSE OF THE '96 SEASON.

The racing season of 1896 in Wisconsin is about ended. In this state it has not been as successful as the officials of the racing board of the division hoped for early in the year. Chairman Fred J. Schroeder planned an extensive circuit, beginning in the south and extending over the entire state, but the circuit could not be carried out with any regularity. Nearly all the meets that have been held outside of a few of the larger cities, have been run in connection with county fairs. Milwaukee this year has had its share of racing, but outside of the State Fair races and the Sanger-Bald match the attendance was poor. In nearly all cases where the patronage has been small, the general depression in trade may be held accountable. The racing talent this year has been up to the standard, there having been a large number of entries from both the professional and amateur classes at all events. The season has brought out many fast riders, but toward the close of the year a number of these have become professionals as soon as they began to recognize their abilities to win races. The tendency of riders to race for cash is growing and next year will see the list of professionals greatly increased.

## FRED. GERLACH'S RETIREMENT.

The announcement from Chicago that Fred. Gerlach, western representative of the racing board, has decided not to accept the office next year, has been received with regret by officials of the League in this state. It is too bad that the League will lose the services of so valuable a man as Mr. Gerlach has proven himself during his several terms in the office. His work has been faithfully and conscientiously discharged and, though at times, vague charges were made against him of partiality in dealing with riders who have violated the L. A. W. rules; never has there been an instance in which such charges were based on facts. While the office necessitates a great deal of work and attention, it has not paid a salary and the only compensation for Mr. Gerlach's services has been the honor of the position. The office is one that has necessitated making some enemies for Mr. Gerlach, but whatever they may have said against his official capacity, others who have watched his work will say that at all times he has acted honorably, in spite of what the result of his friendship with riders led to and without fear of who was affected by his rulings.

## OSHKOSH REDEEMED.

Oshkosh, in the recent race meet which she conducted, has really reinstated herself in the eyes of the racing contingent and the wheelmen generally. The management did everything possible for the convenience and entertainment of the visitors, and the boys departed with their prizes highly pleased. The affair was conducted under the management of the Cherokee Cycling Club and the members now look forward to the time when they will be in a position to entertain the state meet. There is no longer any doubt but what they will do it well.

## Inventor of Pedals.

There has been considerable controversy as to whom the honor of inventing the pedal should be given. This, however, now appears to have been satisfactorily settled, a Frenchman, Henry Gourdoux, apparently possessing the strongest claim. In 1821 Gourdoux submitted the model of a mechanical horse, fitted with pedals, to the Conservatoire des Arts et Metiers. This model has been lost, but the drawings and designs and other papers regarding the invention are now in the possession of the French patent office, and in these the pedals are clearly marked, being attached to the front wheel. A Scotchman named Macmillan was the first inventor to fix pedals on a two-wheeled machine, Gavin Dalzell and Pierre Michaux shortly afterward followed his initiative.

At the last meeting of the Associated Cycling Clubs, Henry Helling reported that the recent meet of the Association had been conducted at a loss of \$523, of which amount all but \$83.24 had been paid up by the various clubs.

## THE ELECTION IS ON.

Ballots for the Election of Officers of the Wisconsin Division, L. A. W., Now in the Hands of the Members.—A Large Vote Expected.

Never in the history of the League in Wisconsin has the interest in the annual election of officers been so warm, and yet everything is being carried on in a friendly spirit. The two candidates for the office of chief consul, M. C. Rotier and F. J. Morawetz, are firm friends and each have a strong following in the city of their homes.

For the office of vice consul, the candidates, H. M. Baldwin and Dr. D. S. McArthur, the former from Kenosha and the latter from La Crosse, are strangers to each other and neither of them are making the canvass that the aspirants for the office of chief consul are.

George Mead's election to the office of secretary-treasurer is a foregone conclusion as he has no opposition.

For state representatives are the following nominees: S. D. Baird, Neenah; H. Van Arsdale, Racine; Ben Hooper, Oshkosh; W. H. Field, Green Bay; Louis Pierron, Milwaukee; H. P. Andrae, Milwaukee; N. E. Lindquist, Marinette; G. B. Weinstock, Brandon; F. B. Spring, West Superior; H. E. Pomeroy, Appleton; E. A. Savage, Milwaukee; W. H. Ferguson, Waupun; S. C. Newman, Kenosha; Joseph Brenk, Milwaukee. The list represents fourteen good men, out of which eight of them can be elected. It is believed that S. D. Baird, of Neenah; W. H. Field, of Green Bay; H. E. Pomeroy, of Appleton; Ben Hooper, of Oshkosh; N. E. Lindquist, of Marinette; F. B. Spring, of West Superior, and H. Van Arsdale, of Racine, will be elected, while Kenosha, with two men in the field for office and with its limited membership, will no doubt be left out. Milwaukee has four candidates for one of the state representative offices, but it is a question now who will be elected, unless it is H. P. Andrae who usually runs ahead of the ticket for that office. Still, Louis Pierron, E. A. Savage and Jos. J. Brenk will be likely to lower his plurality to a doubtful number. It was not a politic move for Milwaukee to nominate so many local candidates for representative as it is sure to split up the votes to such an extent that she may get nothing but the chief consulate, which is inevitable.

The League membership is pretty generally distributed all over the state. Milwaukee has about 350 members, Appleton 180, La Crosse 160 and Green Bay 75. Of the 350 members in Milwaukee about 50 are members of the local clubs, which comprise what is known as the Associated Cycling Club of Milwaukee. The others are either members of the Calumet Club Wheelmen, the only League club in the city, and not a member of the association or unattached riders, almost entirely made up of business and professional men who are in the organization because they recognize the good it is doing to wheeling and not because they expect any great direct returns for their dollar investment.

Wheelmen at Platteville will try to raise funds with which to build a track next year.

## Annual Meeting of the Division.

The annual business meeting of the officers of the Wisconsin Division will be held in this city sometime in December. Besides the installation of the officers for the coming year now being voted upon, and the reading of reports, the place for holding the next state meet will be decided upon. There is a lively contest for the meet between Racine and Green Bay and both cities are hard at work for the prize. It is expected that about twenty officials of the division will be in attendance.

## The Chandlers.

At the Oshkosh races another Waupaca man sprung into prominence as a speedy rider. It was C. C. Chandler, a younger brother to A. M. Chandler, who last year held one of the state championships and who has won many laurels on road and track. C. C. won the novice and two handicap events with wonderful ease. A. M. was also entered in the open events but he is entirely out of training and was not in shape to compete against the fast Milwaukee crowd. It may be said that A. M. Chandler is one of the fairest riders in the state and has grown to be a popular fellow among those who traveled the state circuit this year.

## News From Gideon.

Chairman Gideon has declared the following riders professionals: Edward Johnson, Kenosha; W. Harker, Pennimore; H. Chandler, Pennimore; Thomas Frankenhoff, Boscobel; O. E. Virum, Stevens Point; Gus. Gutz, Sparta; Ole Mole, Melrose; Walter Hume, Green Bay; Charles Stangl, La Crosse; Anton Stoltz, Milwaukee. Following riders have been suspended: W. Harker and H. Chandler, Pennimore; W. S. Baxter, Montford, one year; Thomas Frankenhoff, Boscobel; Ben Bunker, Hudson, sixty days; C. F. Stangl, La Crosse, one year; Gus. Gutz, Sparta; Ole Mole, Melrose; L. M. O'Brien and Leo H. Motl, Watertown, thirty days; Walter Hume, Green Bay, six months; Frank Ball, Freeman Luce, Edward Thompson, Rice Lake; Herman Taylor, Barron, thirty days.

## Green Bay's New League Club.

At a meeting held October 5, the Pastime Cycle Club, of Green Bay, with a League membership of seventy-one, passed an amendment to their by-laws to conform to the requirements of a League club, and elected the president, A. J. Fontaine, as the club representative on the division board of officers. The officers are as follows:

President—A. J. Fontaine.

Vice-President—Chas. Ast.

Secretary—William Harman.

Treasurer—L. J. Engels.

Captain—Geo. Schafer.

Lieutenant—Jos. Dorschel.

Color Bearer—L. Daggett.

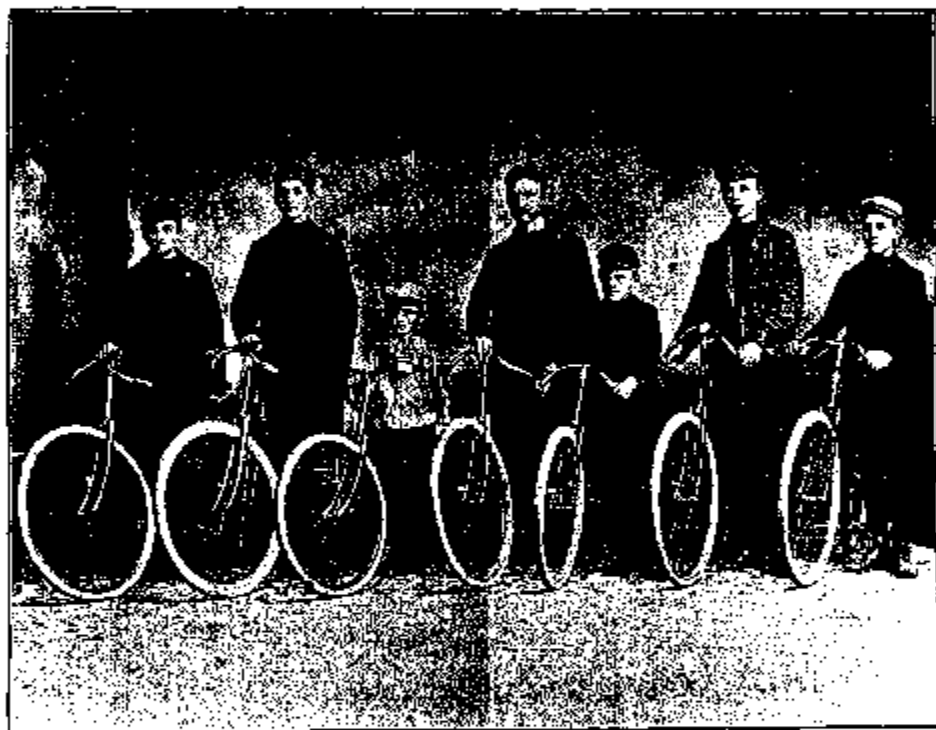
Directors—Godfrey Nejedlo, A. J. Fontaine, O. F. Manry.

### Here Are Brothers and Brothers.

We do not know of another city, state or country that can boast of a family of seven brothers. The picture presented on this page represents the seven sons of Mr. F. W. Huennekens, of the F. W. Huennekens Sons Company, wholesale jobbers of cycle sundries and parts. The feature of it is that they all ride wheels, besides two sisters, there being ten wheels in the family. The boys' ages range in years from twenty-four down to nine. Their names are Fred J., John A. C., Arthur L., Frank M., Leo J., Alfred R. and Rene G. Three of the oldest young men are engaged in business with their father. Fred J., the oldest, began riding a wheel when ten years old, and was the possessor of one of the first wheels on the south side where they still live.

He is a member of the Rights and Privileges committee of the L. A. W. and prominent in cycling circles. Four of the family are members of the League.

Mr. Huennekens, the father, has been interested in the cycle business for many years and has invented some appliances which are invaluable to cycling interests.



THE HUENNEKEN BROTHERS.

### Minneapolis-Milwaukee Relay.

A relay race from Minneapolis to Milwaukee was run on October 4 to 7 under unfavorable circumstances. It was anticipated that the run could be made in about twenty-seven hours, but the message arrived here about twenty-five hours behind schedule time. Rough and almost impassible roads were encountered nearly the entire distance from Prairie du Chien to this city. The message was one from Robert Pratt, mayor of Minneapolis to Mayor W. G. Rauschenberger, of this city, and it was carried under the management of *The Minneapolis Times* and *The Evening Wisconsin* of this city. It left Minneapolis Sunday morning at 9 o'clock on October 4, and was hurried along to Prairie du Chien in fairly good time, but after it reached that city early Monday morning, rough roads were encountered and

in many places the relay men were obliged to walk. When finally it reached Waterloo, there was some delay in getting it further because there were no riders, the relay men having got tired of waiting. The message was finally picked up by Frank Harbach and Edward Roth who hurried it to this city where it arrived at 1:30 o'clock on Tuesday afternoon. Roth rode the last forty-three miles in 2 hours, 13 minutes, and stopped on the way to fix a puncture. Harbach punctured his wheel and had to fall behind.

### Wheelmen In Politics.

The wheelmen of this city are taking an active part in the political campaign. In every ward in the city, branches of the National Wheelmen's McKinley and Hobart clubs

have been organized. The campaign work is being carried on through a central organization which has opened headquarters at 426 Jefferson street and which is in charge of the following officers: Frank J. Morawetz, president; H. Tewes, secretary; Thomas R. Bours, treasurer, and an executive committee including the

above named and Capt. T. K. Birkhaeuser and J. Hirsch, representing the west side section; Oscar Thieme and I. D. Lundy, the south side; Charles Niss, Jr., and Alexander Bunke, the north side, and Capt. H. Vowell and C. J. Schroeder the east side. The various ward organizations are in charge of captains and Capt. Birkhaeuser is in charge of all the companies. So far about 1,000 wheelmen have become affiliated with the organizations.

### Allcott's Buzzing Rubbers.

Charles Allcott has conceived a novel scheme of creating a buzzing noise on a bicycle by using some specially made elastic bands which are stretched from the hub of the front wheel to the handle bar. One on each side. These rubbers can be purchased at 90 Wisconsin street, Milwaukee.

## RACES IN THE STATE.

Successful Meets Held At Oconto, Sheboygan, Sparta, Baraboo, Oshkosh and Elkhorn.

The past month has been a busy one in racing circles in this state, the following events having been held:

### OCONTO.

On September 21 and 22 a successful two days' meet was held at Oconto, four events being held the first day and three on the second. Summary:

#### First Day.

One mile novice—E. M. Hopper, Marinette, first; A. D. Peters, Abrams, second; H. Farlow, Marinette, third. Time, 3:50.  
Half mile open—H. E. Lucia, Oconto, first; W. Howie, Milwaukee, second; R. F. Chase, Marinette, third. Time, 1:18.  
One mile open—A. T. Stolz, Milwaukee, first; R. F. Chase, Marinette, second; Con. Reinke, Milwaukee, third. Time, 3:02.  
One mile handicap—A. D. Peters, Abrams, 100 yards, first; A. Stolz, Milwaukee, second; W. Howie, Milwaukee, third. Time, 3:38.

#### Second Day.

One mile open—W. Howie, Milwaukee, first; Con. Reinke, Milwaukee, second; R. F. Chase, Marinette, third. Time, 3:35.  
Two mile handicap—A. D. Peters, Abrams, 200 yards, first; E. W. Hopper, Marinette, 225 yards, second; W. Howie, Milwaukee, 75 yards, third. Time, 4:55.  
Five mile handicap—A. T. Stolz, Milwaukee, scratch, first; Con. Reinke, scratch, second; H. E. Lucia, Oconto, scratch, third. Time, 13:45.

### SHEBOYGAN.

At Sheboygan on September 23, the races which were to have been held on September 14, were run off successfully. The summary:

One mile novice—M. E. Plank, Fond du Lac, first; Gus. Kent, Sheboygan, second; C. V. Lutz, Sheboygan, third. Time, 2:55 3/4.  
One mile open, amateur, paced—A. Mueller, Milwaukee, first; A. Stolz, Milwaukee, second; Con. Reinke, Milwaukee, third. Time, 3:25 3/4.  
Half mile Sheboygan Cycle Club—George Baker, first; R. H. Roberts, second; C. V. Lutz, third. Time, 1:18.  
Half mile open, flying start, un-paced, non-competition, amateur—Albert Mueller, first, 1:08; G. W. Baker, second, 1:09 1/2; Con. Reinke, third, 1:10 1/2.  
One mile Sheboygan Cycle Club—G. W. Baker, first; R. H. Roberts, second; Gus. Kent, third; C. V. Lutz, fourth. Time, 2:55 3/4.  
Two mile open, paced amateur—Albert Mueller, first; Anton Stolz, second; Con. Reinke, third. Time, 5:49.

### SPARTA.

At Sparta on September 25 the races resulted as follows:

One mile novice—George Martin, first; O. R. Lint, second; O. Friskey, third. Time, 2:30 3/4.  
The five mile match—A. D. Fish, of Sparta, against Simon Bailey, of Tomah, was won by Fish. Time, 15:53 3/4.  
Half mile open—Bailey, first; O. McCoy, second; Carl Foster, third. Time, 1:19 1/2.  
Two mile handicap—Fish, scratch, first; Harry Kurtzman, second; A. Holbeck, La Crosse, third. Time, 5:34 1/2.  
One mile Monroe County championship—Fish, first; Bailey, second; Foster, third. Time, 2:53 3/4.  
Two mile lay race—Fish, first; Gudenschwager, La Crosse, second.  
Five mile handicap—Fish, scratch, first; Martin second; Gudenschwager, third; Bailey, fourth. Time, 13:53.

### BARABOO.

The Sauk County Fair Races at Baraboo on October 2, drew a large crowd. Summary:

Two mile handicap—Hahn, first; Kellogg, second; Hoag, third; Rockwood, fourth. Time, 5:40.  
One mile Sauk County championship—Hahn, first; Dickinson, second; Hoag, third. Time, 3:01.  
One mile open—Hahn, first; Kellogg, second; Rockwood, third. Time, 2:48 1/4.  
Quarter mile—Kellogg, first; Hahn, second; Dickinson, third; Hoag, fourth.

### OSHKOSH.

At Oshkosh, on October 3, a very successful meet was held, fully 2,000 people being present. Summary:

One mile novice—O. C. Chandler, Waupaca, first; A. W. Eller, Oshkosh, second; Milton Davis, Oshkosh, third. Time, 3:42.  
Quarter mile open—E. S. Comstock, Oshkosh, first; Con. Reinke, Milwaukee, second; Albert Mueller, Milwaukee, third. Time, 2:15 seconds.  
One mile open—Anton Stolz, Milwaukee, first; Albert Mueller, Milwaukee, second; Con. Reinke, Milwaukee, third. Time, 3:30.  
One mile handicap—O. C. Chandler, Waupaca, 210 yards, first; C. Pierce, Monona, 125 yards, second; Edward Eller, Oshkosh, 165 yards, third. Time, 2:00 1/4.  
One mile tandem handicap—W. Bremer and Anton Stolz, 55 yards, first; O. E. Virgus and A. M. Chandler, scratch, second; A. W. Eller and O. C. Eller, 70 yards, third. Time, 2:52.  
Five mile handicap—Con. Reinke, scratch, first; Anton Stolz, scratch, second; Albert Mueller, scratch, third. Time, 12:15.  
One mile handicap—O. C. Chandler, Waupaca, first; Milton Davis, Oshkosh, second; A. W. Eller, Oshkosh, third. Time, 2:03.

### ELKHORN.

On October 3, at the Elkhorn fair, two bicycle races were held which resulted as follows:

One mile open—Herbert W. Crane, Racine, first; Con. Reinke, Milwaukee, second; Anton Stolz, Milwaukee, third. Time, 3:28.  
Five mile handicap—Con. Reinke, Milwaukee, scratch, first; C. F. Monahan, Elgin, 315 yards, second; H. W. Crane, Racine, 150 yards, third. Time, 14:30.

### Wausau Relay Race.

On October 8 a relay race was run from Wausau to Stevens Point and return, a distance of seventy-two miles, in four hours, thirty-one minutes. The message left Wausau at 9 o'clock in the morning and the distance to Stevens Point was made in two hours thirty-two minutes. On the return run the riders made better time, covering the thirty-six miles in one hour fifty-nine minutes. The roads were rough and sandy. The Wausau riders were Joe Stevens, Ralph Newell, John Kiefer, Gus. Raduchel, Walter Mueller and Orrin Liljquist. The Stevens Point riders were Thomas L. McGlachlin, Carl Cadman, Ed. Wentworth, Ed. Putz and W. McDonald.

### State Notes.

At Platteville a McKinley and Hobart club has been organized among wheelmen.

A record of one hour and nineteen minutes was established by George Curtis, a young Merrill rider, between the latter city and Wausau.

H. Von Kaltenborn, local consul at Merrill, entertains the wheelmen of his city by a weekly budget of cycling gossip in a local paper which is very interesting and no doubt does a great deal to augment the interest in cycling there.

### Appreciation Explained.

Pneumatic Publishing Company.

DEAR SIR: You can continue for another year our "ad." I may state that I consider it a good medium for our business. I am sir,

Fraternally yours,

H. R. ROBINSON,  
General Advertising Manager White's Yucca Gum

## BALD AN EASY VICTOR.

Walter C. Sanger Defeated in the \$1,000 Match Race By the "White Flyer" In Two Straight Heats—Summary of All Races.

Probably the greatest bicycle race that has ever been held in this city, was the Sanger-Bald match race for a \$1,000 purse, at National Park on October 10. The easy manner in which Bald won two straight heats was quite a surprise to Sanger's admirers, few of whom had seen Bald race before, it being the Buffalo man's first appearance in this city. The race was a success in every detail, fully 3,500 people turning out, in spite of the lateness of the season, to see the event.

In the first heat, Arthur J. Welles and William F. Sanger on a tandem, set the pace for the giants. The conditions were best two out of three heats, flying starts. In the first heat Bald had the pole and hugged the rear wheel of the pacemakers all way, Sanger staying close to Bald. In this way the riders rode until the last quarter when the pacemakers dropped behind and Sanger and Bald began to struggle in earnest. Coming into the stretch, Bald set out to sprint followed by Sanger, who by this time had come up to the Buffalo man's side. It was an interesting race down the stretch but when a few feet from the tape, Bald jumped and crossed the tape, less than half a length ahead of the Milwaukeean. Time, 2:10. In the second heat Anton Stoltz and C. C. Ingraham set the pace on a tandem. This time Sanger had the pole, followed closely by Bald. Again the tandem fell out at the three-quarter pole and Bald moved up to Sanger's side. The latter started the sprint early and as he came sweeping down the stretch he led Bald by a full length. Everybody felt sure it was Sanger's heat but while the cries of "Sanger! Sanger!" arose from the throng of spectators, Bald jumped forward, passed the Milwaukeean ten yards from the tape and finished with half a length to spare. Time, 2:05 3-5. The spectators for a moment could not understand how Sanger had lost the heat, but the next instant they rallied from their excitement and heartily cheered the Buffalo man's great ride.

There were several other good races, during the afternoon, a full summary of the whole program being as follows:

Half mile open, professional—First heat: William F. Sanger, Milwaukee, first; J. E. Fitzgerald, Chicago, second; Henry Kanaska, Milwaukee, third. Time, 1:16 1-5. Second heat: C. C. Ingraham, Aurora, first; J. P. Blum, Chicago, second; Anton Stoltz, Milwaukee, third; Arthur Welles, Milwaukee, fourth. Time, 1:16. Final heat: William F. Sanger, first; C. C. Ingraham, second; J. P. Blum, third. Time, 1:16 2-5. First prize, \$35; second prize, \$20; third prize, \$10.

One mile match race, flying start, paced, purse \$1,000—First heat: E. C. Bald, Buffalo, first; Walter C. Sanger, Milwaukee, second. Time, 2:10. Second heat: E. C. Bald, first; Walter C. Sanger, second. Time, 2:05 3-5.

Two mile handicap, amateur—Con. Reineke, Milwaukee, scratch, first; Albert Mueller, Milwaukee, scratch, second; Charles Muss, Milwaukee, 60 yards, third. Time, 4:55 4-5. First prize, gold watch; second prize, pair of tires; third prize, gold pin.

One mile handicap, professional—Henry Kanaska, Milwaukee, 175 yards, first; Theodore Jones, Racine, 140 yards, second; A. F. Bingenheimer, Milwaukee, 90 yards, third. Time, 2:05 1-5. First prize, \$50; second prize, \$20; third prize, \$10.

Exhibition mile, against amateur state record of 2:06—Con. Reineke made new record of 2:05 3-5.

Exhibition mile, against paced professional state record—Arthur J. Welles established new record of 2:07 3-5.

Exhibition half mile, against world's unpaced record of 25—Walter C. Sanger rode half in 1:00.

Exhibition half mile, against state paced record of 27—A. F. Bingenheimer rode half in 1:00.

## North Side Club Fair.

The North Side club has decided to hold a fair at its home, from October 21 to 24. The arrangements have been in charge of Gerhard Aussem and the ladies' auxiliary, who have decided to award prizes in the voting contests for the most popular candidate for assemblyman and sheriff and for the most popular wheelwoman, captain and club in the city.

## Union Century Run.

Chief Centurion Louis Pierron of the Associated Cycling Club has been unable to decide who won the silk banner which the association offered to the club having the largest representation in the union century run, on October 11. About seventy-five riders of the North Side club, the Niagara Wheelmen, the Badger Wheelmen and the Mercury club participated but a comparison of the registers along the route shows that some either cut the course or failed to record their names. A meeting of the club captains will have to be held to determine the result.

## May Go After Records.

Before the season comes to a close, several of the local riders may go after records. William F. Sanger and A. F. Bingenheimer have secured sanctions to try for state records at National Park but haven't been able to get pacemakers. Edward Roth is desirous of going for the 100-mile road record over the Watertown course and Edward Aldridge is after the 100-mile track record.

## Brief Local Notes.

The South Side Cycling Club on October 3 held a successful ball at South Side Kindergarten.

The next meeting of the Associated Cycling Clubs will be held at the Niagara Wheelmen's home.

On November 17, the Cream City Wheelmen will hold its second annual ball at Deutscher Maenner Verein Hall.

The Milwaukee Wheelmen have decided that owing to "hard times" they will not hold their annual minstrel show until early next season.

A "scrub" road race over the Whitefish Bay road was recently held by seven members of the Calumet Club Wheelmen and William Lachenmaier, who handicapped the race, won easily.

The club road race of the North Side club which was planned to take place in September has been indefinitely postponed and the prizes donated will be awarded at the North Side club's fair.

### State Fair Races.

The state fair this year closed on September 26, the feature being the bicycle meet at which Walter C. Sanger was the attraction, it being his first appearance on a local track in three years. Sanger had everything his own way and won every heat and open race in which he was entered. The track was wet and made riding difficult so that fast time was impossible. The races were witnessed by about 8,000 people. Following is a summary of the events:

One mile novice, amateur—John A. Welisp, Milwaukee, first; Walter L. Knasuba, Milwaukee, second; Alfred Rosenberg, Milwaukee, third. Time, 3:28 1/4.

One mile open, professional—First heat: Walter C. Sanger, Milwaukee, first; Jesse Curry, Aurora, Ill., second; W. E. Canyon, Chicago, third; William F. Sanger, Milwaukee, fourth. Time 2:45 3/4. Second heat: A. A. McLean, Aurora, Ill., first; A. D. Kennedy, Chicago, second; E. H. Herr, Chicago, third. Time, 2:58. Final heat: Walter C. Sanger, Milwaukee, first; Jesse Curry, Aurora, Ill., second; W. E. Canyon, Chicago, third. Time, 2:40. First prize, \$100; second, \$50, and third, \$25.

One mile open, amateur—O. E. Vihum, Stevens Point, first; Con. Reinke, Milwaukee, second; Fred De Gudy, Chicago third; Nat McDougall, Milwaukee, fourth. Time, 3:10.

Quarter mile open, amateur—O. E. Vihum, Stevens Point, first; Con. Reinke, Milwaukee, second; Anton Stoltz, Milwaukee, third. Time, 33 seconds.

Half mile open, professional—First heat: Walter C. Sanger, Milwaukee, first; Jesse Curry, Aurora, Ill., second; A. A. McLean, Aurora, Ill., third. Time, 1:23. Second heat: R. P. Rice, Chicago, first; Arthur J. Welisp, Milwaukee, second; A. D. Kennedy, Chicago, third; Henry Kannaka, Milwaukee, fourth. Time, 1:18. Final heat: Walter C. Sanger, Milwaukee, first; A. D. Kennedy, Chicago, second; Jesse Curry, Aurora, third. Time, 1:16 1/4. First prize, \$50; second, \$25; third, \$15.

Two mile handicap, amateur—Bert Gridley, Wauwatosa, 240 yards, first; A. A. Kling, Aurora, Ill., 85 yards, second; Nat McDougall, Milwaukee, 130 yards, third; Charles Musa, Milwaukee, 100 yards, fourth. Time, 5:10.

Special invitation, one mile, professional, for quintette, quad and triplet—Quad team (Rice, Miller, Schiner and McLean), first; triplet team (De Gudy, Canyon and Curry), second; quintette team (Van Herick, Lund, Bainbridge, Rao and Skelton), third. Time 3:15. Prize, \$100.

Two mile handicap, professional—Henry A. Zerbe, Milwaukee, 175 yards, first; A. F. Bingenheimer, Milwaukee, 110 yards, second; Arthur J. Welisp, Milwaukee, 140 yards, third. Time, 5:08 1/4. First prize, \$50; second, \$25; third, \$15.

One mile, professional, for tandems—W. E. Canyon, Chicago, and John Lund, Chicago, first; E. Van Herick, Chicago, and Joseph Skelton, Chicago, second; W. C. Schinder, Milwaukee, and A. F. Bingenheimer, Milwaukee, third. Time, 2:59 1/4. First prize, \$25; second, \$15.

### New Milwaukee-Chicago Record.

The record of six hours and 23 minutes for the Milwaukee-Chicago course, made by Emil Ulbricht in September, 1894, has been reduced to 5 hours and 12 minutes by E. H. Schenkenberger, of the Fowler Cycling Club, of Chicago. He left Milwaukee at 11:30 A. M. and arrived in Chicago at 4:42 P. M. Up to the Sheridan drive he was paced by tandems and the balance of the distance by a quad.

### Lakeside Road Race.

The Lakeside Bicycle club's road race over the Whitefish Bay road was won by J. Leonhard, while P. Kruss won first time prize. The order of the finish:

| Pos.                | Hdcp.   | Time  |
|---------------------|---------|-------|
| 1. J. Leonhard      | 0:30    | 51:16 |
| 2. C. Michelstetter | 5:00    | 55:46 |
| 3. G. Vogt          | 0:00    | 58:00 |
| 4. W. H. Filler     | :80     | 58:30 |
| 5. F. Woods         | 3:00    | 54:30 |
| 6. F. Kyus          | Scratch | 59:00 |
| 7. H. H. Helbron    | 10:00   | 44:00 |

### Anton Stoltz a Professional.

Anton Stoltz, the well known local rider, who all summer rode in the amateur class, on October 10, at the races at National Park, appeared as a professional. Stoltz's decision at the close of the season to become a professional was somewhat of a surprise.

### Evening Wisconsin Road Race.

The Evening Wisconsin road race on September 26, was won by E. J. Bach, a member of the Corner Cycle club, while Anton Stoltz won the first time. The course, from Pewaukee to the corner of Twenty-third street and Grand avenue, was insplendid condition. A large crowd witnessed the finish. There were 142 starters of which 112 finished. The first 25 riders finished in the following order:

| Pos.                | Hdcp. | Time  |
|---------------------|-------|-------|
| 1. Edward J. Bach   | 9:00  | 53:11 |
| 2. E. Wiskler       | 13:00 | 53:01 |
| 3. W. L. Blanchard  | 10:00 | 54:22 |
| 4. D. Ploss         | 8:00  | 52:44 |
| 5. J. P. Mueller    | 8:20  | 53:19 |
| 6. Ojande Granger   | 7:00  | 51:53 |
| 7. A. Warner        | 9:30  | 54:59 |
| 8. A. Blodgett      | 7:30  | 52:55 |
| 9. C. Thomas        | 7:50  | 53:37 |
| 10. H. Bauer        | 8:00  | 53:10 |
| 11. W. Hussy        | 10:00 | 55:24 |
| 12. C. K. Dally     | 9:30  | 55:10 |
| 13. W. Bremer       | 7:30  | 53:30 |
| 14. E. H. Mason     | 7:00  | 53:51 |
| 15. H. B. Enters    | 10:00 | 55:57 |
| 16. B. Gridley      | 5:00  | 51:05 |
| 17. O. F. Weber     | 0:00  | 51:37 |
| 18. Edward Aldridge | 0:30  | 52:38 |
| 19. C. Chandler     | 0:00  | 52:52 |
| 20. H. F. Schacht   | 9:00  | 55:37 |
| 21. P. K. Kruss     | 8:30  | 55:01 |
| 22. H. Kleber       | 5:00  | 51:52 |
| 23. Wm. H. Duke     | 5:00  | 51:54 |
| 24. D. C. Franke    | 5:30  | 53:05 |
| 25. H. G. Koch      | 9:30  | 55:05 |

### TIME WINNERS.

|                    |         |       |
|--------------------|---------|-------|
| 1. Anton Stoltz    | Scratch | 45:30 |
| 2. Herman Lock     | Scratch | 45:32 |
| 3. Joseph Dolister | 2:00    | 50:18 |

### West Side Road Race.

In the West Side Wheelmen's road race H. Hahn won first place and G. Berg won first time. The course was over the Whitefish Bay road. The riders finished in the following order:

| Pos.            | Hdcp.   | Time  |
|-----------------|---------|-------|
| 1. H. Hahn      | 3:00    | 17:00 |
| 2. L. Hahn      | 3:30    | 17:31 |
| 3. W. Kettler   | 2:00    | 18:08 |
| 4. J. Dial      | 4:30    | 18:45 |
| 5. N. Stall     | 4:00    | 19:00 |
| 6. F. Patzer    | 1:30    | 18:10 |
| 7. G. Berg      | Scratch | 18:00 |
| 8. P. Schmitz   | Scratch | 18:31 |
| 9. W. Blommer   | Scratch | 18:29 |
| 10. H. Krensch  | 3:30    | 19:40 |
| 11. F. Siefert  | 3:00    | 19:22 |
| 12. W. Meyer    | 4:30    | 20:30 |
| 13. W. Welter   | Scratch | 19:50 |
| 14. P. Pflansch | Scratch | 21:00 |

The Julius Andrae & Sons Company has announced that its new model wheels next year will be sold at \$100.

### Are You Billious?

Years have demonstrated the fact that Allcott's No. 9 liver pills are unequalled for billiousness, colds, headaches, constipation and general debility. Send for a list of testimonials that will convince you of the truth of this statement, J. M. Allcott & Son, 90 Wisconsin street, Milwaukee.

### The Huennekens Cycle Co.

Are importers of and dealers in bicycle parts and sundries at wholesale to cycle agents and dealers. Special prices and discounts given on application. Address, 255 Lake street, Milwaukee, and get catalogue.

### Crick-Cricks.

A new noise for bicycles. Makes a noise like a cricket or musical frog, which are both sold at J. M. Allcott & Co. 90 Wisconsin street, Milwaukee, for 5 cents each or with crick-crick holder 5 cents extra. Also a Morse telegraph alphabet given free with a crick-crick. Teach anyone how to telegraph. They also have a whistling whirl, makes a noise like a baby crying; it can be attached to bicycle and worked with hand, sold at 10 cents 3 for 25 cents. They have all kinds of goods—a regular fair—and no charge to come in and examine the latest novelties. Revolver surprises for 5 cents.

### Campaign Pins and Buttons.

J. M. Allcott & Son, 90 Wisconsin street, Milwaukee, have a large stock of campaign pins, buttons, coins and soap, which they sell at wholesale or retail. Dime and dollar Bryan and McKinley coins of lead and aluminum, from 5 cents to 25 cents each. The X ray machine 10 cents; you can bet 16 to 1 that you can see through a silver dollar with it. Tin cans to talk to, 10 cents, for those who talk too much. Simplex lead pencil 5 cents, can be sharpened with your finger.

### Special Bicycle Oil.

You can get the best bicycle oil at Allcott's Drug Store, 90 Wisconsin street. Liniments and court plaster, bicycle whistles, medals, badges, cards, pocket drinking cups, pocket cigar lamps, key chains, etc.

### Many Styles of Saddles.

There will be a great variety of saddles shown for the new 1897 bicycles, and there is probably no part of a bicycle that is receiving greater attention than the saddle. The old theory that the same shape of saddle was suitable for everybody has been completely given up, and the large manufacturers are now making very many styles and shapes. One concern alone will have at least twenty-five different

models of saddles, which would surely seem enough to satisfy every physical requirement. Hitherto the physiological necessities of the rider have rarely been taken into sufficient consideration by the manufacturers, but the introduction of so many so-called hygienic saddles and the attention they have received from the public has aroused the saddle-makers to a realization of the fact that no one or two models could be adapted to the wants of all riders.

### "Hard Time Smoker" at Waukesha.

Last Saturday, members of the Badger Wheelmen rode to Waukesha where they attended a "hard time smoker," given by the wheelmen of that city. Recently, a "smoker" was given by the Badgers to the Waukesha club.

### Evening Wisconsin Employes Race.

The employes of the *Evening Wisconsin* held a road race on October 11, which was won by B. J. Neil, while H. Mason won first time. The race was over the Whitefish Bay course.

### Trade Notes.

The Andrae quad has been shipped to Denver.

The Johnson-Field Company at Racine has assigned.

The Andrae riding academy will remain open all winter.

F. Dickerson has opened a bicycle store at Fort Atkinson.

H. Dann's bicycle store at Evansville was destroyed by fire.

F. Maynard's store at Green Bay has been closed for the winter.

J. Prietzman's interest in the repair shop at Phillips has been purchased by J. M. Holdridge.

Joseph C. Cordes, who is in charge of the Telegram works, may take 400 wheels south.

A. S. Miller, Marinette, has embarked in the bicycle business and is doing general repairing.

There is no immediate prospect for the reorganization of either the Huseby or the Telegram companies.

George Mack, of Rhinelander, has sold his store to Edward Anderson and opened a new store across the street.

### How's This!

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure.  
F. J. CHENEY & CO., Props., Toledo, O.—We, the undersigned, have known F. J. Cheney for the last 15 years, and we believe him perfectly honorable in all business transactions and financially able to carry out any obligation made by their firm. WALKER & TRUAX, Wholesale Druggists, Toledo, O.  
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Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Price 75c per bottle. Sold by all Druggists. Testimonials free.

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**MORGAN & WRIGHT**  
CHICAGO

Owing to the present dullness in trade the Moore Standard Bicycle company at South Milwaukee has shut down for a few days.

At North Milwaukee the machinery is being put in place in the new plating and enameling departments of the Meiselbach company.

The New Brunswick Tire Company has been after Walter C. Sanger to ride their tires, but he is under contract with the Vim company.

At Sheboygan the Electric Cycle Company has been incorporated by Charles V. Luin, John L. Acker, and V. J. Luin. Capital stock, \$2,000.

E. P. Grindell, of Platteville, has added an enameling oven and a vulcanizer to his repair shop. He reports a brisk trade during the past season.

The Davidson Cycle Company has brought suit against Lindsay Bros. and Sheriff W. S. Stanley to recover possession of twenty-five bicycles, of the stated value of \$2,800, which were levied upon by the sheriff.

The United Manufacturing Company, of Fond du Lac, Wis., has received from Mr. H. Darwin McIlrath, a letter dated Ichang, China, July 28. In this letter Mr. McIlrath says: "We have about 1,500 miles to cover to the Burmah border, and will reach Calcutta probably September 10." He gave his address, Calcutta, India, care of the Great Eastern Hotel. This letter is post-marked Shanghai, August 2 and Yokohama, Japan, August 11. Mr. McIlrath left Ichang for the West July 30, and no word was expected from him until his arrival in Burmah. No letter has been received bearing a later date than July 30.

#### Pointers for Avoiding Accidents.

When passing a car or a wagon going in the same direction as yourself be absolutely positive there is a clear road for you ahead of the horses. Never pass at high speed.

Never undertake to pass a wagon going in the same direction without being certain there is plenty of room between it and the curb. Give the wagon as wide a berth as possible. Have your wheel under control, ring your bell, and before you start to go by be sure the driver has heard you and knows you are coming. Then he will not turn in upon you.

Never ride without having hold of the handlebars. It is a dangerous practice at all times. Never try fancy or trick riding of any kind in the street.

Never race in the public streets or roads. Race tracks are specially prepared for such sport. None but expert riders should ever race.

Never try to pass a novice or anyone else whose wheel wobbles unless there is plenty of room. Such a rider is always sure to do the unexpected. Better take the other side of the road till you get by such a rider, or, better still, take some other road. Sometimes it is advisable to get off

your wheel and climb a fence. Some novices need a whole road to themselves.

In riding up a grade be unusually careful to look out for vehicles coming in the opposite direction, as drivers may not be able to control their horses perfectly when going down hill. When nearing a corner have your wheel under perfect control. Dismount rather than take any chances with vehicles turning into a sidestreet or coming from it. Always keep cool.

Beware of a galloping horse. It is better to take to the sidewalk under all circumstances, for there is no telling where he will turn. A horse nearing a corner at a gallop is especially dangerous.

It is particularly dangerous for a novice to ride anywhere but on safe and level roads. In all cases it is best to have thorough control of the wheel before venturing outside an academy and the eye of an instructor.

If you scorch and cause an accident make yourself as scarce as possible. All reputable and sane bicyclists look upon a scorcher on a city street in the same light as they would a mad dog, and they would have no more pity upon him. If you are not a scorcher and see one, get him into the hands of a policeman if you possibly can. Follow him to court and have him prosecuted to the full extent of the law. Do this and serve your fellowmen.

Don't learn to ride in the street. It is one of the most dangerous practices connected with bicycling.

It is bad at all times to ride between car tracks. If, however, a bicyclist sees fit to risk the danger he should be more than usually alert. Best of all, never ride on car roads. There are enough other streets.

If you are riding behind a moving vehicle never get so close to it that you cannot see ahead on both sides. Then, never turn out to either side unless you are sure of a clear road.

Never risk going between two vehicles that are coming together. The only safe way is to slow up and go around one or the other. One of the surest ways to court death is to rush your wheel in front of a moving horse and wagon.

Novices should not ride in the streets, especially if they are in any way crowded. They are almost certain to hurt themselves or others.

#### Sanger-Hackenberg Match.

Walter C. Sanger and C. B. Hackenberg, of Denver, have been matched in a five-mile unpaced race at Denver for a large purse. Sanger will leave for Denver in a few days and get in shape for the race. While there, he may also go against the mile unpaced record of 1:59  $\frac{1}{8}$ , held by Coulter.

#### Breaks Sanger's Record.

On October 2, Clinton R. Coulter, of Denver, broke Walter C. Sanger's world's unpaced mile record of 2:00  $\frac{3}{8}$  in 1:59  $\frac{1}{8}$ . The record was made at Denver on the same track on which Sanger made his record.

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# THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE  
AND TRADE NEWS.

VOL. VII.

MILWAUKEE, WIS., NOVEMBER, 1896.

No. 8.

## THE CHIC

### PERSONAL.

#### PERSONAL—IF THE BICYCLE

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505 East Water Street, Milwaukee, Wis.

J. POPPENDIECK, JR., Editor.

M. C. ROTIER, Associate Editor.

M. C. ROTIER, Business Manager.

Eastern Representative: S. Koppel, 21 Times Building, New York.

#### OTTO DORNER'S GOOD ROADS WORK.

The action of the executive committee of the League of American Wheelmen in placing in the hands of Mr. Otto Dorner, of this city an appropriation of the League with which to carry on the good roads agitation proves that Mr. Dorner's work is not only recognized in this state but in the whole country. He has been an ardent worker in the good roads cause, and with means at his command to carry on the work, will no doubt accomplish even more good results than he has in the past. The committee chose well when it placed the appropriation in Mr. Dorner's hands.

#### CARE FOR YOUR WHEEL.

The season of the year is now at hand when many wheelmen put away their machines for the winter and a word on how to store them until the weather for riding again is favorable may be appropriate at this time. If you can not withstand the chilling winds and have determined to abandon riding until next spring, give your wheel some attention. Do not put it in some corner and let it rust there during the winter. Go over every part of the frame with vaseline, wrapping the machine in rags, and then hang it up in some dry out-of-the-way place and when you take it down in spring you will find it in good order.

#### LEAGUE PRESIDENTIAL ELECTION.

Now, that the division elections have been settled, interest is being centered in the presidential situation of the League. So much has been said in the journals and papers of this country about A. Cressy Morrison's candidacy that it is about time to practically sum up the situation and straighten any misunderstanding. If Isaac B. Potter, chief

consul of New York, wants the office he can have it without any opposition from Morrison's friends, because everybody recognizes in Potter a worthy man for the office. If, however, Mr. Elliott, the present incumbent of the office, does not withdraw from the contest, Mr. Potter will not run and then the many friends in the East who are loyal to Potter will throw their influence to Morrison. Mr. Morrison's work on the executive committee for the past two years has won for him many warm friends in almost every division in the country.

#### THE ELECTION IS OVER.

One of the brightest features of the Wisconsin Division election is that throughout the campaign, which has been spirited from beginning to end, the best of friendship has prevailed among the candidates and now that it is all over, those who have shared defeat have come forward and offered to their successful opponents their assistance in the interest of the League. The campaign has been a clean one and has been nobly fought. The large vote that was polled has been proof that League matters in this state are always wide awake.

There is much hard work ahead for the new board of officers and it will involve on the duty of all League members to give their assistance to the new administration. Much work has already been mapped out and to successfully accomplish all the good results that are anticipated during the next twelve months, hard and unceasing labor must be done. Let everybody perform his share of the work with a will and a year from now will find the Wisconsin Division even more prosperous than it has been in the past.

#### FIGHTING THE RAILROADS.

Transportation Committee Works in the Interest of the Agitation to Compel Railroads to Carry Bicycles Free—Bill Meeting With Favor and Success Assured.

The transportation committee of the Wisconsin Division has been doing some very active work in the interest of the passage of a law compelling railroads to carry the bicycles of their passengers as baggage. Late last month the committee, through the local consuls in the state, sent to all candidates for the legislature the following letter asking their views on the proposed bill:

A bill will be presented to the next legislature, framed for the purpose of preventing unjust discrimination on the part of railroads in this state against the riders of bicycles. We complain that a wheelman, when traveling upon a passenger train, after having paid the full fare required by the railroad company, is compelled to pay in addition a large fee for the transportation of his wheel, even though that is all the baggage he may have. Ordinarily no charge is made for carrying baggage that weighs seven times more than a bicycle. Wheelmen use the railroads constantly, and they and we justly think this discrimination unequal and wrong. A law abolishing this practice was passed almost unanimously by the New York legislature, last winter, and similar legislation has been enacted in Ohio, Rhode Island and other eastern states. As a candidate for the legislature we wish to inquire whether, in the event of your election to that body, you will assist in passing a similar law for our state. The wheelmen of Wisconsin, hundreds in number, in each legislative district, are vitally interested in the abolition of this abuse. The local officers of the League of American Wheelmen, established in every town and village in the state to which its membership extends, and the official organ of the League, with a weekly

## THE PNEUMATIC.

circulation of 70,000 copies among its members, will be looked to for information as to which of the candidates has agreed to support the passage of a law of this kind. Will you do us the kindness to respond to this letter, expressing your views regarding the passage of such a law, which we are sure will seem to you to be only just and reasonable to the riders of wheels?

Favorable replies were received from a large majority of candidates pledging themselves to support the measure and the committee now feels sanguine that when the bill is introduced it will have many champions in the legislature. Following are extracts from a few of the letters received by the division officers from men who have since been elected to the legislature:

**Stiles Bullard, Menasha**—While I am opposed to a candidate for office making any pledges, I will say that it has always seemed to me to be an unjust discrimination for railroads to charge for the carrying of a bicycle where the person has no other baggage. I think railroads are not acting in this matter with the sagacity they usually exercise in other matters, looking to an increase of their patronage. It certainly cannot be more burdensome for the railroad to absorb and carry a bicycle than to check and carry a trunk.

**B. A. Huffington, Eau Claire**—As you present the matter, I see no reason why your request should not be granted.

**Frank A. Anson, Milwaukee**—If elected and I am called upon to vote on the question, will endeavor to do what is right, and I am confident this is all the wheelmen ask for.

**P. H. Oshin, Stevens Point**—If elected, I will most heartily work for and support the measure you have reference to, and any other reasonable bill you may see fit to introduce.

**G. A. Hockaday, Oshkosh**—If elected I will do what I can to bring about the passage of a law that will satisfy the wheelmen, without being an undue burden to the railroads.

**Oscar F. Misch, Plover**—I fully agree with you that wheelmen have been unjustly discriminated against by the railroads, by their refusal to carry wheels as baggage. If I am elected and the bill is introduced compelling them to do this, I will most assuredly give it my hearty support.

**D. F. Jones, Sparta**—I am in favor of reasonable legislation in the interest of wheelmen, and shall certainly do nothing, if elected, to jeopardize the just claims of bicyclists.

**J. E. Roehr, Milwaukee**—In the event of my election as state senator, I will strongly favor the adoption of a law which will prevent the present unjust discrimination on the part of the railroads against the riders of bicycles. This movement of the railroads is as vicious as class legislation and should not be tolerated.

**J. H. Green, Milwaukee**—I am heartily in favor of the free transportation of bicycles by the railroads, and, if elected, will be pleased to support such a bill.

**C. N. Frank, Milwaukee**—I am very enthusiastic upon this question, as I ride a wheel myself, and, if elected, will do all I can to pass such a bill as you propose to introduce.

**Albert Waller, Milwaukee**—In the event of my election, I promise to vote and work for the bill for the purpose of preventing the present unjust discrimination on the part of railroads in this state against riders of bicycles.

**C. A. W. Kraus, Town of Milwaukee**—If elected, I will do all I can to right the injustice that is being done to the wheelmen by the railroads.

**H. N. Polley, Augusta**—I am in favor of a bill recognizing bicycles as baggage on all railroad trains with proper regulations.

**Chris Legried, Cambridge**—Will say that if elected will do what I can to have a law passed that will be satisfactory to the wheelmen and just to all concerned.

**W. E. Platt, Merrill**—While I am opposed on general principles to promise what course I would take as to any proposed bill, should I be elected, I can unreservedly say that your demands are nothing but just, and if elected should vote and work for such a bill.

**W. H. Hurlbut, Ellsworth**—I see nothing unreasonable in such a bill as you propose to introduce.

The transportation committee, which consists of F. P. Van Valkenburgh, Milwaukee; George K. Mead, Sheboygan; Henry J. Killhea, Milwaukee, and Charles E. Buell, Madison, will have a bill similar to the Armstrong measure in New York, drafted in a few weeks and have it introduced in the legislature as soon as it convenes.

## RESULT OF THE ELECTION.

**M. C. Rotier Chosen Chief Consul By About a Two-Thirds Vote Over F. J. Morawetz**—Dr. D. S. McArthur, Vice-Consul—George K. Mead's Withdrawal As Secretary-Treasurer Announced—  
A Large Vote.

F. R. Buell, F. P. Van Valkenburgh and W. C. Neilson, the committee appointed to count the ballots cast from October 15 to November 16 by members of the Wisconsin Division, for officers of the ensuing year, have submitted their report and have declared the following officers elected:

Chief Consul—Martin C. Rotier, of Milwaukee.

Vice-Consul—Dr. D. S. McArthur, of La Crosse.

Secretary-Treasurer—George K. Mead, of Sheboygan.

Representatives—Henry P. Andrae, of Milwaukee; S. D. Baird, of Neenah; Hugh E. Pomeroy, of Appleton; William H. Field, of Green Bay; Ben. Hooper, of Oshkosh; H. Van Arsdale, of Racine; N. E. Lindquist, of Marinette; Louis Pierron, of Milwaukee.

The election was one of the most interesting that has been conducted by the Wisconsin Division, and the warm rivalry existing for the office of chief consul caused the friends of both candidates to bring out an unusually large vote. Of 1,651 members of the division, 1,216 voted. The large vote made the task of the tellers a hard one. They began to count on the afternoon of November 16 and did not complete their work until 5:30 o'clock the next morning. While the election has been a hard contest from beginning to end, it has left no sore spots among the candidates, as was shown by an incident that occurred as soon as the result became known. Frank J. Morawetz was one of the first to call on Chief Consul Rotier and congratulate him, and told him that while the result was not exactly to his liking, he was satisfied, and his services were at the disposal of the new officers at any time that they were needed.

The vote brought out many surprises. Early in the campaign it was not even hoped by Mr. Rotier himself that he would be able to develop the strength he did. Out of the total number of votes cast, he received 826 against 389 polled by his opponent, Mr. Morawetz. Even in this city, where the Associated Cycling Clubs worked against him for taking a stand against Sunday picnics, he ran far ahead of Mr. Morawetz, who received less than one-third of the votes in this city. Appleton, Green Bay, Marinette, Sparta and other strong L. A. W. towns in the state were solidly for Mr. Rotier. The votes received by his opponent were nearly all in La Crosse, which has 160 members, in Racine with 40 members, in Kenosha, which has 30 members, in Monroe with 10 members, about 100 in this city and a few scattering in the state.

The vote for vice-consul was one-sided, Dr. D. S. McArthur showing up remarkably well. He polled 937 votes against 253 polled by H. M. Baldwin, of Kenosha, who was his opponent. George K. Mead, of Sheboygan, who had no opposition to the office of secretary-treasurer, received 1,216 votes. To Henry P. Andrae of this city belongs the honor of not only receiving the largest vote of

any representative but of running ahead of all other candidates who had opposition. The vote on representative is as follows: Henry P. Andrae, of Milwaukee, 941; S. D. Baird, of Neenah, 894; Hugh B. Pomeroy, of Appleton, 861; W. H. Field, of Green Bay, 823; Ben Hooper, of Oshkosh, 775; H. Van Arsdale, of Racine, 720; N. E. Lindquist, of Mariette, 718; Louis Pierron, of Milwaukee, 663; F. E. Spring, of West Superior, 545; W. H. Ferguson, of Waupun 538; G. B. Weinstock, of Brandon, 523; S. C. Newman, of Kenosha, 513; Joseph Breuk, of Milwaukee, 388; E. A. Savage, of Milwaukee, 385.

Though George K. Mead has been duly elected secretary-treasurer, his withdrawal has been made known. When he was placed in nomination, at the annual meeting at Appleton during the state meet, he declined to accept, and it was not until his friends prevailed on him that he allowed his name to be used in connection with the office. Since he was formally placed in nomination Mr. Mead has been trying to arrange his business affairs so that he could fill the office, but finding that he was unable to give up enough time to devote in the discharge of the duties of the office without neglecting his business or impairing the interests of the League, he declined to accept the nomination and so notified the officers of the division some time ago. The constitution and the by-laws of the division were then consulted with a view to nominating his successor, but it was then found that there was no clause for nominating a candidate after the annual meeting, and there being no other alternative, it was decided by the board of officers to allow Mr. Mead's name on the ticket and to let the chief consul fill the vacancy caused by his resignation. This plan was carried out.

Mr. Mead's inability to arrange his business so that he might serve the division has been the source of much regret throughout the state, because of his recognized merits to fill the office. Just who will be appointed to succeed him has not been decided upon. There were a number of candidates in the field, but Sam J. Ryan, of Appleton, seemed to be the most desirable mentioned, and there is little doubt that he will be appointed by Chief Consul Rotier on December 1.

#### Short State Items.

C. V. Dasey was recently arrested at Madison on the charge of beating his board bill.

Louis Hersig, captain of the Monroe Wheelmen, during a club run recently, fractured his collarbone.

At Madison, wheelmen have had an ordinance introduced in the common council which prohibits throwing glass and rubbish in the streets.

Waukesha wheelmen propose to abrogate the prohibitory sidewalk riding ordinance, recently passed by the council. They claim their roads in the city are an abomination, and until they are improved insist on using the sidewalks.

#### To The Bicycle.

BY LOREN S. MULL.

There's a rhythm in the music of the Wheel,  
That sets our hearts a'tingle and we feel,  
As our pulses come and go,  
Filled with youth's grand living glow,  
There's a rhythm in the music of the Wheel.  
There's a rhythm in the music of the Wheel,  
That springs from nature's heart, o'er us stand  
Songs of birds in leafy June,  
Who chant nature's own, sweet, tune.  
There's a rhythm in the music of the Wheel.  
There's a rhythm in the music of the Wheel,  
Like thousand, thousand, bells in distant peal,  
Who wake harmonies at rest,  
Float around, above, are best,  
There's a rhythm in the music of the Wheel.  
There's a rhythm in the music of the Wheel,  
Seems to rouse up many echoes and unseal  
From their hiding places so long,  
Voices filled with strange, wild song.  
There's a rhythm in the music of the Wheel.  
There's a rhythm in the music of the Wheel,  
Blest scatterer of our woes! Thing of steel!  
What is thy witching spell?  
"Know it not? Know it well!"  
There's a rhythm in the music of the Wheel.

#### ANNUAL MEETING NEXT MONTH.

Racine and Green Bay Both Will Make a Hard Fight for the State Meet to Be Held Next Summer.

The meeting of the officers of the Wisconsin Division, sometime next month, will probably be the largest that has ever been held by the division. It is expected that at least twenty officers will be present, League clubs throughout the state having recently elected representatives to the meeting. Besides the chief consul, vice-consul, secretary-treasurer and the eight representatives who have just been elected by the division, the various League clubs in the state will be entitled to representation. The Calumet Club Wheelmen of this city have elected A. G. Maxwell to be at the meeting, the Racine Athletic Association Wheelmen will have J. R. Jones, Jr. at the meeting, G. H. Reese will represent the Kaukauna League club, F. S. Walker and Willibald Ott will represent the La Crosse County Wheelmen, P. M. Conkey and Ralph Pomeroy will be here for the Appleton Cycling Club, A. W. Anderson will be the representative of the Neenah League club, and A. B. Fontaine will represent the Pastime club of Green Bay. The meeting will be held in this city, December 15.

Besides receiving reports from the various officers of the division, and the newly elected officers formally taking charge, the choosing of the place for holding the next state meet will be of great interest. The fight has been between Racine and Green Bay for some time, but a report is now being circulated that Fond du Lac may also ask for it. It is questionable, however, if that city can gather much strength unless, should the Winnebago Wheelmen of that city ask for the meet as is reported, Fond du Lac is agreed on as a compromise between Green Bay and Racine. Both of the latter cities will have able delegations at the meeting, and it is not likely that either will secure the meet without a hard struggle. Both cities have been hard at work, and just which has the better chances is an open question.

## GENERAL ROY STONE TALKS.

Gives an Interesting Address On Good Roads at a Banquet Arranged in His Honor By A. Cressy Morrison at Hotel Pfister.

At a banquet at Hotel Pfister on November 14, given by A. Cressy Morrison, in honor of General Roy Stone, head of the Road Inquiry Department at Washington, the subject of good roads was thoroughly and ably discussed. About thirty-five invited guests of Mr. Morrison attended the banquet. Thomas M. Blackstock, of Sheboygan, president of the Wisconsin League for Good Roads, presided and acted as toastmaster. At his right hand, sat the guest of honor, General Roy Stone, and at his left John M. Stahl, of Quincy, Ill., secretary of the Farmers' National Congress. Next was W. D. Hoard, of Fort Atkinson; W. H. Rogers, of Madison; Assemblyman Thomas H. Mosher, of Kneeland; George McKerrow, of Madison, and W. M. Foster, of Port Washington. Among the others present were Casius M. Payne, H. B. Wilkins, August Richter, Jr., and R. J. Coe and H. A. Briggs, of the farmers' institutes; Arthur Weld, John G. Gregory, Walter W. Pollock, Judge Carter, John R. Wolf, J. R. Kathrens, J. A. Watrous, Thomas W. Spence, C. C. Rogers, R. B. Mallory, Martin C. Rotier, H. P. Andrae, Frank J. Morawetz, Otto Dorner and E. W. Coleman.

The principal address of the evening was by General Stone, who was introduced by Blackstock and in part said:

"The loss by bad roads is the heaviest tax that people pay. The loss by bad roads in the State of Wisconsin is \$15,000,000 a year, as near as can be estimated from facts gathered by the Department of Agriculture. The loss to the whole United States is over \$600,000,000 a year. The average cost of transporting produce to market all over the world is 2 pence a ton per mile, while in the United States the average cost a ton per mile is 25 cents. The main question, which comes to you, is what kind of roads you want, what legislation you want to get them, and how to procure necessary legislation. You don't want a high-class expensive stone road in an agricultural community. You don't want to do away with earth roads there entirely. No road is so easy for vehicles, so good for horses and so comfortable for riders, as a good dirt road. The road that is giving the best satisfaction in the United States is a narrow stone road, with a dirt road alongside of it. The actual cost of single track roads in a state like this would be \$1,280 a mile or \$9 a rod, providing that railroads would help in transportation of materials, as they are doing in New York. The direct tax to the individual would not be much greater than under the present system, if the money for this road is raised by collecting one-third from the state, one-third from the county and one-third from the road district. A state like this cannot build state roads with any success. The best way is to pass a law under which people living in a certain neighborhood can secure a survey for a good road, and can secure the road if two-thirds of the property owners on the road agree to pay an assessment of one-third of the cost. The county will

undoubtedly pay another third, and if you can get state aid here, the state will pay the other third of the expense."

Other toasts during the evening were briefly responded to by the following: J. M. Stahl on "Good Roads and Rural Free Mail Delivery," ex-Governor W. D. Hoard on "Good Roads and Dairying," A. Cressy Morrison on "Good Roads and the L. A. W.," George McKerrow on "Good Roads and Farmers' Institutes," Cassius M. Paine on "Good Roads and Commerce," H. A. Briggs and R. J. Coe on "Road Education at the Farmers' Institutes," H. B. Wilkins on "Good Roads and the Merchant," Otto Dorner on "The Wisconsin League for Good Roads," W. H. Rogers, of Madison, on "Good Roads and City Streets," and Assemblyman Mosher on "Good Roads and the Farmer."

## Fair Wheelwomen In a Row.

There is trouble in the Ladies' Auxiliary of the South Side club, and the auxiliary may be dropped from that organization. The cause of the rumpus is that recently a south side young lady made application for membership to the club, paid her 25 cents initiation fee and had her application posted on the bulletin board. It appears that the applicant's brother conducts a saloon, and that some of the auxiliary members therefore objected to her membership and tore her application from the board. This finally drifted into a general dispute and at a meeting, later, Miss Carrie Fryc, president of the auxiliary, resigned. At a meeting of the club held to straighten out matters, a lively time was had. A lot of members were expelled for failure to perform their obligations as club members; nine of the members of the Ladies' Auxiliary resigned; the secretary resigned; two leading members resigned; somebody turned out the gas during a meeting of the board of directors, a commotion followed and there was talk of expelling three members charged with the offense. The ladies whose resignations are accepted are the Misses Maud Graham, Addie Dane, Emetta Friedrich, Florence Dane, Margaret Hanley, May Hodge and L. Roth, and Mrs. Josie Kasten. Morgan S. O'Brien and J. J. Beyer resigned as members, and William Milbrath tendered his resignation as secretary. Mr. Milbrath stated that he would be unable to attend meetings on Monday evenings.

## Amusements for Niagara Wheelmen.

Members of the Niagara Wheelmen have decided on a series of entertainments for the winter season. On November 8 an afternoon entertainment was given at North Side Turner hall. Other events to be held by the club during the winter are as follows:

Sociable and turkey supper. Thanksgiving eve, November 26, for members and friends, Sullivan's hall, corner Ninth and Harrison streets.  
Guess race, November 26, with turkeys as prizes.  
Hard times smoker, November 28, at club house.  
"Sylvester" sociable, November 29, for members and friends.  
Mask ball, North Side Turner Hall, January 30.

The guess race of the club to be held at 3 o'clock on Thanksgiving afternoon will be over the flag shaped course.

### The Fair Was a Success.

The fair which the North Side Cycling Club conducted last month was a far greater success than even the managers of the event had hoped for, and it is reported that over \$400 was netted by the club. The club nightly gave a musical and vocal program, one of the features being the singing of Miss Leila McIntyre. The result of the voting contests and the prizes awarded are as follows:

Most Popular Club—Niagara Wheelmen, 104; West Side Wheelmen, 50; rocking chair.  
Most Popular Wheelwoman—Miss Tillie Pierron, 108; Miss Helma Burke, 27; chafing dish.  
Most Popular Wheelman—Frank Blanchard, 610; Louis Pierron, 289; gold medal.  
Most Popular Club Captain—Edward Harnish, 141; W. N. Rasch, 100; gold medal.  
Most Popular Member North Side Club—T. O. Gauger, 70; C. T. Dehn, 11; silk hat.  
Most Popular Candidate for Assembly—Oliver Niss, Jr., 174; J. H. Yockey, 6; gold cane.  
Most Popular Candidate for Sheriff—George Darnet, 11; Fred Isenring, 8; cane.

Miss Leila McIntyre, who captivated the crowds at the fair with her dainty dancing and sweet singing, has left the



MISS LEILA MCINTYRE.

city to fill an engagement in the east with the Waites Comic Opera company, who have engaged her for a year. She is fourteen years of age and wonderfully attractive. She also appeared at the Niagara Wheelmen's entertainment recently given.

The untimely death of Mrs. D. B. Wylie, of this city, recently, was commented upon as being the result of riding a bicycle. This has been flatly refuted by Dr. Wylie, her husband. Dr. Wylie says that the best physicians in the country treated her, and her death has been solely attributed to appendicitis. Mrs. Wylie was a member of the L. A. W. and was an enthusiastic cyclist, the doctors even having advised her that she should continue to ride as long as she felt able.

### NATIONAL MEET FOR 1898.

Milwaukee will be a Candidate—Letters to be sent out Urging League Members to Endorse This City.

Milwaukee may be counted as a candidate for the national meet in 1898. While it may not be generally known, quiet work in the interest of the meet has been going on here for some time. The plan is to hold the meet in connection with the State Semi-Centennial celebration. Several days ago Secretary Walter W. Pollock of the Semi-Centennial committee and Secretary-Treasurer M. C. Kotier of the Wisconsin Division held a meeting and discussed the question of securing the meet. As the place of the next national meet will in the future be voted on by mail ballot by the delegates to the national assembly, it was decided to secure this list as early as possible and begin correspondence with them relative to their choice for the '98 meet.

If Milwaukee is successful in securing the meet in 1898, it is proposed to build a cycle track in this city that will in every respect equal the Fountain Ferry track at Louisville. The Semi-Centennial management in that event would probably be asked to contribute to the cost of constructing the track.

At the last meeting of the Associated Cycling clubs, a letter was received from Walter W. Pollock, secretary of the Semi-Centennial Executive committee, notifying the clubs that in the event of the Wisconsin celebration here in the summer of 1898, the committee favored securing the National meet of the L. A. W. for Milwaukee, and that it desired the assistance of the Associated Cycling Clubs to secure the meet. The meeting of the representatives of the local cycling clubs instructed the secretary to notify the committee that it would render all possible assistance.

### Associated Cycling Clubs.

At a meeting of the Associated Cycling Clubs on November 12, Henry Helling made his final report on the finances of the recent race meet, conducted by the association, all the money to cover the deficit had been raised by President Frank J. Morawetz. He had secured the money from the various members of the executive committee of the Republican League Clubs convention, who prior to the holding of the meet had guaranteed to appropriate \$150 in case the meet was a failure. Chief Centurion Pierron reported that in the recent union century run the silk banner offered by the association to the club having the largest representation of successful riders, has been awarded to the Niagara Wheelmen. At the suggestion of Henry P. Andrae it was decided to hold a benefit performance at one of the local theaters. The proceeds thus raised are to be divided among the various clubs of the association, which in the recent race meet were assessed over \$400 to assist in covering the deficit incurred. Frank J. Morawetz and H. P. Andrae were appointed to see local theater managers and arrange for the benefit. The next meeting of the association will be held in the South Side Cycling Club rooms.

### Brief Local Notes.

A new pool table is being put in at the club house of the Niagara Wheelmen.

Six new members were initiated at the meeting of the Niagara Wheelmen on November 5.

The Sanger-Hackenberger match is off and Walter C. Sanger will not go for records in Denver.

The Cream City Wheelmen gave their annual ball at Deutscher Maennerverein Hall, on November 17. Many wheelmen were in attendance.

The second of the monthly socials of the North Side Cycling Club was held on November 11 at the club house and proved an enjoyable affair.

George Schmidt and Henry Warnken, mounted on a tandem, recently rode over the Watertown century course against a strong wind in less than ten hours.

Henry Hansen, a well known wheelman of this city, is contemplating an extensive trip a-wheel through England, Denmark, France and Germany during the spring.

One of the young riders of Milwaukee who is expected to be a trump card next year in amateur circles, is Willie Hufschmidt, of the Cream City Wheelmen, who has yet to win his novice race, but has demonstrated in several road races that he is about as speedy as any of the road riders. In the Madison-Sun Prairie road race he rode from scratch and half a block from the finish had beat out Stolz, Dolister and others, when his wheel collapsed, causing him to lose best time by 33 seconds.

### Races On Election Day.

There were some exciting races at National Park on election day by employees of the Edward P. Allis Company. In the two mile match race Mr. Ed. Neukom led Mr. H. P. Claussen until one quarter mile from the finish, then Claussen passed Neukom as though he was standing still and finished 20 lengths ahead; time being rather slow on account of head wind. Time, 6:38½. In the one mile handicap race Chas. Muss won from scratch with Harry Griffith, John Weilep and John Liesh fighting for second place, who finished in order named. Time, 2:43.

### Otto Dorner Honored.

At a meeting of the executive committee of the League of American Wheelmen, in New York recently, an appropriation was made for the National Committee on Highway Improvements with which to carry on the good roads agitation. Though Isaac Potter is the chairman of the committee, the funds were placed at the disposal of Otto Dorner, of this city, a member of the committee, because of Mr. Dorner's active work in the interest of better highways in the past and because of his wide acquaintance with men interested in the agitation.

### North Side Guess Race.

The annual guess race of the North Side Cycling Club was held on November 15 and was won by John C. Neick, who finished first and won first prize, his time being 28:30. Second prize was won by Miss Louisa Roth, who finished sixth and whose time was 31:10. Herman Janssen crossed the tape ninth and was awarded third prize, while Gerhard Aussem, who finished fourteenth, won fourth prize. Miss Elsie Pierron and her brother, William Pierron, were tied for fifth prize but later Miss Pierron won when they "flipped" a coin for the prize. All winners were awarded turkeys except Julius J. Schok, who won the booby prize, and who received a chicken of uncertain age. The race was held over the small triangular course of the club, four miles distance, and was over rough roads. There were twenty-three riders.

### Wheelmen's Debating Club.

Members of the North Side Cycling Club have organized a debating society and the following members have been enrolled: E. A. Krause, G. E. Rothweiler, Louis Pierron, W. E. Barzelman, Phillip A. Roth, Fred Bockelman, Emil J. Koehn, David Braun, Arthur J. Weilep, A. C. Runkel, Gerhard Aussem, Alex. Bunke, M. J. Massino and Chas. F. Dehn. The members present submitted a number of subjects to be discussed. The society meets every first and third Fridays.

### May Send Out a Team.

The North Side club is considering the question of raising the quarterly dues from \$1.50 to \$2.00. This action is contemplated because of the plan of the club to next year have a racing team on the state circuit.

### Under Gideon's Bar.

During the past month Chairman Gideon transferred the following Wisconsin riders to the professional class: Anton Stolz, Milwaukee; George Hathaway, Spring Green; L. Munyon, Viroqua; Don Miller, Viroqua; J. Will Blake, Viroqua; Ben Brown, Viroqua; Henry Olson, Sparta. Following riders were suspended for ninety days: L. Munyon, Don Miller, J. Will Blake, Ben Brown, Henry Olson, Edward Harkins, Marshfield; Bert Hicks, Merrillon; J. Kettell, Neillsville. For six months: George Martin, West Salem; S. M. Johnson, West Salem; M. Nutting, Midway; H. M. Pierson, Sparta; Hurly Kurtzmann, Sparta; A. L. Richardson, Milwaukee.

### A New Oshkosh Club.

At Oshkosh, recently, the Oshkosh Cycling Club was organized with thirty charter members. The following officers were elected:

President—A. C. Richards.  
Vice-President—Charles Griebler.  
Secretary—F. Pommeranc.  
Treasurer—Gustav Sarau.

### Moore Plant Sold.

The Moore Standard Bicycle Works at South Milwaukee has been absorbed by the Bolte company, which purchased the stock and machinery for \$2,800. It was a bargain, for the stock includes material for the manufacture of about 1,000 wheels and all the machinery, consisting of five screw machines, four engine lathes, four drill presses, tooling for 1897 wheels and a general outfit for a complete factory of several thousand capacity. The machinery secured has doubled the capacity of the Bolte plant. The Bolte company decided to abandon the South Milwaukee plant and moved the stock of material to its present plant on East Water street, where the Moore wheels are being put together. The company has decided to move to a new factory at Fifteenth street and St. Paul avenue. The factory is three stories high, built of brick and 40x85 feet in dimensions. Possession will be taken immediately.

### New World's Records.

At New Orleans, November 7, Jimmy Michael, on a wheel fitted with M. & W. tires, made new world's records



for four and five miles, paced, flying start, in 7:21 and 9:12  $\frac{1}{2}$ . The five mile record was held by Tom Linton, of England, 9:16.

The United States Manufacturing Company, Fond du Lac, will soon be located in a new factory which has been built and designed specially for the manufacture of United States cyclometers, odometers, lamp

brackets, etc. The capacity of the new plant will be three times the output of this year.

### Wanted: Advertising Buttons.

Manufacturers and Jobbers having buttons advertising their wheels, will find it to their advantage for advertising purposes, to send a dozen or more to J. M. Allcott & Co., 90 Wisconsin street, Milwaukee.

### A 2,000 Mile Bicycle Tour.

Wilson Olds, of Avon, near Janesville, has just completed a 2,000 mile bicycle tour. While passing through Kansas City, Mo., he noticed the name Wisconsin on a saloon and found it was the building in which Wisconsin took so much pride at the World's Fair. Mr. Olds enjoyed his trip very much and generally found good roads and was favored with good weather most of the time while on the road.

### Records Made on Andraes.

Several American records are now held by riders of Andrae wheels. Several days ago the Andrae company received a dispatch from Denver that Stanley M. Burrels of that city had ridden a mile, down grade with a wind on his back, in 58 3-5 seconds. It is the fastest mile ever made on a bicycle. The ten mile road record of 22:25 held by Walter Terrill of Barnesville several months ago also was made on an Andrae, while the American amateur competition novice record of 2:00 2-5 made at Denver by Frank Desmond, was made on the company's wheel. Arthur F. Coyle, holder of the American ten mile track record, also rides an Andrae.

### Colds and Headaches.

Years have demonstrated the fact that Allcott's liver pills are unequalled for biliousness, colds, headaches, constipation and general debility. Send for a list of testimonials that will convince you of the truth of this statement. J. M. Allcott & Co., 90 Wisconsin street, Milwaukee.

### Automatic Bicycle Lock.



A local invention that is destined to have a market all over the country is an automatic bicycle lock, invented by J. P. Hummel, of Milwaukee. It is attachable to all bicycles, becoming a part of the machine. It consists of two parts, one being the stationary ball bearing cap on steering head of frame over the fork crown, containing the locking device, and the other forming part of ball bearing cone on ball bearing crown, which is the seat of lock. The locking is without a key and locks the front wheel at a right or left angle or straight. It is unlocked with a key.

Dunlop & Miller have dissolved partnership at Elroy.

### Special Bicycle Oil.

You can get the best bicycle oil at Allcott's Drug Store, 90 Wisconsin street. Liniments and court plaster, bicycle whistles, medals, badges, cards, pocket drinking cups, pocket cigar lamps, key chains, etc.

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Are importers of and dealers in bicycle parts and sundries at wholesale to cycle agents and dealers. Special prices and discounts given on application. Address, 255 Lake street, Milwaukee, and get catalogue.

## THE PNEUMATIC.

### Brief Trade Notes.

The Badger Cycle Company at Oregon is erecting a new factory.

The Huseby Cycle Company has contracted to ship 800 wheels to Russia.

Joseph C. Cordes is trying to organize a company to manufacture Telegram wheels.

P. S. Soranson and Edward Eckels, of Fond du Lac, will establish a bicycle factory at Ripon.

The work on the improvements of the factory of the D. D. Warner Company at Madison is now under way.

Warren J. Taft has opened a repair shop in the store of the Whitewater Hardware Company, at Whitewater.

A. McDonald, formerly of the Union company, has accepted a position as traveling salesman with the Walter E. Lindsay Company.

Gerhard Aussem has accepted a position with the A. D. Meisselbach Company at North Milwaukee, having retired from the boot and shoe business.

The First National Bank still has about 400 Telegram wheels on hand. Joseph Cordes states that the bank may hold them for next year's market, if it cannot get its price now.

Salemen for the Julius Andrae & Sons Company are now on the road. Charles F. Riehl will look after the western trade, J. C. Schmidtbauer the eastern business and A. B. Anderson will do Illinois and Minnesota.

Muscript & Holt will handle Gendrons next season; Clement, Williams & Company will sell Cleavelands; A. K. Camp Co. will boom the Gladiator; the Cream City Cycle Company will handle the Czar and the March, and Dorsch & Son will sell Victors.

Fred Pieper, former bookkeeper of the local branch of the Union Cycle Company, has been placed in charge of the branch which J. E. Reiter has conducted for a number of years. Mr. Reiter has been retained by the Union company to go on the road.

Harry Warner, who for a number of years has been a traveling salesman for the Julius Andrae & Sons Company and who for the past year held an important position in the office of the company, has gone to New York to open an eastern office for the Walter E. Lindsay Company, of this city, jobber of wheels and sundries.

### Crick-Cricks.

A new noise for bicycles. Makes a noise like a cricket or musical frog, sold at J. M. Allcott & Co., 90 Wisconsin street, Milwaukee, for 5 cents each or with crick-crick holder

5 cents extra. Also a Morse telegraph alphabet given free with a crick-crick. Teach anyone how to telegraph. They also have a whistling whirl, makes a noise like a baby crying; it can be attached to bicycle and worked with hand, sold at 10 cents 3 for a 25 cents. They have all kind of goods—a regular fair—and no charge to come in and examine the latest novelties. Revolver surprises for 5 cents.

### Lake Cycle Manufacturing Company.

The Lake Cycle Manufacturing Company, which has rented the plant of the Telegram Cycle Company, now owned by the First National Bank, has been incorporated. The organization was effected at a meeting of those interested and Frank Tanhouser, former superintendent of the Moore Cycle Works, now absorbed by the Bolts company, was elected president, and H. Landauer, son of the large dry goods dealer, was chosen secretary. The company has been incorporated by Messrs. Tanhouser, Landauer, and E. S. Mack. The plans of the company have now all been completed in detail. The factory will be in charge of William Bremer, who is well known to the local trade. The company has decided to place about 4,000 wheels on the market, and arrangements in this direction are now in progress. It already has contracts for 2,000 wheels.

### '97 Line of Andraes.

The following is a complete line of Andraes for the '97 market: Model 20, light roadster, weighing about 23½ pounds, in three heights of frames, 22, 24 and 26 inches; model 21, woman's wheel, weighing 23½ pounds, in three heights of frames, 20, 22 and 24 inches; model 22, weighing 20½ pounds, in two heights of frame; model 17, combination tandem; model 18, diamond frame tandem. In addition to the above the company will continue to manufacture models 14 and 15. They list at \$75. "In reducing the price on them," H. P. Andrae stated, "we have in no way sacrificed the quality of the same. We are enabled to make this reduction owing to our having the necessary machinery and tools on hand which would be practically useless in our 1897 business. Our wheels will be finished in popular colors, with striping and mother-of-pearl transfers."

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No. 9.

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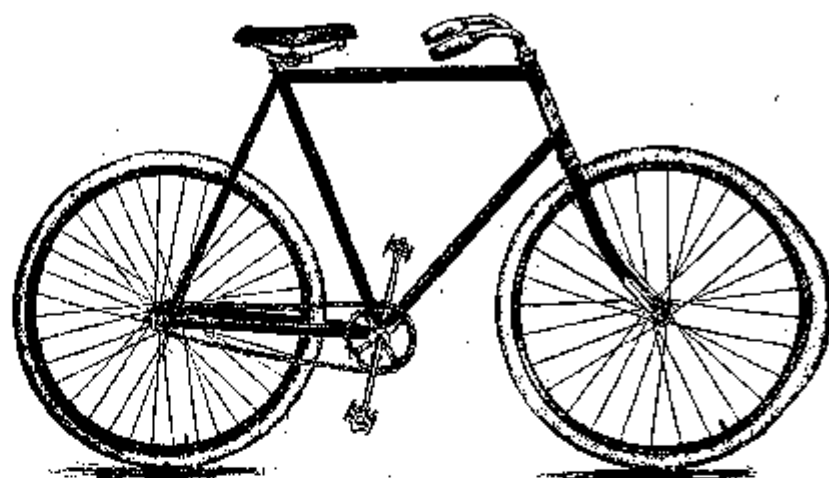
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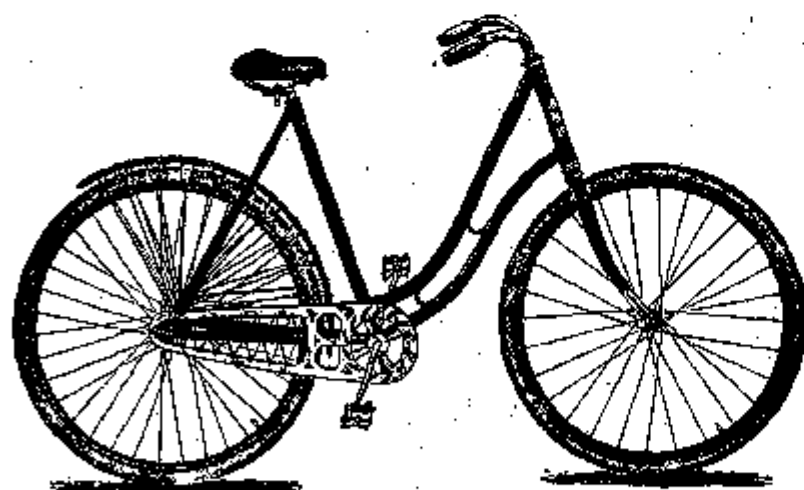
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## WISCONSIN AT THE ASSEMBLY.

Wisconsin delegates to the next National Assembly will have a great deal of work before them when they reach Albany. They will not only urge the election of A. Cressy Morrison of this city to the League presidency but they will also make application for the '98 L. A. W. meet for Milwaukee. Both subjects are most important to be considered at the National assemblies and therefore the extent of the work of the delegates who will represent this division can be fully realized.

In asking that A. Cressy Morrison be chosen as the next president to represent the L. A. W. everybody will agree that the choice is not an unwise one. Mr. Morrison's past record shows that he is eminently fit for the office but whether or not that fact will assure his election, remains to be seen. There are several strong candidates in the field against him, all of them competent men, and therefore if the Wisconsin delegation expects to successfully carry out the work it has undertaken, it will have to be very active. The suggestions made at the last meeting of the board of officers of the Wisconsin Division that a caucus of the Western and Southern states be called by the Wisconsin delegates to the Assembly is a wise one. The last assembly meeting showed that if the West and South want to secure recognition from the Eastern divisions, they must stand united. Ever since the organization of the League, or rather since it has prospered, the West has been ignored and if western League members hope to accomplish their objects they will have to stand firmly together in the Assembly.

As for the '98 L. A. W. meet, Milwaukee, in the event of the Semi-Centennial exposition being held here, will be able to guarantee all riders a good time and excellent racing

facilities. The exposition will draw thousands of people to the city and the success of a meet would be assured without a doubt. But unless the exposition is held here it would be deemed ill-advised for the Wisconsin delegates to ask for the meet, because it is doubtful if under ordinary conditions such a meet could be conducted here as successfully as in many other cities in the union.

## WORK FOR THE COMING YEAR.

The new League year which has just opened will probably be the most important one for the Wisconsin Division since its organization. A great deal of work has been outlined and to successfully accomplish it every member in the state will have to assist the officers in the efforts they have undertaken. Most important of all will be the fight that will be made on the railroads. This will necessitate the outlay of considerable money and the division treasury will be taxed to its utmost. It will require the making of a loan from the national treasury but this ought not discourage the members. If the fight can be won, the officers can well afford to place the division in debt and the good results achieved will amply repay the division and in due time place it among the foremost in the country. The good roads movement should also be carried on with renewed vigor. The suggestions of the chief consul to enforce the guide board law is one worthy of the attention of local consuls. The recommendation to district the state is a step in the right direction and the sooner this action is taken the better for the interests of the League. All these are important questions and League members ought not to neglect to assist in the work of carrying them to a successful issue.

## An Appeal for Action.

Chief Consul Rotier has just issued the following notice:

"The unjust discrimination of our railroads in the matter of carrying bicycles, has grown to such an extent during the past year that the time has now come for vigorous action by our division against it and every member of the Wisconsin Division and every wheelman in the state is called upon for assistance. Our transportation committee has assumed a responsibility in relation to this matter of such great import that it needs the earnest co-operation of every friend of the wheel. Through its efforts all preliminary steps have been taken for the introduction of a bill in the legislature, meeting in January, providing for free carriage of bicycles on railroad trains. The work therefore, for every wheelman is simple.

"Who is your Senator and your Assemblyman? You know them; or at least know of them. They will go to the legislature and be called upon to act on our measure. Do you know whether or not they are favorable to its passage, and to what extent they will support it? Do not depend on mere report in this matter. Call on them in person if you can, or write, if for no other purpose than to show them the wide-awake spirit of our members, and that a sense of

# THE PNEUMATIC.

justice, to the fifty thousand wheelmen in the state prompts you to ask for the passage of our bill. Show him that you are personally interested in this matter. If you can get many other wheelmen to go at it in this spirit, you can well understand what influence this will have. Perhaps you may be acquainted with a leading politician, or can become acquainted with one for the purpose, who will incidentally suggest to your senator or assemblyman, that the request of the wheelmen is really a just one.

"While we have assurance of support from some members of the legislature we must endeavor by every possible means, to bring favorable influence to bear upon all of them in advance.

"If you desire arguments on this question to better equip yourself for the agitation, send to the committee for printed matter."

## OFFICIAL RECORDS.

Chairman Gideon's List Just Made Public—Senn and Hansen Held First.

Chairman Gideon, of the racing board of the L. A. W., has completed his list of accepted professional and amateur records, which are as follows:

### PROFESSIONAL RECORDS.

#### FLYING START, PACED.

| Miles |          |                                                      |
|-------|----------|------------------------------------------------------|
| 1/2   | 0:25 2-5 | W. W. Hamilton, Coronado, Cal., March 2, 1895.       |
| 1     | 1:17     | Peter J. Berio, New Orleans, La., December 21, 1895. |
| 1     | 1:39 1-5 | W. W. Hamilton, Coronado, Cal., March 27, 1895.      |
| 3     | 3:43 1-5 | P. J. Berio, Louisville, Ky., November 18, 1895.     |
| 3     | 4:30 4-5 | P. J. Berio, New Orleans, La., December 13, 1895.    |
| 4     | 7:50     | P. J. Berio, New Orleans, La., December 13, 1895.    |
| 5     | 9:51 2-5 | P. J. Berio, New Orleans, La., December 13, 1895.    |

#### FLYING START, UNPAID.

|     |          |                                                     |
|-----|----------|-----------------------------------------------------|
| 1/2 | 0:25 2-5 | Otto Ziegler, Jr., Lauder, Texas, June 8, 1895.     |
| 1   | 0:38 1-5 | W. W. Hamilton, Coronado, Cal., March 2, 1895.      |
| 1   | 1:39 1-5 | Clinton K. Coulter, Denver, Colo., October 2, 1895. |

Chairman Gideon's list then shows that A. F. Senn, on November 13, 1895, made at Louisville, all records for flying start, unpaired, from two to 25 miles, his time for the records being as follows:

|   |       |    |           |    |           |    |             |
|---|-------|----|-----------|----|-----------|----|-------------|
| 2 | 4:29  | 8  | 19:15 2-5 | 14 | 34:07     | 20 | 49:30       |
| 3 | 7:11  | 9  | 21:42 3-5 | 15 | 36:30 1-5 | 21 | 51:35 4-5   |
| 4 | 9:24  | 10 | 24:01     | 16 | 39:07     | 22 | 54:31 2-5   |
| 5 | 11:35 | 11 | 26:28     | 17 | 41:38     | 23 | 57:10 2-5   |
| 6 | 13:50 | 12 | 28:08 2-5 | 18 | 44:11     | 24 | 59:51       |
| 7 | 16:10 | 13 | 31:28     | 19 | 46:44 2-5 | 25 | 1:02:37 2-5 |

### COMPETITION STANDING START.

| Miles |          |                                                        |
|-------|----------|--------------------------------------------------------|
| 1/2   | 0:15     | F. E. Schefeld, Santa Monica, Cal., February 22, 1895. |
| 1     | 1:00 4-5 | Otto Ziegler, New Orleans, La., June 18, 1895.         |
| 1     | 1:35     | Tom Cooper, Cincinnati, Ohio, May, 1895.               |
| 1     | 2:10 4-5 | Arthur Gardner, New Orleans, La.                       |

#### TANDEM.

##### FLYING START, PACED.

|   |          |                                                     |
|---|----------|-----------------------------------------------------|
| 1 | 1:50 1-5 | Crooks and Wain, Louisville, Ky., October 20, 1895. |
|---|----------|-----------------------------------------------------|

##### FLYING START, UNPAID.

|     |          |                                                     |
|-----|----------|-----------------------------------------------------|
| 1/2 | 0:59 2-5 | Terrill and Taylor, Coronado, Cal., March 31, 1895. |
|-----|----------|-----------------------------------------------------|

The 1/2, 1, 2, 3, 4, 5 and 10 mile tandem records, flying start, unpaired, are held by Evans and Hatton and were made May 29, 1895, at San Jose, Cal., in the following respective time: 1:25 3/4, 1:54 3/4, 4:04 3/4, 6:17 3/4, 8:26, 10:53 3/4, 22:17.

## AMATEUR RECORDS.

### FLYING START, PACED.

| Miles |          |                                                 |
|-------|----------|-------------------------------------------------|
| 1/2   | 0:24 2-5 | J. S. Johnson, October 31, 1895.                |
| 1/2   | 0:31 1-5 | A. W. Porter, Waltham, Mass., November 2, 1891. |
| 1/2   | 0:53     | A. W. Porter, Waltham, Mass., November 2, 1891. |
| 1/2   | 1:11 1-5 | Amos B. Hughes, Denver, Col., May 23, 1895.     |
| 1/2   | 1:22 4-5 | Amos B. Hughes, Denver, Col., May 23, 1895.     |
| 1     | 1:37 1-5 | Amos B. Hughes, Denver, Col., June 19, 1895.    |
| 1     | 3:50 2-5 | Amos B. Hughes, Denver, Col., May 23, 1895.     |

Geo. N. Adams holds the 3, 4, 5, 6, 7, 8, 9 and 10 miles amateur records, flying start, paced. They were all made at Jacksonville, Fla., July 17, 1895, in the following time, respectively: 6:30 3/4, 8:49 3/4, 10:55 3/4, 13:14 3/4, 15:25 3/4, 17:42, 19:53, 22:31 3/4.

### FLYING START, UNPAID.

| Miles |             |                                                      |
|-------|-------------|------------------------------------------------------|
| 1/2   | 0:25 1-5    | A. B. Simons, Denning, N. M., May 20, 1895.          |
| 1/2   | 0:33 2-5    | A. B. Simons, Denning, N. M., May 20, 1895.          |
| 1/2   | 0:59        | Harry C. Clark, Denver, Col., November 20, 1895.     |
| 1/2   | 1:30 1-5    | J. D. Park, Denver, Col., November 24, 1894.         |
| 1/2   | 1:37        | P. B. Slowe, Springfield, Mass., October 20, 1894.   |
| 1     | 2:05 1-5    | Harry C. Clark, Denver, Col., October 17, 1895.      |
| 3     | 4:38 2-5    | Harry C. Clark, Denver, Col., November 11, 1895.     |
| 3     | 7:03        | O. B. Hackenberger, Denver, Col., December 18, 1895. |
| 4     | 9:31 2-5    | O. B. Hackenberger, Denver, Col., December 18, 1895. |
| 6     | 11:58 4-5   | O. B. Hackenberger, Denver, Col., December 18, 1895. |
| 10    | 35:23 4-5   | A. P. Senn, Utica, N. Y., October 20, 1894.          |
| 25    | 1:05:30     | A. P. Senn, Utica, N. Y., October 20, 1894.          |
| 50    | 2:39:00 1-5 | William Becker, Freeport, Ill., October 17, 1895.    |

### COMPETITION, STANDING START.

| Miles |           |                                                      |
|-------|-----------|------------------------------------------------------|
| 1/2   | 0:20 2-5  | G. F. Boyce, Patterson, N. J., July 4, 1894.         |
| 1/2   | 0:43      | George Packer, Jr., Denver, Col., July 13, 1895.     |
| 1/2   | 1:01      | Frank M. Byrne, San Jose, Cal., September 9, 1895.   |
| 1/2   | 1:25 1-5  | Floyd A. McFarland, San Jose, Cal., July 4, 1895.    |
| 1     | 2:50 2-5  | Frank P. Desmond, Jr., Denver, Col., August 8, 1895. |
| 3     | 4:25 1-5  | Otto Mays, Latrobe, Penn., July 30, 1895.            |
| 3     | 7:05 2-5  | G. A. Maxwell, St. Louis, Mo., October 24, 1894.     |
| 4     | 9:45 2-5  | A. A. Hansen, Minneapolis, Minn., August 15, 1895.   |
| 5     | 11:45 1-5 | J. C. Mitchell, Louisville, Ky., September 14, 1895. |

All records from six to sixty miles, made in competition, standing start, are held by A. A. Hansen and were made at Minneapolis, August 15, 1895. They are as follows:

|    |           |    |             |    |             |    |             |
|----|-----------|----|-------------|----|-------------|----|-------------|
| 6  | 14:36     | 20 | 43:05 1-5   | 34 | 1:22:13 2-5 | 48 | 2:00:20     |
| 7  | 17:00     | 21 | 45:39 2-5   | 35 | 1:24:34 4-5 | 49 | 2:03:36 1-5 |
| 8  | 19:59 1-5 | 22 | 48:06 4-5   | 36 | 1:27:15 1-5 | 50 | 2:06:30 1-5 |
| 9  | 22:00     | 23 | 50:30       | 37 | 1:29:30 2-5 | 51 | 2:09:33 2-5 |
| 10 | 24:16 2-5 | 24 | 52:59 2-5   | 38 | 1:32:36 1-5 | 52 | 2:12:37 1-5 |
| 11 | 26:45 1-5 | 25 | 1:00:30 1-5 | 39 | 1:35:08 4-5 | 53 | 2:15:44     |
| 12 | 29:10 2-5 | 26 | 1:02:54 2-5 | 40 | 1:37:34 2-5 | 54 | 2:18:50 2-5 |
| 13 | 31:37 1-5 | 27 | 1:05:29 4-5 | 41 | 1:40:24 1-5 | 55 | 2:22:00     |
| 14 | 33:40 4-5 | 28 | 1:07:25 1-5 | 42 | 1:43:07     | 56 | 2:25:15 1-5 |
| 15 | 35:11 2-5 | 29 | 1:10:08     | 43 | 1:45:54 2-5 | 57 | 2:28:10 2-5 |
| 16 | 37:35 1-5 | 30 | 1:12:34 1-5 | 44 | 1:48:17 1-5 | 58 | 2:31:47 1-5 |
| 17 | 39:54 2-5 | 31 | 1:15:04 2-5 | 45 | 1:51:40     | 59 | 2:35:11     |
| 18 | 42:22 1-5 | 32 | 1:17:26 1-5 | 46 | 1:54:20 2-5 | 60 | 2:38:01     |
| 19 | 45:48     | 33 | 1:19:42 2-5 | 47 | 1:57:28 2-5 |    |             |

#### TANDEM.

##### FLYING START, PACED.

| Miles |          |                                                      |
|-------|----------|------------------------------------------------------|
| 1/2   | 0:25 4-5 | Haggerty-Williams, Waltham, Mass., November 3, 1894. |
| 1/2   | 0:31 2-5 | Haggerty-Williams, Waltham, Mass., November 3, 1894. |
| 1/2   | 0:59 4-5 | Haggerty-Williams, Waltham, Mass., November 3, 1894. |
| 1     | 1:23 2-5 | Haggerty-Williams, Waltham, Mass., October 27, 1894. |

##### FLYING START, UNPAID.

| Miles |          |                                                     |
|-------|----------|-----------------------------------------------------|
| 1/2   | 0:26 1-5 | Devlin-Hansen, Riverdale, E. I., August 1, 1895.    |
| 1/2   | 0:35     | Davisworth-Mitchell, Louisville, Ky., July 4, 1895. |
| 1/2   | 0:58     | Davisworth-Mitchell, Louisville, Ky., July 4, 1895. |
| 1     | 1:17     | Davisworth-Mitchell, Louisville, Ky., July 4, 1895. |
| 1     | 2:06     | Benson-Downting, San Jose, Cal., October 23, 1895.  |

The Chapman Manufacturing Company has been incorporated here for the manufacture of bicycles. It has a capital of \$5,000 with G. M. P. Chapman, Lindley Collins and J. A. Chapman as incorporators.

## WISCONSIN BOARD MEETING.

The Division Board of Officers' Annual Meeting—Racine Gets the Meet—Morrison Endorsed for the Presidency.

In all the history of the Wisconsin Division, L. A. W., a larger and more enthusiastic meeting was never held than the one of December 15. The business transacted proved that the members made a wise selection in the election of the present board of officers. The meeting was called to order by Chief Consul Rotter at 3 P. M., at the St. Charles Hotel in this city, and the following members responded to the roll call: Vice-Consul Dr. D. S. McArthur, Secretary-Treasurer S. J. Ryan, State Representatives H. P. Andrae, Louis Pierron, Milwaukee; S. D. Baird, Neenah; H. B. Pomeroy, Appleton; W. H. Field, Green Bay; Ben Hooper, Oshkosh; H. Van Arsdale, Racine; N. B. Lindquist, Marinette. Club representatives; A. G. Maxwell, Calumet Club Wheelmen, Milwaukee; A. W. Anderson, Neenah League Club; Ralph Pomeroy, P. M. Conkey, Appleton Cycling Club; A. B. Fontaine, Pastime Cycling Club, Green Bay; J. R. Jones, Jr., Racine Athletic Association Wheelmen; G. H. Reese, Kaukauna League Club; T. S. Arthur, Marinette Cycling Club; Willibald Ott and F. S. Walker, La Crosse County Wheelmen. After the secretary-treasurer's and chief consul's reports were read the regular order of business was suspended and a recess of five minutes taken, after which the selection of the town for the '97 state meet came up for consideration. A lively discussion opened the meeting again in deciding on the time to be allotted to the speakers representing Green Bay and Racine, which were the only towns out for the meet. It was finally decided to allow Mr. Fontaine for the Green Bay wheelmen to present his claims within a time of twenty minutes, when Racine would be given the floor for thirty-five minutes to present her claims, and Green Bay to close with fifteen minutes more. The speakers for the respective towns were well chosen and presented eloquent pleas. Arguments on both sides were good and Mr. Fontaine, although a young man of but twenty-one years was particularly bright and forceful in what he said. Among the principal speakers for Racine were H. Van Arsdale, Mayor James, Postmaster Simonson, "Senator" Jones, Jr., Judge Wentworth and District Attorney P. B. Nelson. The latter presented, perhaps the strongest argument of any Racine speakers, and he gave assurance that if the meet went to Racine, there was no question of a doubt but that the membership in Racine and the country surrounding it would increase to at least four or five hundred more than what they have at the present time. After the arguments were closed, an informal ballot was taken, which resulted in eleven votes for Racine and nine for Green Bay. The formal ballot brought the same result and Racine was declared to be the city selected for the '97 state meet.

A great deal of lobbying was done during the forenoon in the corridors by friends of both towns and it appeared that the arguments which were presented did not sway one

single vote either way, as it had been previously estimated by several of the members who made a careful canvass, that the result would be as it was announced. The Racine men had hung their large club banner in the hotel corridor and in the meeting room had pinned up numerous small blue flags and posters with the inscription "Racine Wants the '97 Meet." Blue ribbons were distributed among the members, "Racine in '97" being printed on the badges in gold letters. Green Bay had a large banner in the meeting room on which was printed "We want the state meet; Yours truly, Green Bay." Red ribbons with the same inscription also were distributed among the members.

### DELEGATES TO THE NATIONAL ASSEMBLY.

Ralph Pomeroy, of Appleton, introduced the following resolutions, which were unanimously adopted:

*Resolved*, That the League of American Wheelmen should recognize its Western and Southern membership by electing a Western or Southern man to the presidency.

*Resolved*, That a caucus of the delegates from the West and the South should select a candidate to be presented in their behalf to the National Assembly.

*Resolved*, That it is the sense of this meeting that A. Cressy Morrison is the choice of the Wisconsin Division for the office of president of the League of American Wheelmen and that in the opinion of this assembly he would fill such office with honor to himself and great benefit to the League.

It was then decided that the division appropriate the cost of railroad fare to send the full representation to the National Assembly, in Albany next February, and the following delegates were selected: H. Van Arsdale, Racine; H. B. Pomeroy, Appleton; S. D. Baird, Neenah; H. P. Andrae, Milwaukee. Alternates chosen were: Ben Hooper, Oshkosh, for S. D. Baird; J. Rowland Jones, Jr., Racine, for H. Van Arsdale; A. B. Fontaine, Green Bay, for H. B. Pomeroy; A. G. Maxwell, Milwaukee, for H. P. Andrae. Besides the four delegates which the division membership entitles it to, the chief consul, vice-consul and secretary-treasurer will also be represented.

Walter W. Pollock, secretary of the Semi-Centennial committee, introduced the following resolution in relation to securing the 1898 L. A. W. National Meet in the event of the Semi-Centennial exposition being held here which was favorably acted upon.

*Resolved*, That the Wisconsin Division is in favor of extending an invitation to the League of American Wheelmen to hold its National Meet in 1898 in the City of Milwaukee, in connection with the proposed Wisconsin Semi-Centennial exposition.

### HANDICAPPER A. M. PATITZ AGAIN RECOMMENDED.

Although there seemed to be one or two members who attended the board meeting to object to the recommendation of A. M. Patitz as state handicapper for the following year, when A. G. Maxwell made a motion that he be again recommended it was carried by a two thirds vote.

Chairman E. P. Van Valkenburgh of the transportation committee made a verbal report of the campaign that is outlined to secure the passage of a bicycle baggage law. Mr. Van Valkenburgh said that railroads will eventually recognize the rights of wheelmen if the League can properly show its strength. He proposed in the bill about to be drafted to compel railroads to carry 150 pounds of baggage and that the railroads should recognize the bicycle as baggage; that wheels need not be crated or boxed and that wheelmen be not obliged to release the risk for damages during the time that the wheel is being transported. As far as his committee had been able to learn there was little opposition in the legislature to the bill, but believed that they will be working in the dark as far as the light of the railroad movements is concerned.

On account of the present heavy drain on the division treasury it was found impossible to pay Secretary-Treasurer Ryan a salary. Mr. Ryan stated, however, that when he accepted the office he expected no money, except the repayment of clerk hire, which was cheerfully consented to.

The executive committee was authorized to publish the message of Chief Consul Rotier and distribute it among the League members.

After the meeting the delegates accepted an invitation of the Calumet Club Wheelmen to visit their quarters where a lunch and refreshments were served.

#### REPORT OF COMMITTEES.

In delivering the annual report of the Rights and Privileges committee, W. M. Foster, of Port Washington, paid attention to the toll roads. He said that last April the Madison, Watertown and Milwaukee Toll Road Company had attempted to charge bicycle riders a toll, but that the committee had informed the toll company that the wheelmen would not submit to this action because under the charter it had no right to do so. The question thereupon had been dropped by the company.

Otto Dorner, of the Highway Improvement committee, delivered the committee's report for the past year. It referred to the prominence of the good roads movement in the state. Mr. Dorner stated that the issue would have been embodied in the platform of the Republican party of Wisconsin in the last campaign, but for the fact that the managers decided at the last moment only to dwell on the money and tariff issues. Mr. Dorner spoke of the growth of popular sentiment in favor of good roads and said it was being heartily supported by the state press.

Fred. J. Schroeder, chairman of the Racing Board, recommended in his annual report that the number of members on the board be increased from five to eight and that each member be placed in charge of his respective district. He also recommended that the state handicapper be made a member of the board to be consulted in all questions pertaining to racing matters. Mr. Schroeder said that owing to a number of cities dropping out of the circuit held the past season it was not as large as had been planned.

#### W. A. BROWN'S FAREWELL ADDRESS.

In retiring from the chief consulship, of the Wisconsin Division, I wish to extend my thanks to the board of officers, to our numerous local consuls, and to the various standing committees, who have done so much to make the past year the most successful one in the history of the division. The steady growth of our membership, the numerous additions to our list of local consuls, the extension of our line of League hotels, the stricter enforcement of League hotel contracts, the issue of a most useful book of state tours, the publication of four sections of our state road map, covering the most important touring sections in the state, the success of the state circuit of race meets, the growth of the good roads sentiment, the agitation for the passage of a bicycle baggage bill, and the increasing prestige of the League in Wisconsin, are the results of much able effort and much painstaking labor, which no one has more thoroughly appreciated than your chief consul, now about to retire. My term of office at the head of your division has taught me how much can be accomplished by a body of active and intelligent men, working for a common end, banded together by the ties of common interest and fraternal regard, and each performing his allotted share of the common duties. I retire from office with much hope for the coming year. I believe that our members and wheelmen generally will thoroughly appreciate the work which we have undertaken. Wheelmen are continually coming into our ranks to aid in our cause, and I am sure that the number of applicants will continue to grow as the good work goes on, and I join with you, gentlemen, in the fond hope that the opening of the new League year will have strong assurance of a doubling of our already creditable membership.

#### RETIRING SECRETARY ROTIER'S REPORT.

The last year has been one of unusual activity in the Wisconsin Division, not, perhaps, so much in rolling up its membership as in the consummation of various movements, inaugurated during previous administrations. There is every indication of building up a great membership with the solid foundation so well laid by the earlier administrations and cemented by those which succeeded them, up to the present time. Great achievements have been wrought by this division but greater ones are bound to follow if the healthy interest by the officers, committees and local consuls will continue. The close succession of the doings of this division, all through the past year, makes it a difficult matter to touch upon them all, and to secure brevity, I will avoid unnecessary details.

#### THE TOUR BOOK.

The Wisconsin Division tour book, which was issued about the first of June, is the first one Wisconsin has ever had. The compilation of this has been an arduous task, extending over a period of a whole year. Local consuls, members, and unattached wheelmen everywhere, contributed readily, and while the work is not as complete as can

## THE PNEUMATIC.

be desired and as it can be made, it is the initiative for a more complete book next year. Two thousand books were printed at an expense of \$145, \$100 of which was raised through advertisements and about \$10 in sales of the books to non-members. The system of arrangement of the tours, although a decided experiment, has seemed to give general satisfaction, and with the tours which will be added in next season's book, it will prove most valuable.

### THE ROAD MAPS.

The work on the road maps of Wisconsin has been a more trying task than on the tour book. The first work in this direction was begun in 1893. The plan of securing data, which we adopted at first, made the returns come exceedingly slow. In 1894-5, however, Vice-Consul Park and your secretary laid out another plan which proved more effective and the results have been the publication, up to the present date, of four sections covering the southern and eastern portion of the state. The cost of this work so far has been for printing 1,000 copies of each, \$309.50. The plates for four more sections are about completed and it is safe to predict that by next March the entire lot of fifteen sections will be completed. An approximate estimate of the additional cost is \$400. The sale of the sections which have been completed, although covering the best touring portion of the state, has been very light, only about \$16 having been realized up to the present time on them.

### LEAGUE HOTELS.

While complaints about League hotels not giving the stipulated reduction and of the violation of their contracts have been frequent, it has been acknowledged by many tourists from other states that our system is the finest in all the western states. We have, at the present time, 117 hotels under contract to give reduction to members.

### LOCAL CONSULS.

One of the most gratifying things in all my work has been the able support given me at all times by the local consuls. The duties which they were asked to perform the past year were many, and the promptness with which they invariably responded exhibited a warm interest in the League and its doings. They have been called upon to do recruiting work, to look after the renewals of their local members, to furnish copy for the tour book, to gather data for the road map, to furnish names of prominent farmers and town chairmen to the road improvement committee, to look after the local racing interests, to establish League hotels and many other things. Great credit is due this worthy body of workers for the present strength of this division.

### INCREASE IN MEMBERSHIP.

While we gained 554 members this year, and it can be considered a fair gain under the general depressed condition of business, I must admit that the number has not reached my expectation. A year ago at this meeting a total membership of 1,095 was reported, this year on December 1, we

have 1,650. Last year we enrolled 732 new members, this year 928. Of the 364 old members, whose memberships expire annually on April 1, we renewed 287; although out of a possible 1,011 we renewed 650. The drop in these renewals was principally in Marinette, Marshfield and Milwaukee. The towns which have made the greatest proportionate gains in the past year are:

|                 |   |   |    |             |   |   |     |
|-----------------|---|---|----|-------------|---|---|-----|
| Appleton        | - | - | 78 | Milwaukee   | - | - | 180 |
| Fond du Lac     | - | - | 18 | Kaukauna    | - | - | 21  |
| Kenosha         | - | - | 16 | Madison     | - | - | 34  |
| Port Washington | - | - | 14 | Lancaster   | - | - | 16  |
| Neenah          | - | - | 14 | Racine      | - | - | 29  |
| Sparta          | - | - | 33 | Rhinelauder | - | - | 13  |
| West Superior   | - | - | 18 | Green Bay   | - | - | 54  |

The ten cities highest in membership are:

|               |   |   |     |           |   |   |     |
|---------------|---|---|-----|-----------|---|---|-----|
| Milwaukee     | - | - | 348 | Appleton  | - | - | 188 |
| La Crosse     | - | - | 161 | Green Bay | - | - | 71  |
| Madison       | - | - | 49  | Neenah    | - | - | 43  |
| Racine        | - | - | 42  | Marinette | - | - | 39  |
| West Superior | - | - | 34  | Sparta    | - | - | 33  |

The membership by towns, complete, is as follows:

|                   |   |   |   |                 |   |   |    |
|-------------------|---|---|---|-----------------|---|---|----|
| Augusta           | - | - | 9 | Bau Claire      | - | - | 18 |
| Ashland           | - | - | 9 | Edgerton        | - | - | 7  |
| Antigo            | - | - | 6 | Elkhorn         | - | - | 3  |
| Auburndale        | - | - | 1 | Eland           | - | - | 1  |
| Beloit            | - | - | 8 | Ellsworth       | - | - | 1  |
| Barron            | - | - | 7 | Eagle           | - | - | 1  |
| Berlin            | - | - | 3 | Fond du Lac     | - | - | 24 |
| Brandon           | - | - | 2 | Florence        | - | - | 7  |
| Burlington        | - | - | 2 | Fox Lake        | - | - | 1  |
| Bloomington       | - | - | 2 | Fall River      | - | - | 1  |
| Boscobel          | - | - | 2 | Grand Rapids    | - | - | 3  |
| Baraboo           | - | - | 3 | Gillett         | - | - | 1  |
| Brodhead          | - | - | 1 | Greenwood       | - | - | 1  |
| Bayfield          | - | - | 1 | Hebron          | - | - | 8  |
| Beaver Dam        | - | - | 1 | Hillsboro       | - | - | 3  |
| Black River Falls | - | - | 1 | Horicon         | - | - | 4  |
| Columbus          | - | - | 5 | Hortonville     | - | - | 1  |
| Commonwealth      | - | - | 3 | Hayward         | - | - | 1  |
| Clintonville      | - | - | 4 | Iola            | - | - | 1  |
| Cedarburg         | - | - | 3 | Janesville      | - | - | 15 |
| Combined Locks    | - | - | 2 | Jefferson       | - | - | 4  |
| Cedar Grove       | - | - | 2 | Iron Mt., Mich. | - | - | 2  |
| Chilton           | - | - | 2 | Juneau          | - | - | 1  |
| Chippewa Falls    | - | - | 3 | Kaukauna        | - | - | 22 |
| Cambridge         | - | - | 1 | Kenosha         | - | - | 27 |
| Castle Rock       | - | - | 1 | Kewaunee        | - | - | 4  |
| Caldwell          | - | - | 1 | Kilbourn City   | - | - | 2  |
| Cuba City         | - | - | 1 | Kimberly        | - | - | 1  |
| Colby             | - | - | 1 | Kiel            | - | - | 1  |
| Cumberland        | - | - | 1 | Kimball         | - | - | 1  |
| Clinton           | - | - | 1 | Lake Beulah     | - | - | 1  |
| Delavan           | - | - | 5 | Lancaster       | - | - | 16 |
| De Pere           | - | - | 2 | Lake Mills      | - | - | 5  |
| Delafield         | - | - | 1 | La Valle        | - | - | 1  |

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|                  |    |                           |     |
|------------------|----|---------------------------|-----|
| Little Suamico   | 1  | Rice Lake                 | 8   |
| Mellen           | 1  | Reedsburg                 | 7   |
| Madison          | 49 | Richland Center           | 2   |
| Marinette        | 39 | Randolph                  | 1   |
| Marshfield       | 15 | Rosendale                 | 1   |
| Monroe           | 10 | Ranney                    | 1   |
| Manitowoc        | 14 | Pestigo                   | 1   |
| Merrill          | 6  | Sheboygan                 | 28  |
| Medford          | 5  | Sparta                    | 33  |
| Menasha          | 3  | Stevens Point             | 16  |
| Milton Junction  | 3  | Shell Lake                | 4   |
| Mishicott        | 1  | Shullsburg                | 2   |
| Menominee, Mich. | 1  | Shawano                   | 2   |
| Mukwonago        | 2  | Sun Prairie               | 2   |
| Maple Valley     | 1  | Stoughton                 | 4   |
| Montfort         | 1  | Soldiers Grove            | 1   |
| Macfarland       | 1  | Stockbridge               | 1   |
| Necedah          | 43 | Tomah                     | 11  |
| Neillsville      | 5  | Two Rivers                | 8   |
| Necedah          | 4  | Troy                      | 1   |
| National Home    | 4  | Viroqua                   | 1   |
| New Holstein     | 1  | Whitewater                | 7   |
| Nashotah         | 1  | W. Superior               | 34  |
| New London       | 1  | Winneconne                | 7   |
| Oshkosh          | 21 | Waupun                    | 5   |
| Oregon           | 3  | Whitefish Bay             | 3   |
| Oconomowoc       | 2  | Watertown                 | 7   |
| Omro             | 1  | Waterloo                  | 1   |
| Otsego           | 1  | Waupaca                   | 4   |
| Onalaska         | 1  | Waukesha                  | 6   |
| Port Washington  | 16 | Washburn                  | 3   |
| Princeton        | 2  | Wausau                    | 9   |
| Plymouth         | 2  | Wauwatosa                 | 1   |
| Platteville      | 2  | Wrightstown               | 1   |
| Parrish          | 1  | Waterford                 | 1   |
| Park Falls       | 1  | Waukegan                  | 1   |
| Palmyra          | 1  | Milwaukee                 | 348 |
| Racine           | 42 | La Crosse                 | 161 |
| Ripon            | 19 | Appleton                  | 188 |
| Rhineland        | 15 | Green Bay and Fort Howard | 71  |

### Niagara Wheelmen Race.

Henry Warnken won the guess race given by the Niagara Wheelmen on Thanksgiving day. The following won prizes, consisting of turkeys, geese, ducks, chickens and pigeons:

| Pos. | Name            | Time. |
|------|-----------------|-------|
| 1.   | Henry Warnken   | 25:00 |
| 2.   | William Heinzen | 26:31 |
| 3.   | Nie Noll        | 29:30 |
| 4.   | Paul Kroening   | 32:00 |
| 5.   | J. W. Warnken   | 31:00 |
| 6.   | A. Kling        | 31:00 |
| 7.   | G. Weber        | 31:00 |
| 8.   | O. Kling        | 31:00 |
| 9.   | W. L. Raasch    | 31:00 |

In the evening a social was given by the club at Schram's Hall.

### Bicycles Cause a Strike.

The Postal Telegraph Company has just had an interesting strike on its hands. Last summer the company furnished its messengers with wheels to insure prompt and faster delivery service. Recently the streets were wet and slushy and one of the boys declined to take his wheel out, preferring to walk on the dry sidewalks. The delivery clerk ordered him to ride and he refused. He was summarily dismissed, whereupon twelve of the twenty boys employed as messengers "walked out" to compel the clerk to reinstate the discharged boy.

For an hour or two things were very lively around the corner of East Water and Michigan streets, where the company's office is located. The news of the strike spread rapidly and there were soon any number of boys on the scene ready to take the place of the strikers. A dozen of them were employed and sent out with messages. But they were not permitted to go unmolested. Like strikers of a larger growth the boys took the law into their own hands and tried intimidation. When the "scabs" appeared on the street they were assaulted by the young strikers and some of them were pretty roughly handled. Finally the company called upon the police for protection and an officer was stationed at the corner to see that the new boys were not molested. That restored quiet at the corner, but the strikers laid in wait for the boys on the streets and those who were unlucky enough to fall into their hands had to fight. After several hours of "striking," the boys decided to return to work and they were reinstated on condition that they will use their bicycles when ordered to do so.

### Niagara Wheelmen's Smoker.

The Badger Wheelmen, the South Side Cycling Club and the West Side Cycling Club were represented at the Niagara Wheelmen's "smoker" recently. About 200 wheelmen were present. The prizes for "tough" costumes were awarded as follows: First, F. C. Leimbach; second, Mr. Oechsle; third, William Raasch; fourth, Mr. Frankhoefer; fifth G. J. Schmidt.

### Badger Wheelmen Amusements.

The Badger Wheelmen have arranged an interesting amusement program for its members during the winter. During the past month a cinch tournament has been in progress and much interest has been taken at the games. A number of "smokers" and socials also are being held from time to time and next month a pool and billiard tourney will be arranged with some of the other clubs. The club has just purchased a billiard and two pool tables.

### South Side Officers.

At a recent meeting of the South Side Cycling Club President Gustav Simmerling resigned and Henry Helling, the first vice-president, was chosen to fill the unexpired term and P. Cambier was elected to succeed Mr. Helling as vice-president.

### Standing Committee Appointments.

Chief Consul Martin C. Rotier, during the past few weeks, has been making his appointments of standing committees, and while the committees have not all been appointed in full, the following persons have been agreed upon:

Transportation Committee—F. P. Van Valkenburgh, Milwaukee, chairman; H. J. Killilea, Milwaukee; G. K. Mead, Sheboygan; Charles Buell, Madison. (Complete.)

Rights and Privilege Committee—Wm. M. Foster, Port Washington, chairman; W. O. Thomas, Milwaukee; P. J. Huennekeus, Milwaukee; Chas. S. Weeks, Whitewater; Wilbert Irwin, La Crosse.

Highway Improvement Committee—August Zinn, Milwaukee, chairman; Otto Dorner, Milwaukee; S. C. Newman, Kenosha.

Racing Board—F. J. Schroeder, Milwaukee, chairman; A. Martin Patitz, Milwaukee; J. R. Jones, Jr., Racine; Fred. L. Schaller, Sparta.

### Gideon Still at Work.

The last Gideon Bulletin issued, contains the following about Wisconsin riders: "Suspended pending payment of entry fees: Louis P. Helms, Baraboo; John E. Schwendener, Milwaukee; Chas. E. Reynolds, Janesville; J. H. Hodges, Monroe, and Phil. Nickel, Milwaukee."

### Wanted: Advertising Buttons.

Manufacturers and Jobbers having buttons advertising their wheels, will find it to their advantage for advertising purposes, to send a dozen or more to J. M. Allcott & Co., 90 Wisconsin street, Milwaukee.

### Mystic Company Falls.

The Mystic Cycle Company, of Mukwonago, made a voluntary assignment on December 5. F. R. Smith, of Mukwonago was appointed assignee. It is understood that the assets are ample to pay all liabilities. The assignment was due to the difficulty in making collections from agents.

### Special Bicycle Oil.

You can get the best bicycle oil at Allcott's Drug Store, 90 Wisconsin street. Liniments and court plaster, bicycle whistles, medals, badges, cards, pocket drinking cups, pocket cigar lamps, key chains, etc.

### Local Dealers Organize.

Local makers, dealers and repair men of this city have organized the Milwaukee Cycle Board of Trade and it is expected that in the near future every local business man interested in the bicycle trade will have joined that organization. The association was formed recently on a call issued by H. P. Andrae and Ira D. Lundy for a meeting at the Plankinton House on December 7. At the first meeting only preliminary discussion was had. H. P. Andrae was chosen temporary chairman and E. D. Haven temporary

secretary. It was pointed out to the members present that it was folly for legitimate dealers in good wheels to attempt to meet the cut of prices of those dealers who sell cheap and unreliable wheels, that some agreement should be reached as to the sale of wheels on the installment plan and that dealers should keep records of all stolen wheels. On December 14 another meeting was held at which H. P. Andrae, Ira D. Lundy, M. Fichtenberg, J. Blakney, F. W. Huennekeus, E. A. Clifford and C. H. Matthews were elected directors. A constitution and by-laws was adopted which provided for an initiation fee of \$10 and \$5 annual dues. It was decided, however, to suspend the initiation fee until April 1, to give all local persons interested in the trade an opportunity to join the association. The following firms and persons signed the constitution: Matthews & Co., Pope Manufacturing Company, J. C. Cordes, Cream City Cycle Company, Bolte Cycle Company, Charles Niss & Son, W. L. Candes, J. Andrae & Sons Company, E. A. Clifford, W. A. Pritchard, J. Hansen, B. D. Rigby, F. W. Huennekeus, E. S. Potter, Pollitt Cycle Company, W. B. Lindsay & Company, Milwaukee Engineering Company, and the Badger Typewriter and Stationary Company.

### Something For Your Bike.

A new noise for bicycles. Makes a noise like a cricket or musical frog, sold at J. M. Allcott & Co., 90 Wisconsin street, Milwaukee, for 5 cents each or with crick-crick holder 5 cents extra. Also a Morse telegraph alphabet given free with a crick-crick. Teach anyone how to telegraph. They also have a whistling wheel, makes a noise like a baby crying; it can be attached to bicycle and worked with hand, sold at 10 cents 3 for 25 cents. They have all kinds of goods—a regular fair—and no charge to come in and examine the latest novelties. Revolver surprises for 5 cents.

### Trade Notes.

It is reported at Madison, Wis., that the Antigo Hub and Manufacturing Company, of Antigo, has increased its capital stock from \$8,000 to \$20,000.

The Bolte Cycle Company has moved into its new factory at Fifteenth street and St. Paul avenue, and has added nickel plating and enameling departments to its plant. J. R. Connell, superintendent of the factory, and Secretary T. A. Donlevy have resigned and A. F. Schult is now secretary.

The D. D. Warner Co., Madison, has started its factory with a full working force, and will build 5,000 high grade wheels for '97 trade. The wheels are attractive in design, and possess good mechanical features. The Fauber cranks and shaft will be fitted; a triple-plate fork crown; barrel hubs turned from the bar; wood handlebars as a regular part of the equipment, with an option of steel. Three heights of frame will be made in the men's models—22½, 24½ and 26½-inch—and drop frames will be made 22½ and 24½ inches.

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### Moore Cycle Company Affairs.

Max Ascher, assignee for the Moore Cycle Company, has filed an order for his discharge, in the circuit court. His final report shows that the total receipts from the property was \$9,038.22, that the claims for labor amounting to \$2,191.52 have been paid in full and a dividend of 10 1/2 per cent has been paid the creditors. He asks \$1,300 as compensation for himself and \$1,200 for his counsel, Quarles, Spence & Quarles, after which no money or property will remain.

### Local Companies Win.

The trouble between the Julius Andrac & Sons Company and the Bolbe Cycle Manufacturing Company on one side, and on the other the National Board of Trade of Cycle Manufacturers, which refused to allow the firms to exhibit at the New York and Chicago cycle shows because they had displayed at the last Exposition in this city, has been settled and the cycle firms have come out victorious in the fight. The ground on which the firms were barred from the shows was that the Exposition was an unsanctioned show and therefore in exhibiting their wheels, the firms violated the Cycle Board of Trade's rules. The local companies, however, not only opposed the general injustice of the board's ruling, but also proved that it had discriminated against the Milwaukee firms. The local firms demanded as members of the board, an explanation why other companies were not barred, but the officers did not answer that question. Thereupon the firms were notified that the board had reconsidered its former decision and that the firms will be given the space they applied for. It is not improbable that at the next meeting of the Board of Trade the rule prohibiting displays at Expositions will be abolished.

### The F. W. Huennkens Sons Co.

Are importers of and dealers in bicycle parts and sundries at wholesale to cycle agents and dealers. Special prices and discounts given on application. Address, 255 Lake street, Milwaukee, and get catalogue.

### Fine Whiskeys.

Lovers of fine old whiskeys will find at J. M. Allcott & Co., 90 Wisconsin street, the following brands that can be relied upon as to actual age and straight goods: Douglass Bourbon, 27 years old; J. W. Gaffe Bourbon, 21 years; Waverly & Co., 21 years; Century Rye, 21 years; Hermitage Rye, 16 years; Golden Wedding Rye, 16 years; Kentucky Malt, 16 years.

Can Corbett lick Fitzsimmons  
Or Fitz do Corbett up—  
It's ripe now for discussion  
When e're we dine or sup.

Some bet on who's the winner  
And who the most will stand,  
And who will be the champion  
By trusty slight of hand.

But when the match is over  
The one who will be glum,  
Will be the one who did not chew  
White's famous Pepsin gum.

### Pope Company's Wisconsin Branch.

The Pope Manufacturing Company has decided to open a state branch office in this city on January 1. It has leased the large store at 411 Milwaukee street where J. L. Poole, of Hartford, Conn., will make his headquarters of the branch. A full line of bicycle sundries, parts and a complete line of Columbia and Hartford wheels will be carried by Mr. Poole. The local store will also serve as the distributing agency of all Wisconsin trade. It is not improbable that a large riding academy will be conducted in connection with the store.

### Increasing Demand.

There is an increasing demand for Allcott's Liver Pills and other private formulas of medicines made of the best ingredients for which they are intended. They are Cold Powder Capsules, for colds, 50 cents per dozen; White Pine Syrup Compound, for coughs and sore throat, 2 oz. bottle, 25 cents, 8 oz. bottle, 75 cents; liniments of all kinds for pains, 2 oz. bottles, 25 cents, 8 oz. bottles, 75 cents. J. M. Allcott & Co., 90 Wisconsin street, Milwaukee.

### Something For Everyone.

Years have demonstrated the fact that Allcott's liver pills are unequalled for biliousness, colds, headaches, constipation and general debility. Send for a list of testimonials that will convince you of the truth of this statement. J. M. Allcott & Co., 90 Wisconsin street, Milwaukee.

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Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1888.

{ SEAL }

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Mention this Paper

# THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE  
AND TRADE NEWS.

VOL. VII.

MILWAUKEE, WIS., JANUARY, 1897.

No. 10.

## Annual *Rambler* Souvenir

### Announcement for 1897

**TWELVE MONTHS INSTEAD OF EIGHT MONTHS**

**MEN—6,000 MILES!**

**WOMEN—4,000 MILES**

**Gold Souvenir to Rambler Riders!**

**Silver Souvenir to G. & J. Tire Riders!**

**New Design of Souvenir—Something Very Fine**

**Beautiful GRAND SOUVENIR for Greatest Mileage!**

**OFFER No. 1.** A fine Gold Rambler Souvenir will be awarded to each male rider whose road mileage, made on a Rambler Bicycle, fitted with G. & J. Tires, between January 1, 1897 and December 31, 1897, (inclusive) shall total up 6000 or more.

**OFFER No. 3.** To every male rider whose road mileage shall equal 4000 miles between January 1, 1897 and December 31, 1897 (inclusive) on any make of wheel (other than a Rambler) fitted with G. & J. Tires, we will present a beautiful Silver Souvenir.

**OFFER No. 2.** A beautiful Gold Souvenir will be awarded to each female rider whose mileage, under conditions named in offer No. 1, shall equal 4000 miles.

**OFFER No. 4.** To each female rider whose mileage on the road, under same conditions as those named in offer No. 3, shall equal 4000 miles, we will present a pretty Silver Souvenir.

**OFFER No. 5.** To the rider who can prove the greatest mileage on the road during 1897, on a Rambler Bicycle, fitted with G. & J. Tires, we will award a VALUABLE GRAND SOUVENIR.

**GET A NEW 1897 RAMBLER CATALOGUE AND START EARLY**

**N. B.—**Mileage must be measured on some standard make of Cyclometer, and be registered once each week at the local Rambler agency. Complete rules will be published later.

**GORMULLY & JEFFERY MFG. CO.**

CHICAGO BOSTON WASHINGTON NEW YORK BROOKLYN DETROIT CINCINNATI BUFFALO COVENTRY and LONDON, ENGLAND

# Advance Talk

**E**DUCATION in cycle construction is so rapidly developing that the season of 1897 will establish for all time the maxim of all nations: "You cannot have quality without cost, and that the best is always the cheapest in the end." To emphasize ANDRAE QUALITY let us illustrate:

Here are two watches. They seem alike. Examine the works. They look alike. What is the difference between them? One is an ordinary Swiss watch, the other is a Jorgensen. They certainly look alike, yet if you want a timepiece that will prove a timepiece the Jorgensen is worth a dozen of the other.

Here are two yachts. One has hollow spars, a Tobin bronze hull and every latest fad. The other may not look as gay, but it walks right away from its rival, for it represents the mathematical brain of a Herreshoff; not mere finish or light weight, but years of experience and practical boat building.

What the name of Jorgensen is to the watch the name of Andrae is to a bicycle. The Andrae represents the most advanced mechanical principles of today, for it represents the best brains and skill in its every detail.

The experimental stage of cycle construction has passed. The experimental age of cycle buying is fast going. Consumers have come to realize the vast difference between a Swiss and Jorgensen movement.

Every known precautionary measure is taken to make Andrae cycles perfect in workmanship and absolutely reliable. In their construction is represented the brains of a Herreshoff. All material is of the highest class; it is all inspected in every particular and tested for all possible faults during the various stages of manufacture into complete wheels.

The fame and reputation of Andrae cycles has reached the height of a Jorgensen, and they are as nearly perfect as mechanical skill has made it possible to produce.

The '96 season has shown that there are still plenty of people who are willing to pay our price for Andrae cycles. The Andrae is a bicycle whose merit is attested by the fact that it is sold by the most critical buyers in the United States and foreign countries.

It pleases everyone except the "just as good man."

It pleases the seller — there is no subsequent tinkering.

It pleases the user — there is satisfaction in it.

It pleases us — there is reputation in it.

Andrae cycles are placed on the highest plane of broad popularity.

All who use Andraes unite in the expression that "they never disappoint."

They're intensely practical.

## Julius Andrae & Sons Co.

. . . Milwaukee, Wis. . . .



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JOURNAL OF CYCLING LITERATURE AND TRADE NEWS.

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#### ADVERTISING.

THE PNEUMATIC thoroughly covers 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.

#### PNEUMATIC PUBLISHING COMPANY,

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M. C. ROTIER, Business Manager.

Eastern Representative: S. Koppal, 57 Times Building, New York.

#### BICYCLE BAGGAGE LAW.

Arrangements have about been completed for the introduction in the legislature of the bicycle bill. Chief Consul M. C. Rotier and Chairman P. P. Van Valkenburgh of the transportation committee of the Wisconsin Division, have spent several days at Madison and while they have learned that but little opposition is expressed among the members of the legislature they do not propose to cease work until the bill has been signed by the governor and is a law. The text of the bill is as follows:

A bill to amend chapter 87 of the revised statutes of Wisconsin relating to railroads. The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

Section 1. Chapter 87 of the revised statutes of Wisconsin is hereby amended by inserting immediately after section 1798 thereof, the following additional section:

Section 1798 a. Every passenger upon any passenger train on any railroad within the limits of this state, shall have the privilege of taking with him upon any train on which he is a passenger, personal baggage not exceeding 100 pounds in weight, to be carried to the point to which such passenger is entitled to be carried, without any charge upon the part of the railroad company transporting the same, except the railroad fare of such passenger; and bicycles are hereby declared to be baggage, within meaning of this section, and shall be by such railroad companies transported as baggage, subject only to the same liabilities, and no such passenger shall be required to crate, cover or otherwise protect any such bicycle, provided, however, that a single bicycle so carried shall be considered as equivalent to 100 pounds of baggage so to be carried.

Section 2. All acts or parts of acts inconsistent with the provisions of this act, are hereby repealed.

Section 3. This act shall take effect and be in force from and after its passage and publication.

Just and reasonable as this bill will seem to the community at large, a strong and vigorous opposition will no doubt arise from the railroads. The L. A. W. members throughout the state therefore should remain alert and see that their representatives on the legislature vote on the right side of the question.

#### THE WEST AND SOUTH COMBINE.

The action of the Wisconsin Division at its annual meeting last month in calling for a caucus of western and southern divisions and organizing for the purpose of securing recognition from the East in the assembly at Albany next month, has been endorsed by Illinois and other divisions. That the importance of such action is being realized has been proven by the sentiment that has sprung up. The divisions have laid aside all individual interests and will work for the good of the West and South at large, which in former years have gained but little recognition from the East. Wisconsin has issued the following letter to western and southern chief consuls:

"At a meeting of the western delegates, in which the Illinois and Wisconsin delegates have been most active, held in Milwaukee on January 17, it was decided to sink all personality in the contest for League political preferment, and to call upon the western divisions to stand by each other on the broad proposition that at the western caucus the various matters in which we are mutually interested shall be discussed, and at which all candidates for office must pass the test of western good judgement, drawn from all sources. It is intended that every delegate and every state division shall have its full rights in the discussion, and the ultimate conclusion will be an endeavor to win for the West its fair and just proportion of political honors and rights. It is a peculiarly auspicious time for this concentration of western intelligence, and it may result in advantages much beyond what we could, under any other circumstances, reasonably expect. We therefore, as a division, and with Illinois' co-operation, call upon you especially to sink any personal preferment which you may be seeking, to the general cause, and apply that patriotism which we know is characteristic of our section.

It is not desired by this communication to imply that either Mr. Elliot or Mr. Potter must necessarily step to one side for the Western division, as both are recognized to be good men and true in the service of the League. It is especially not intended to press unduly the claims of any individual who may heretofore have been mentioned in connection with possible office. If you have implied that you will support any particular eastern candidates, we call upon you out of patriotism to abandon that claim, frankly stating what proposition was advanced, and you will be given due consideration at the caucus. We, in Wisconsin, would be pleased beyond measure if you would write and state your opinion frankly of the wisdom of this movement and whether you are willing to comply with the request that we should present a united front at Albany."

Edward Laubenheimer and G. J. Wohlbard recently became members of the North Side Cycling Club. Laubenheimer is considered one of the fastest skaters in the Northwest and the club will now be able to hold its own in skating with any of the other local cycling clubs.

### Wisconsin Consul Appointments.

Chief Consul M. C. Rotier has made up his list of local consul appointments and Secretary Ryan has been formally notifying them of their appointment. A large majority of them are consuls who have ably served the League in the past. The list is as follows:

|                     |                     |
|---------------------|---------------------|
| Abbotsford.....     | A. W. Moerke.       |
| Augusta.....        | F. B. Williams.     |
| Antigo.....         | Roy Dorr.           |
| Ashland.....        | Merton H. Potter.   |
| Bayfield.....       | A. Lester Helwig.   |
| Baraboo.....        | B. A. Owen.         |
| Barron.....         | Elmer E. Kent.      |
| Beloit.....         | William D. Hall.    |
| Berlin.....         | W. G. Groffmann.    |
| Bloomington.....    | Gus. Morterud.      |
| Boscobel.....       | Will H. Pittman.    |
| Brandon.....        | G. B. Weinstock.    |
| Brodhead.....       | F. A. Taylor.       |
| Burlington.....     | J. M. Schroeder.    |
| Cambridge.....      | W. T. Stetson.      |
| Castle Rock.....    | H. J. Johnson.      |
| Cedarburg.....      | A. F. Boerner.      |
| Cedar Grove.....    | L. C. Smith.        |
| Chetek.....         | B. F. Budworth.     |
| Chilton.....        | L. A. Keller.       |
| Chippewa Falls..... | Robert A. Clark.    |
| Clinton.....        | Fred W. Herron.     |
| Columbus.....       | Geo. C. Stevens.    |
| Commonwealth.....   | E. W. Hopkins.      |
| Cuba City.....      | L. A. Wilson.       |
| Cumberland.....     | Miss Dora M. Riser. |
| Delafield.....      | R. W. Loweree.      |
| Delavan.....        | H. G. Hambricht.    |
| Eagle.....          | Matt. J. Bovee.     |
| San Claire.....     | W. W. Jackson.      |
| Edgerton.....       | F. E. Ash.          |
| Elkhorn.....        | Will B. Lyon.       |
| Ellsworth.....      | A. Swahn.           |
| Fall River.....     | Chas. B. Tasker.    |
| Florence.....       | E. B. Wilcox.       |
| Fox Lake.....       | Henry Grady.        |
| Ft. Howard.....     | Charles. S. Kerr.   |
| Gillett.....        | J. J. Witcomb.      |
| Grand Rapids.....   | Geo. N. Wood.       |
| Greenwood.....      | P. E. Peterson.     |
| Hebron.....         | W. J. Pollock, Jr.  |
| Hickory.....        | Jas. Eliason.       |
| Hillsboro.....      | R. F. Myers.        |
| Horicon.....        | Dr. F. S. Forbes.   |
| Janesville.....     | J. G. DeLong.       |
| Jefferson.....      | F. O. Ray.          |
| Johnson Creek.....  | W. A. Christians.   |
| Juneau.....         | A. P. Walthers.     |
| Kaukauna.....       | Geo. H. Reese.      |
| Kenosha.....        | R. H. Welles.       |
| Kewaunee.....       | Geo. M. Mashek.     |
| Kiel.....           | F. O. Schubert.     |
| La Crosse.....      | J. H. Thompson.     |
| Lake Beulah.....    | C. H. Stevens.      |
| Lake Mills.....     | F. M. Seaver.       |
| Lancaster.....      | Charles W. Burr.    |
| Little Suamico..... | G. H. Wilsie.       |
| Marshfield.....     | L. E. Williams.     |
| McFarland.....      | M. D. Larson.       |

|                      |                      |
|----------------------|----------------------|
| Medford.....         | Arthur Elvis.        |
| Mellen.....          | Louis Maier.         |
| Merrill.....         | Hans Von Kaltenborn. |
| Milton Junction..... | I. P. Hinkley.       |
| Monroe.....          | L. A. Hodges.        |
| Mukwonago.....       | C. D. Palmer.        |
| Necedah.....         | C. H. Maxson.        |
| Neenah.....          | A. W. Anderson.      |
| New London.....      | M. T. Patchin.       |
| Onalaska.....        | Prof. J. F. Sims.    |
| Oregon.....          | Sam. T. Durant.      |
| Oshkosh.....         | G. A. Comstock.      |
| Otsego.....          | John A. Johnson.     |
| Peshigo.....         | Wm. E. Ellis.        |
| Platteville.....     | E. P. Grindell.      |
| Plymouth.....        | W. E. Wolf.          |
| Port Washington..... | H. L. Coe.           |
| Princeton.....       | F. E. Yahr.          |
| Racine.....          | W. J. Hopkins.       |
| Ranney.....          | Arthur V. Hill.      |
| Reedsburg.....       | B. G. Stolte.        |
| Rhineland.....       | H. M. Woodard.       |
| Rice Lake.....       | J. W. Munnell.       |
| Richland Center..... | A. V. Pier.          |
| Ripon.....           | C. S. Sharp.         |
| Rosendale.....       | J. F. Duley.         |
| Shawano.....         | I. S. McNichol.      |
| Sheboygan.....       | S. J. Fairweather.   |
| Shell Lake.....      | W. W. Watkins.       |
| Shullsburg.....      | H. B. Chamberlin.    |
| Sparta.....          | F. L. Schaller.      |
| Stevens Point.....   | W. O. Lamoreux.      |
| Stockbridge.....     | Phil. Hart.          |
| Stoughton.....       | Giles Dow.           |
| Sun Prairie.....     | P. C. Gibbons.       |
| Tomah.....           | L. W. Earle.         |
| Two Rivers.....      | R. H. Suettinger.    |
| Washburn.....        | H. C. Prudhomme.     |
| Watertown.....       | Dr. O. E. Meyers.    |
| Waunakee.....        | Henry C. Hart.       |
| Waupaca.....         | F. W. Spencer.       |
| Waupun.....          | Solon A. Davison.    |
| Wausau.....          | W. W. Wilson, M. D.  |
| Whitewater.....      | Chas. S. Weeks.      |
| Winneconne.....      | W. A. Melcher.       |
| Wrightstown.....     | C. J. Pope.          |
| W. Superior.....     | L. F. Snyder.        |

### Novel Road Improvement Scheme.

Green Bay has a novel scheme under consideration for the improvement of its streets and it is proposed to carry the plan into effect at once. Last year the aldermen of Green Bay passed a law imposing a tax on all bicycles. The aldermen figured that a handsome revenue would be derived from the 2,000 wheels in use there, but experience has shown that the system is impractical and that only about 150 wheelmen have paid the annual license. Furthermore there has been a great deal of complaint and unjust discrimination has been charged against the aldermen by the wheelmen. A. B. Fontaine and other prominent members of this club have now devised a plan which will be of much benefit to wheelmen and the city of Green Bay. It is proposed to repeal the bicycle tax ordinance and to pass a measure pro-

viding for a tax of \$1 on each wheel. In this way at least \$1,500 can be raised annually. The proposed ordinance provides that the revenue derived from this source be turned into a fund, to be known as the Pastime Road fund. This is to be placed in charge of a Board of Trustees composed of wheelmen and is to be used exclusively for the improvement of roads in Green Bay. The money will be placed at the full disposal of the trustees who shall spend it in improving streets as the wheelmen may see fit. The ordinance has been drafted and will shortly be presented in the common council of that city. A. B. Fontaine who is at the head of the movement, writes Chief Consul Rotier of the Wisconsin Division, L. A. W., that he has the assurance from enough aldermen that such a measure will pass and that all the wheelmen in Green Bay are in favor of it. He has asked the opinion of the chief consul on the subject and Mr. Rotier has heartily endorsed the plan and feels certain that much good can be accomplished with it in a few years.

#### Wisconsin on the Circuit.

There will be at least two candidates from this state for dates on the next national L. A. W. circuit—Racine and Green Bay. When Racine took the state meet from Green Bay, the enthusiasm of the latter city's wheelmen did not dampen, but since then the Pastime Cycling club has been making plans for the summer. A. B. Fontaine has written the officers of the Wisconsin division that his club wants to get a date on the national circuit, providing it can be secured without injuring the races at Racine. He says that wheelmen of that city are going to attend the state meet in large numbers and have no desire to do anything that might harm the success of the state meet. Therefore Green Bay will only consent to go on the national circuit if satisfactory arrangements can be made whereby the races will not in any way conflict. It is believed that there will be little difficulty in making such arrangements and both cities will probably have large races. Racine wants two days on the circuit.

#### Waukesha Club Officers.

The Waukesha Bicycle club has elected the following officers: President, E. D. Walsh; vice-president, J. B. Christoph; secretary, F. A. Evans; treasurer, A. G. Haynes; captain, Ross Wilbur; first lieutenant, A. D. Price; second lieutenant, K. E. Johnson; color bearer, W. C. Agnew; directors, S. A. Perkins, Dr. Violet, J. H. Johnson, Fred Phelps; rooms committee, J. B. Christoph and C. J. Patterson. The club has 152 members.

#### J. Rowland Jones, Jr., Is Chairman.

J. Rowland Jones, Jr., of Racine, has been appointed chairman of the racing board of the Wisconsin Division by Chief Consul Martin C. Rotier. When the term of ex-Chairman Fred J. Schroeder expired last December he refused a reappointment on the grounds that his private business demanded his whole attention. The office was then offered

to Frank J. Morawetz because Mr. Rotier preferred to keep the office in this city but Mr. Morawetz also could not accept the place on account of the increasing duties of his private interests. Mr. Jones was appointed to the place, has accepted the position and already gives promise of doing effective work in taking care of and promoting the racing interests in the state. Some hesitancy was made by Chief Consul Rotier in appointing him to that position owing to Jones' deep interest in the success of the state meet which will be held in his town, but other Racine boys have kindly relieved him of all responsibility in that matter free to act in his new office.

#### Wisconsin Against Sunday Racing.

At the assembly meeting of the L. A. W. next month, one of the questions to be considered will be Sunday racing. It is proposed to have the L. A. W. pass a resolution giving the various state divisions authority to allow Sunday racing if the members of the division care to do so. Wisconsin division will oppose the measure because it has always taken a firm stand against Sunday racing. If the assembly makes it optional with the states to determine the future policy of racing, Wisconsin may be counted as one of the states which will not allow any racing on Sundays.

#### Brief Notes from the State.

Many Green Bay wheelmen are training in gymnasiums during the winter.

Walter Humes, the speedy Green Bay rider, will ride in the professional ranks next year.

Judge J. T. Wentworth of Racine has been appointed a member of the Rights and Privileges committee of the Wisconsin Division.

The project to build a bicycle track at Fond du Lac has again failed and the wheelmen of that city will have to go another year without one.

F. DeCremer, agent at Green Bay for the Stearns wheel, has decided to have a racing team next season to represent him in all races in that part of the state.

H. J. Killilea has withdrawn from the transportation committee of the Wisconsin Division. Chief Consul Rotier has decided to let the committee remain as it is at present.

State Representative W. H. Field has moved to Cisco, Mich., where he is now temporarily making his home. He was also local consul for Green Bay and George Schafer succeeded him in that office. Chief Consul Rotier has decided to allow Mr. Field to serve as representative until he returns to Green Bay.

At a recent meeting between Chief Consul Rotier and Secretary-Treasurer Ryan at Appleton it was decided to offer a league button and a set of road maps as a premium for new memberships during the coming season, and to offer a standing reward of \$25.00 to any one for the arrest and conviction of a thief stealing a bicycle belonging to a member.

ANNUAL CLUB ELECTIONS.

W. C. Nielson, Phil. Roth, P. H. Cambier, J. W. Warnken, G. G. Gehrz and Fred Huennkens Chosen President of Their Respective Clubs.

During the past month, annual meetings have been held by all the local cycling clubs and in nearly every club a complete change was made in the personnel of the board of officers. The reports received from the retiring officers of the various clubs show that the past has been one of the most prosperous seasons in the history of cycling in this city. The club membership has been steadier than in former winters and at the present time though in the middle of the winter, a lively interest is displayed in all clubs. As a result, all clubs are found to be on a firm foundation. Following are the newly elected officers of the various clubs:

MILWAUKEE WHEELMEN.

President—W. C. Nielson.  
First Vice-President—O. H. Linka.  
Second Vice-President—August Rutz.  
Secretary—George F. Carroll.  
Treasurer—W. N. Durbin.  
Directors—George C. Bartels, F. J. Schroeder, M. C. Rotier, F. T. Andrae.  
Captain—L. J. Friend.  
First Lieutenant—D. Cole.  
Second Lieutenant—A. A. Frattinger.  
Delegates to the Associated Cycling Clubs—E. H. Neustadt, W. L. Simonds, F. J. Morawetz.

NORTH SIDE CYCLING CLUB.

President—Phil. Roth.  
First Vice-President—Emil Koehn.  
Second Vice-President—P. J. Koehler.  
Financial Secretary—William Barreilmann.  
Corresponding Secretary—Charles Dehn.  
Treasurer—E. A. Krause.  
Directors—Louis Pierron, F. Kellermann, A. C. Runkel, A. Bunke.  
Captain—Theodore Gauger.  
First Lieutenant—David Braun.  
Second Lieutenant—Henry Genz.  
Delegates to the Associated Cycling Clubs—A. C. Runkel, A. Bunke, M. Massino.

SOUTH SIDE CYCLING CLUB.

President—P. H. Cambier.  
First Vice-President—Henry Helling.  
Second Vice-President—Jule Silbar.  
Third Vice-President—A. Johnson.  
Financial Secretary—Alexander Riebs.  
Corresponding Secretary—Gustav Peters.  
Treasurer—Herman Winthers.  
Captain—Fred Simmerson.  
Directors—J. C. Cordes, Louis Rittmann, W. E. Ackers, Henry Kuehn, Adolph Manasse, B. A. Clifford.  
Delegates to the Associated Cycling Clubs—P. H. Cambier, J. C. Cordes, B. A. Clifford.

NIAGARA WHEELMEN.

President—J. W. Warnken.  
First Vice-President—Max Krauskopf.  
Second Vice-President—C. Mohelnitzky.  
Corresponding Secretary—Henry Tank.  
Financial Secretary—A. E. Klug.  
Treasurer—Edward Kroening.  
Captain—William Heinzen.  
First Lieutenant—F. J. Edwards.  
Second Lieutenant—H. Warnken.  
Sergeant-at-Arms—Peter Froehoefer.  
Directors—F. C. Leimbach, O. Klug, F. Marquardt, William Raasch.  
Delegates to the Associated Cycling Clubs—O. E. Borth, Paul Hirschboeck, O. Klug.

CREAM CITY WHEELMEN.

President—G. G. Gehrz.  
First Vice-President—S. J. Caspel.  
Corresponding Secretary—Frank Olsen.  
Financial Secretary—G. E. Long.  
Treasurer—F. Esser.  
Captain—Edward Timm.  
First Lieutenant—A. Barnickel.  
Second Lieutenant—B. M. Kelly.  
Directors—J. Rafenstein, R. Burger, S. Long, G. G. Gehrz, F. Olsen.  
Delegates to the Associated Cycling Clubs—G. G. Gehrz, G. Long, E. J. Ludwig.

MERCURY CYCLING CLUB.

President—Fred Huennkens.  
Vice-President—William P. Mueller.  
Secretary—Charles Knudson.  
Financial Secretary—Julius C. Krueger.  
Treasurer—H. Borgwardt.

Associated Cycling Clubs' Annual Meeting.

The annual meeting of the Associated Cycling clubs was held January 14 at the club rooms of the Badger Wheelmen and the following officers were elected:

President—A. C. Runkel, N. S. C. C.  
First Vice-President—H. Helling, S. S. C. C.  
Second Vice-President—G. G. Gehrz, C. C. W.  
Third Vice-President—W. A. Krasselt, B. W.  
Secretary—O. F. Thieme, M. C. C.  
Treasurer—Paul Hirschboeck, N. W.  
Handicapper—B. J. Ludwig, C. C. C. C.

The following resolution was adopted:

To the Merchants and Manufacturers of Milwaukee:

Whereas, During the last few years bicycle riding has taken a foothold in this city and in consequence many bicycle races are held and the merchants and manufacturers of this city are continually asked to donate prizes for them; and

Whereas, The merchants and manufacturers of this city are constantly bothered by, and in many cases have given prizes to private persons and clubs not deserving them; therefore be it

Resolved, That the Associated Cycling clubs of Milwaukee being composed of all the principle clubs of said city, and wishing to protect the merchants and manufacturers from these intrusions by undeserving people, hereby requests said merchants and manufacturers for their own safety, not to donate prizes to any club or individual not having a sanction from this association as it will, on request give such sanction to any club or individual intending to conduct such race, if found to be in the interest of wheeling and the sport.

There was a long discussion about the awarding of the banner for the club team skating race held shortly before Christmas. The North Side Cycling club and the Badger Wheelmen were tie for the banner and the Badger Wheelmen refused to skate the tie that night. Manager G. Anasem called the North Side skaters to the team and made them skate the distance and awarded them the prize to which proceeding the Badger Wheelmen protested. The discussion lasted several hours after which the Badgers were awarded the prize on the flip of a coin.

#### First Club Run of '97.

The North Side Cycling Club claims the honor of having conducted the first club run this year, it having been held on January 10. Fifteen hardy members of the club dressed in the regulation grey club uniform with orange and blue sweaters left the club house on Reservoir avenue under the guidance of the newly elected captain, Theodore Gauger, and First Lieutenant David Braun. The run had been scheduled for January 1, but on this day the roads were impassable, and the event had to be postponed. The following riders took part: Theodore Gauger, David Braun, J. C. Neick, A. Bunke, Wm. Garms, O. Tank, B. Koehn, Edward Harnish, M. Zimmerman, J. M. Walker, Louis Pierron, Wm. Pierron, H. Pierron, John Ganz, H. Guterson.

#### To Boom Milwaukee Membership.

In a few weeks Chief Consul M. C. Rotier will complete his appointments of local consuls throughout the state and in this city and an active canvass for league members will then be commenced. A special effort to increase the membership will be made in this city. It is proposed to have a local consul on the east, the west, the south and the north sides of the city and one each at Wauwatosa and Whitefish Bay. The six local consuls will constitute a board to take charge of the local League affairs. As soon as the appointments have been made a meeting will be called when plans for the work will be outlined. It is intended by the officers of the local organization committee to add about fifty sub-consuls distributed all over the city.

#### Bits of Local News.

The Badger Wheelmen conducted a social at Recreation Hall on January 20.

The North Side Cycling Club held its monthly social on January 13. It was well attended.

A pool contest between the Milwaukee Wheelmen and the Waukesha Wheelmen will be arranged shortly.

The Milwaukee Wheelmen have commenced a series of card parties which will be held throughout the season.

The "ladies' nights," which are being given by the Badger Wheelmen are very successful. The club recently conducted a cinch tournament.

The annual minstrel show of the Milwaukee Wheelmen will be held some time in February. The show promises to be larger and better than ever before.

Frank J. Morawetz was recently offered the chairmanship of the state racing board but declined the office on account of his private business interfering.

In electing J. W. Warnken president, the Niagara Wheelmen have chosen well. Mr. Warnken is one of the organizers and one of the hardest workers in the club.

The North Side Cycling Club has appointed a skating team of Guterson, Knotek, Franke and Laubenheimer to represent it in all local skating tournaments.

The Niagara Wheelmen now has a membership of 157. The club is steadily growing and will have a membership roll of 200 before the next season is half over.

The annual mask ball of the North Side Cycling Club will be held at the North Side Turner Hall on February 27. Great efforts are being made to make the affair a success.

After the recent election of officers, the Cream City Wheelmen held a cinch party. The highest scores were made by G. G. Gehrz and G. E. Long, who scored 326 and 325 respectively.

Some of the members of the Niagara Wheelmen have already commenced training with the training machines which recently were put in the Niagara Wheelmen's home on Twelfth street.

The South Side Cycling Club gave a "hard times" smoker at its club house on Hanover street on January 12. The affair was attended by many members and their friends and was a grand success.

Gerhard Anasem, who is one of the organizers of the North Side Cycling Club, and who has held office ever since its birth was defeated in the recent club election for a place on the board of directors.

The second annual mask ball of the Niagara Wheelmen will be held at the North Side Turner Hall on January 30. One of the features of the ball will be the palm garden which was arranged by the club.

Local wheelmen are being stirred to action by the League in reference to the bicycle bill now before the legislature.

Great rivalry has sprung up as to whether the Niagara Wheelmen or the South Side Cycling Club has the best skaters. The former club boasts of Louis Damize while the latter claims a champion in Albert Mueller.

The annual ball and masquerade of the South Side Cycling Club was held at the South Side Kindergarten Hall on January 29. Like all former events given by the club, the ball was largely attended by friends of that organization.

Charles Schmidbauer, A. A. Frattinger, E. L. Fielding, M. J. Adams, Archie Anderson, Stephen Cramer, W. L. White, George Bartels, A. Mendel and Charles Stumes now hold the highest pool scores of the Milwaukee Wheelmen. Six of these will be picked to play against the Waukesha club.

A new cycling club has been organized by a number of west side boys who have decided to call their organization the "Boys' Royal Cycling Club." Riders between the ages of twelve and fifteen years alone are eligible to join. Applications for membership can be made to Frank Mohelnitzky of 540 Tenth street.

#### Niagara Committee Appointments.

President Warnken of the Niagara Wheelmen has appointed the following standing committee for the ensuing year:

House Committee—Fred Marquardt, W. Hufschmidt, B. Brandenburg, Henry Bartels, W. Heinzen, C. Kachelmeyer, Edward Klug, H. Reaban.

Racing Board—Edward Kroening, W. A. Zeally, L. Katsch, William Mueller, W. A. Edwards.

Entertainment Committee—O. E. Borth, C. Mohelinski, C. Kachelmeyer, P. Kroening, W. Raasch.

#### Ladies' Auxiliary, N. S. C. C.

The annual meeting of the Ladies' Auxiliary of the North Side Cycling Club was held January 19. Reports of the secretary and treasurer show that the auxiliary is in a prosperous condition. The membership of the organization is now twenty-nine. The election resulted as follows:

President—Miss Agnes Fahsel.

Vice-President—Miss Esther Brunkhorst.

Secretary—Miss Elsie Pierron.

Treasurer—Miss Harriet Runkel.

Captain—Miss Louise A. Roth.

First-Lieutenant—Miss Paula Fahsel.

Second-Lieutenant—Miss Lillian Runkel.

Membership—Misses Tillie Pierron, Louise A. Roth, Pauline Schok.

Entertainment—Misses Paula Fahsel, E. Brunkhorst, Kathryn Schuetz, Rosa Landgraf, Mathilda Nipp.

#### North Side Club Appointments.

President Phil. Roth, at a special meeting of the North Side Cycling Club on January 12, announced his appointments of standing committees as follows:

House Committee—Alexander Bunke, Fred Heint, Otto Schweitzer.

Racing Board—Herman Janssen, John Traudt, Jr., W. C. Garsen.

Entertainment Committee—G. Edward Rothweiler, John F. Genz, Fred Bokelmann, Louis Ritter, Julius J. Schok.

Auditing Committee—Adolph E. Seelman, W. J. Zorn, Frank J. Knutek.

Press Committee—Louis Pierron, Herman Glaetli, Gottlieb Graber.

Centurion—John C. Neick.

Apparatus Custodian—Otto J. Tank.

#### May Build a Track.

Some of the members of the North Side Cycling Club have a plan on foot whereby they hope to secure a good track and racing park for the wheelmen of this city. They propose to organize a stock company and raise funds enough to lease a piece of ground and build a modern track and a large grand stand where bicycle races are to be held monthly. It is believed that by so doing a greater interest in cycle racing will be aroused in this city.

#### Plans for Century Runs.

Centurion John C. Neick of the North Side Cycling Club is making arrangements to increase the interest among club members in century riding during the coming season. He has laid his plans for a number of century runs which will be announced shortly. Julius J. Schok, centurion of the club last year, has completed his report for '96 runs and shows that the sixteen riders of the club making the highest number of miles during the year traveled a total of 39,329 miles, the highest individual score being 3,704 miles which Emil J. Koehn traveled on his wheel.

#### Those Chainless Wheels.

Another chainless idea has appeared in New York City. It is the work of I. H. Smith. The rear wheel has for its hub a hollow drum, five or six inches long, and with about the same diameter. This incloses certain gearing, which is protected from the dust. The axle is not made of one continuous piece, four oscillating levers secured to each end, and operating the machinery within, move in opposite directions at the same time. The pedals may, for low speed, be worked up and down through a range of only four or five inches; but double that swing will double the speed. The extreme distance through which they can move is about fourteen inches. The levers are curved, but the straight line measurement from center of axle to center of pedal pivot is sixteen inches.

### Andrac Line 1897.

The 1897 Model Andrac, manufactured by the Julius Andrac & Sons company, is practically an addition to that company's 1895 line.

The complete line for 1897 will consist of the following models: No. 20, men's light roadster, in 22, 24, 26 and 28-inch, \$100; No. 21, women's light roadster, in 20, 22 and 24-inch frames, \$100; No. 22, racer, in 22, 24 and 26 inch frames, \$100; No. 14, roadster, in 22, 24 and 26-inch frames, \$75; No. 15, women's wheel, in 20, 22 and 24-inch frames, \$75; No. 17, combination frame tandem, \$150; No. 18, diamond frame tandem, \$150. The women's machine has been remodeled on the same line as the men's. The frame will be a double curve tube, which presents a very attractive appearance.

### Rambler Wheels for 1897.

We present, herewith, illustrations of two handsome models of the 1897 Rambler line, namely, Nos. 20, which is

a medium weight roadster; No. 22, a road racer, weighing 23 pounds, (the model will be furnished at 20 pounds weight for track work, upon special order); Model J, the

ladies' roadster, and Model K, ladies' light roadster. These together with No. 19, light roadster, No. 21, special 32-inch heavy roadster and three models of tandems, constitute the entire Rambler line. The Gormully & Jeffery Manufacturing Company claim that while they might reduce the cost somewhat by employing a system of frame joinings, now quite popular among makers, they will still continue to hold to the stronger and more expensive method of lap brazing and fish-mouth outside reinforcements.



### Pope's Milwaukee Store.

The Milwaukee branch of the Pope Manufacturing Company, at 411 Milwaukee street, has been opened under the management of J. L. Poole and is one of the best equipped stores in the city. Besides having a complete line of bicycles and sundries, Manager Poole has fitted out a repair shop which is not excelled in the city. On the third floor of the building a large riding school has been opened. A full line of '97 Columbias and Hartfords is now on exhibition at the store. Manager Poole has secured, as his assistant, C. B. Case, who is well known as a hustler.

### Something For Your Bike.

A new noise for bicycles. Makes a noise like a cricket or musical frog, sold at J. M. Allcott & Co., 90 Wisconsin street, Milwaukee, for 5 cents each or with crick-crick holder 5 cents extra. Also a Morse telegraph alphabet given free with a crick-crick. Teach anyone how to telegraph. They also have a whistling whirl, makes a noise like a baby crying; it can be attached to bicycle and worked with hand, sold at 10 cents 8 for 25 cents. They have all kinds of goods—a regular fair—and no charge to come in and examine the latest novelties. Revolver surprises for 5 cents.

From suffering pent up Cuba, does the smoke of battle rise  
And the prayers of its people are ascending to the skies,  
While our nation lies as dormant a quiet outside the gate,  
While liberty is strangled and its people struggling wait.

For that manly recognition which to them doth much imply  
In the gaining of that freedom which they fight for till they die.

Then help them win the battle, ye Americans arise  
And send to noble Cuba Yucatan with your supplies

N. B. Yucatan gum keeps the mouth moist in long marches over dusty roads consequently it would help the cause of the Patriots by its sustaining qualities.

### Seaman Company's Wheel.

The Seaman Machine Company of this city has commenced the manufacture of a laminated wood frame bicycle. The entire frame is built up of 1/8-inch rock elm veneers, the main frame being 1 1/4 inches in diameter, crossed and lapped at corners, well cemented with water-proof cement and finished in natural wood. The crank-hanger and steering head are reinforced with steel tubing. All trimmings are of steel, nickel plated on copper and riveted to form clamp connections. The spoke-holes in the rims are cycletted. The front fork crown is made of steel and the bearing parts are turned from tool steel properly tempered and ground to finish. Options are given on pedals, tires, gears and saddles. The frame is supplied in three heights—22, 24 and 26-inch.

### To Succeed the Huseby Company.

The Elmwood Cycle Manufacturing Company is the name of a new local concern which is going to manufacture wood bicycles in the future. Its wheels will be made under the Huseby patents and the company succeeds the old Huseby company, whose affairs are now in the hands of a receiver. The officers of the company are: President, George Huseby; vice-president and treasurer, P. J. Salentine; secretary, G. F. Cremer. The Wisconsin International Water Bicycle Company, which formerly manufactured water bicycles, has been absorbed by the company and hereafter the water bicycles will be manufactured by the new firm.

**Warner Company Agency.**

The D. D. Warner Company, of Madison, will again be well represented in this city, B. D. Haven having been appointed as its Milwaukee agent. The company has made many improvements on its '97 models and with an agent like Mr. Haven to boom Warner Specials a big local trade can be guaranteed.

**Special Bicycle Oil.**

You can get the best bicycle oil at Allcott's Drug Store, 90 Wisconsin street. Liniments and court plaster, bicycle whistles, medals, badges, cards, pocket drinking cups, pocket cigar lamps, key chains, etc.

**New Ice Bicycle Attachment.**

An improved ice attachment for bicycles has been patented by Clarence M. Brooks, of Oconto. A front ice shoe is pivoted on the lower end of a leg which is supported on a bolt in the place of the axle of the front wheel. The upper end of this leg is recessed to fit the lower end of the stem of the handlebar. Two rear ice shoes are supported by the legs of a frame, bolted in the place of the rear axle and brazed by two links running forward to clips on the rear lower braces. Two rods, lying along the rear forks and secured thereto by clips, support the trunnions of a lever, having a foot plate on its front end and having chains support the bearings of an ice wheel, the bearings sliding on vertical guides which are supported from the legs of the rear ice-shoes by arms. Braces connect the upper ends of the guides to the rods lying along the rear forks. The ice wheel is driven by the ordinary sprocket gearing and has sharpened spokes to hold in the ice.

**Wanted: Advertising Buttons.**

Manufacturers and Jobbers having buttons advertising their wheels, will find it to their advantage for advertising purposes, to send a dozen or more to J. M. Allcott & Co., 90 Wisconsin street, Milwaukee.

**Bamboo Bicycles.**

The Bamboo Cycle Manufacturing Company has been incorporated and will manufacture bamboo wheels at 249 and 251 Lake street in this city. The incorporators are E. S. Finch, W. N. Durant and W. H. Prichard. The following officers have been elected: President, W. N. Durant; vice-president and treasurer, E. S. Finch; secretary, W. H. Prichard. The firm will shortly open a large store in Chicago. The design of the bamboo wheel is very neat and the machine promises to become popular.

**The F. W. Huennekens Sons Co.**

Are importers of and dealers in bicycle parts and sundries at wholesale to cycle agents and dealers. Special prices and discounts given on application. Address, 255 Lake street, Milwaukee, and get catalogue.

**Fine Whiskies.**

Lovers of fine old whiskies will find at J. M. Allcott & Co., 90 Wisconsin street, the following brands that can be relied upon as to actual age and straight goods: Douglass Bourbon, 27 years old; J. W. Gaffe Bourbon, 21 years; Waverly & Co., 21 years; Century Rye, 21 years; Hermitage Rye, 16 years; Golden Wedding Rye, 16 years; Kentucky Malt, 16 years.

**Milwaukee Cycle Board of Trade.**

The Milwaukee Cycle Board of Trade, recently organized in this city, has elected the following officers: President, H. P. Andrae; vice-president, John Blakney; secretary-treasurer, Charles H. Mathews; directors, H. P. Andrae, John Blakney, Charles H. Mathews, M. Fichtenberg, I. D. Lundy, E. A. Clifford and F. W. Huennekens. The membership now includes nearly all the large dealers and repair men in the city and those who have not yet joined will undoubtedly do so in the near future.

**Andrae Traveling Agents.**

The following traveling men will represent the Julius Andrae & Sons Company during the year: W. E. Rudy, Ohio; George Schager, Michigan and Northern Indiana; C. F. Riehl, Wisconsin and Northern Illinois; H. W. Peak, Texas and the South; A. B. Anderson, Central Illinois and Iowa.

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In 1895 One Repairman  
Successfully repaired 234 out of 260  
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In 1896 M & W tires held  
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miles, all American records 75 to  
100 miles, all American road  
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all world records 50 made on  
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all the I. A. W. championships, and  
121 out of 695 prizes on the  
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**MORGAN & WRIGHT**  
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**Something For Everyone.**

Years have demonstrated the fact that Allcott's liver pills are unequalled for biliousness, colds, headaches, constipation and general debility. Send for a list of testimonials that will convince you of the truth of this statement. J. M. Allcott & Company, 90 Wisconsin street, Milwaukee.

**Catarrh Cannot Be Cured**

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

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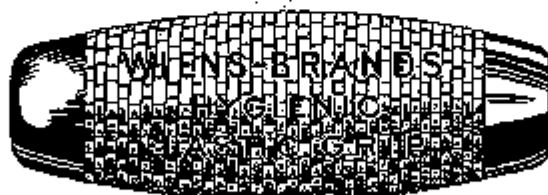
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The winner not yet decided— in committee's hands. Greatest individual Rambler mileage.

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Notice—The 1897 "Second Annual G. & J. Souvenir Announcement" is out. New design. New rules. Longer time.

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#### THE BICYCLE BAGGAGE BILL.

The fate of the Whitehead Bicycle Baggage Bill, recently introduced in the senate at Madison by Senator John M. Whitehead, of Janesville, at the request of the officers of the Wisconsin Division, L. A. W., is the principal subject of interest in Wisconsin cycling circles at the present moment. Since its introduction the League officers have not been idle. Throughout the state thousands of petitions have been sent to wheelmen who have signed them urging the passage of the bill. The fight is not yet over and wheelmen must still be relied upon for work to secure the passage of the measure. While this is going on the railroads, with the exception of the Wisconsin Central and the Green Bay, Winona & St. Paul road, are making every effort to defeat the measure.

The bill at present is pending before the railroad committee of the Senate, where on February 23, the wheelmen were allowed to state their views on the subject. Senator Whitehead called attention to the fact that the bill met with favor throughout the state, as was shown by the many petitions which he had received. Chief Consul M. C. Rotier showed that bicycles are legitimate baggage and are recognized as such in many states in the Union. He argued that even in this state there are railroads which are in favor of carrying wheels free, and that it is only the larger roads which oppose the measure. He showed that the bill was reasonable and that the present charge of the railroads was a discrimination against wheelmen. Judge Harriman, of Appleton, spoke in behalf of the wheelmen of his city and said that it was no more trouble to handle a bicycle in a baggage car than it is to handle a trunk or any other piece of baggage. He stated that in his opinion there was not a valid argument that could be made against the bill. J. H.

Bradbury spoke in behalf of the traveling men in the state, many of whom use wheels on their trips, and all of whom are obliged to pay for the transportation of their wheels, while their other baggage is carried free of charge. Ex-Mayor Oelrich, of Oshkosh, spoke for Oshkosh wheelmen. He referred to the fact that some roads were willing to carry bicycles free, but the association existing among the railroads, prohibited their doing so. He thought that if a combination existed among the roads, it was the duty of the Legislature to break it. Secretary-Treasurer S. J. Ryan, of Appleton, spoke about the discrimination exercised by the railroads against wheelmen. He said he could go on a fishing trip and have his outfit, including a canoe, carried free of charge, but when he wanted to take a bicycle with him anywhere, he would have to pay for the transportation of it, and yet it was his baggage. The legal aspects of the bill were argued by Messrs. F. P. Van Valkenburgh and C. E. Buell, of the transportation committee. M. C. Ring and G. N. Wiswell, representing the Northwestern and St. Paul roads, appeared for the railroads and asked for a postponement of the final hearing on the bill to March 10, at 2 o'clock in the afternoon, when the wheelmen will again appear before the committees, to answer the argument of the railroad's representatives.

#### "General Call to Arms."

Secretary-Treasurer Samuel J. Ryan of Appleton has issued the following circular to members of the Wisconsin Division L. A. W.:

Each and every member of the Wisconsin Division is expected to lend a hand in the work of increasing our membership—not in the uncertain future but—now. This year, 1897, we positively must have more members to give the Division sufficient means to carry out proposed plans, such as the passage of the bicycle baggage bill, completion of the road maps, tour books, punishment of bicycle thieves, promotion of good roads, legal protection of riders, payment of premiums, etc. Our membership is too small; increase members and means, then reforms will be effected. Don't wait till another day, get busy right now in the dead of winter and stir things up. To distinguish eminent workers, earnest, patriotic hustlers, a fine badge has been specially designed to be given every member who sends in ten applications during 1897. This badge will not be sold at any price and can be secured only by the "fighting committee." Have your name placed on the roll of honor or "fighting committee" at once by the secretary. All applications must be sent through the secretary, that proper credit may be given.

This is a general call to arms. Fall in.

The North Side Cycling Club will hold a cycle show sometime in March. Elaborate preparations for the event are now being made. The show will be the only one held in Milwaukee this year.

## THE NATIONAL ASSEMBLY.

A Great Meeting, But Few Important Measures Passed—Election Results Stir Up Bad Blood—Wisconsin's Side of the Story.

The annual National Assembly of the League of American Wheelmen, the annual gathering of the clans, the annual meeting for legislation, the annual combinations and scraps are again things of the past. Now, that it is all over, let us look back to review what has really been done.

Good Roads day, February 10, the first day of the session, was interesting, well attended and no doubt, productive of much good. The reports of officers and committees occupied the entire morning of the second day. The presidents' report was a plain statement of the workings of every branch of League work and was well received. When "Papa" Bassett arose to read his report a general smile set on the assembly and the members adjusted themselves in their seats, for the annual report of the genial old secretary never fails to be amusing, driving away anxiety, for the time, of even the candidates for office. His opening remarks are usually the funny part. This time he started out with: "The boy who impels a snowball on its rolling course, along a snow-mantled field, sees it steadily grow in size, until it requires his utmost effort to move it. It may be that he will strike a jagged rock and knock a hole in the side of his huge ball, but one more revolution fills the hole and the process of accumulation goes on as before. In some such way the League has grown," etc., etc. Chairman of the Racing Board, Geo. D. Gideon, reported that 2,888 sanctions were granted last year for track races and that a balance of \$2,547.50 was left in the treasury of the board.

## THE NEW OFFICERS.

The election of officers resulted as follows:

President—Isaac B. Potter, of New York.  
First Vice President—A. Cressy Morrison, of Wisconsin.  
Second Vice President—C. Frank Kireker, of New Jersey.  
Treasurer—John W. Clendening, of Kentucky.  
Auditing Committee—J. Fred Adams, of Massachusetts; John J. Van Nort, of Pennsylvania, and Geo. H. McCarthy, of New York.

Isaac B. Potter was elected after the hardest kind of a struggle and, although the other side, the defeated side—for there were two sides in this election—claim that he was elected by questionable tactics, it is the old cry which has been raised after every election, without any real foundation.

A. Cressy Morrison's election to the office of first vice president, resulted in more than the usual disturbance, but only from one quarter, and that was from Illinois, and the delegates from that state were made to squirm for their despicable act in trying to force a man from their state to be nominated in the western caucus, when no sentiment could be worked in favor of him except through seeking the support of eastern states, which they were solemnly pledged to Wisconsin not to do. Mr. Morrison, long before the assembly meeting, had been appealed to from Illinois, to waive whatever idea he might have to secure an office on the

executive committee, in order that they might allow a man from their state to have a fair show in the western caucus to secure a nomination for a similar office. Mr. Morrison magnanimously agreed to "call off" his friends, who were then doing some work for him, and await the decision of the western caucus, provided, however, that the friends of the Illinois candidate would not attempt to develop sentiment in his favor or make any combination with the east. Mr. Morrison, at that time, was a candidate for the office of first vice-president on the Potter ticket, but took the precaution to ask to be released from that, in view of the apparent broad stand the Illinois delegation were making in behalf of the interest of the west. At the caucus, before the assembly meeting, when they saw that the sentiment among the western men was not strong enough to get a nomination for their man, they asked for an adjournment until evening. In the meantime they secretly fixed up a "slate," in other words, a combination with the eastern men, which, they thought, assured the election of their man, leaving Mr. Morrison out altogether. Their treachery was learned by the Wisconsin men, before they had a chance to carry out their scheme, and so it was that the Badgerites left the Illinois delegation to their own reflection and went over to the Potter forces, in order to secure for Morrison the position of first vice president, which he was justly deserving of. His election, over the consolidation of forces, which, before that, were two, each with supposedly enough following to elect, demonstrated his continued popularity.

## LEAGUE LEGISLATION.

Although a strong fight was put up by the western divisions for the passage of the amendment admitting professionals into the League, in other words taking out the word "amateur" out of the League constitution, it was lost by a very small majority. Last year the same effort by Wisconsin, Illinois and Missouri states failed by a large majority. The gradual change of sentiment indicates that the change will surely be made next year.

The Sunday racing question was lost by a great majority. North California, Missouri, Illinois and a few other western states worked for the passage of an amendment providing that the League sanction Sunday racing in states where the state divisions wanted it; in other words making it optional to the states. Three North California delegates left Albany feeling dissatisfied with the result of their long trip.

Seventy-two amateurs were reinstated upon recommendation of the racing board.

The assembly passed on many measures of more or less importance. One was that college rules may hereafter govern races in which only college men compete. This will allow colleges to pay expenses of their amateur riders, a concession which is not now available to outside amateur riders.

An appropriation of five hundred dollars was voted for the purpose of following in the higher court the bicycle

baggage case that was decided last fall in favor of the wheelmen in St. Louis. This is an important matter, and, if the decision is sustained, special baggage laws will be unnecessary.

The bond of the secretary was increased to \$10,000 and that of the treasurer to \$15,000.

It was decided to settle the location of the next National Meet by a mail vote, as has been done this year.

It was decided to take cognizance of road racing to the extent of punishing offenders against the racing rules when such offence is committed on the road, although the resolution expressly admits that road racing is illegal.

St. Louis was selected as the place for holding the Assembly Meeting of '98.

It was voted to have the secretary renumber the members so as to give the smallest numbers to those who have been longest in the League.

A new contract was made with the *L. A. W. Bulletin*, which is more clearly understood than was the old one and which is entirely satisfactory to both sides.

Two thousand dollars was appropriated for expenses of the president's office for the ensuing year.

#### Prizes For New Members.

As an inducement to present members of the L. A. W. to get new members for the Wisconsin Division, the officers offer the following prizes:

1. A beautiful Wisconsin Division Button Badge for one new member.
2. A complete set of the Wisconsin Road Maps, especially compiled for the Wisconsin Division, L. A. W., for one new member. Price to non-members, \$2.00.
3. A handsome Cap Pin, especially designed for the Wisconsin Division, for two new members.
4. A Model 2, U. S. Cyclometer, without trip, registers 10,000 miles, from tenths up, guaranteed, for four new members.
5. A U. S. Cyclometer, Model 1, registering 10,000 miles, with independent single trip register, fully guaranteed, for five new members.
6. A special Badge of Honor for ten new members.

#### Offers a Reward.

The officers of the Wisconsin Division, L. A. W., have issued the following notice:

The Wisconsin Division, L. A. W., will pay a reward of \$25 to anyone furnishing evidence that will lead to the detection and bringing to justice of anyone who steals a bicycle from any member of the division, payable on the conviction and sentence of the thief and upon presentation of evidence of the facts satisfactory to the executive committee of the Wisconsin Division. Provided, that this only applies when the machine stolen was practically in use by the owner and not stored or on sale or unreasonably neglected, and that the reward is not payable to cycle agents,

dealers or their employees on any machine stolen from them while in their custody, nor to the owner of the machine, nor not more than \$25 for conviction in any one case. This offer is to continue until notice of withdrawal is given in the *L. A. W. Bulletin and Good Roads*.

#### Bicycle Factory Damaged.

Fire broke out February 9 in the finishing room of the Bentwood company at New London, completely destroying the same, together with most of its contents. The loss on stock is about \$10,000, covered by an insurance of \$5,000. The loss on the building, which was leased, was about \$2,000, on which there was an insurance of \$1,000.

#### Twenty-one Centuries.

H. L. Marshall, state centurion of the Century Road club, has awarded the medal for the member making the

greatest number of centuries during last year, to William Heinzen, of Milwaukee, who had twenty-one century runs to his credit. Mr. Heinzen is captain of the Niagara Wheelmen. He has, up to date, twenty-seven centuries to his credit. He rode his first century in 1891 with the Milwaukee Wheelmen. He rode his fastest century on October



WILLIAM HEINZEN.

25 last, when he covered the distance over the Waukesha-Watertown course in 8:57 which is the fastest time over this course.

Mr. Heinzen began his career as a cyclist in 1888. He covered a distance of over 8,000 miles on his wheel last year and he also expects to have his number of century bars increased to 100 by the close of the present year.

#### Road Race on June 12.

Though the season is yet far off, the Niagara Wheelmen have begun to make preparations for their open road race, which will be run June 12. The race will be the first open event that the club has conducted, but it is proposed to be a large one. With this view the racing board of the club is now at work. The course has already been selected. The start will be at the Union Cemetery on Teutonia avenue and will be over a flag-shaped course in the country, returning to the starting point. The distance will be about twenty miles.

## WISCONSIN CENTURY CLUBS.

State Centurion H. L. Marshall of the Wisconsin Division Century Road Club of America Offers a Number of Valuable Prizes to Stimulate Interest in Century Runs.

H. L. Marshall, state centurion of the Wisconsin Division, Century Road Club of America, is going to make a great effort during the coming season to increase interest in century riding and in the organization which he represents. At present the membership of the century club is quite limited in Wisconsin but efforts are being made to establish clubs in every city in Wisconsin. In a circular just issued State Centurion Marshall, whose address is 214 West Water street, this city, says:

"The club offers to the bicycle club in the State of Wisconsin, whose members shall ride the greatest number of centuries during the calendar year, a handsome banner. This competition is not confined to the members of the Century Road club, the only stipulation is, that the individuals, whose century shall count in this competition, must be dues-paying members in the competing club at the time the centuries for which credit is claimed are ridden, and same must be reported by the secretary of the club, at the end of each month, to the state centurion.

"A mileage medal will be awarded to the member, in the State of Wisconsin, riding the greatest number of miles during the calendar year. Contest to close at midnight, December 31, 1897, and report made the first and last of each month, to state centurion.

"A meritorious performance, such as a long distance record, or a century ride over such a course as the Elgin-Aurora or the DeSoto, made under circumstances demanding such unusual demonstration of the possibilities of cycling, as to attract general public attention, may earn for the rider a meritorious ride medal. Further particulars regarding this medal, may be had by application to the chairman of the road records committee.

"The H. L. Marshall medal has been offered as a special prize to Wisconsin members of the Century Road Club of America. This gold medal will be awarded to the one making the largest number of centuries during the calendar year, contest to close December 31, 1897, at midnight and all applications and claims to be in the state centurion's hand by January 12, 1898."

Following other prizes are offered by the Wisconsin Division of the club:

"First Century Run—To the non-member making the first century run for the season 1897. The club will, upon his making application of membership give him free of charge, full membership for one year, including badge and subscription to official organ.

"Second Century Run—To the non-member making the second century run of the year 1897. The club will upon his making application for membership, award him a club badge, with bar for century ridden.

"Third Century Run—To the non-member making the third century run of the year 1897. The club will, upon his

making application for membership, remit the fees and annual dues for membership.

"Fourth Century Run—To the non-member making the fourth century run of the year 1897. The club will, upon his making application for membership, give him free of charge, one year's subscription to the official organ."

The above membership prizes apply to the state of Wisconsin only, and competition for same closes at midnight, May 31, 1897. Applications must be sent to state centurion before June 5, 1897.

Centurion Marshall has appointed the following named local centurions:

Milwaukee—F. R. Buell, 1361 North Canal street, Milwaukee.

Racine and Kenosha—W. V. Adams, Commercial Bank, Racine.

Janesville, Milton, Hebron and Whitewater—O. Sutherland, 10 East street, Janesville.

Madison—A. P. Timme, insurance commission, Madison.

La Crosse—Wilbert Irwin, La Crosse.

Appleton, Neenah, De Pere and Green Bay—Samuel J. Ryan, Appleton.

Ashland—Newton Wiley, Ashland National Bank, Ashland.

In his report of the work of the club in this state, Centurion Marshall says: "The Wisconsin Division of the Century Road Club is in far better condition now than it was at the same time last year, the membership has more than doubled and a great interest is taken in century riding. In the competition for the medal to be awarded to the member making the greatest number of centuries during the year just closed, William Heinzen, of Milwaukee, leads, with twenty-one century runs to his credit, and to whom I award the medal. Orion Sutherland, of Janesville, comes second, with nineteen, and James C. Wall, of Milwaukee, third, with six. Mr. Wall's friends say that he would have won the medal if he hadn't turned his attention to golf. We hope he will return to his first love in time to win some of the prizes to be put up the coming season. For the coming year I wish every member in Wisconsin to appoint himself a committee of one to see that our membership is doubled. Any person desiring information regarding the organization, put him in communication with me at once, and I will see that he is informed, and supplied with blanks, by-laws and circulars."

### Cream City Racing Team.

The Cream City Wheelmen are arranging to have a fast racing team for the coming season. A number of candidates for the team are now training at the club rooms on Lyon street, where they are being watched by Frank Olson, manager, who has been appointed to succeed Andrew Host. The club during the summer is going to have a triplet for pacemaking. The machine will be mounted by McDougall, Barnickel and Bellinghausen, all of whom will be members of the racing team.

### Wants the 100 Mile Record.

Edward Aldridge, the well-known local amateur road rider, has announced that as soon as the weather permits he will go into active out-door training and prepare to lower the 100-mile track record now held by Reading at five hours and thirty minutes. Aldridge is a rider of considerable endurance and has several times prepared to lower the record, but each time his plans were upset on account of the weather.

### "Mr. Riley" O'Brien.

The *Evening Wisconsin* prints a good story on Morgan S. O'Brien, the popular Milwaukee professional rider. Here it is: Wheelmen are telling a good joke on Morgan O'Brien, the fast professional rider. Last week he was made one of

and then he found his voice. His unknown entertainers treated it as an excellent joke, but Morgan thought it was a little too much on him and heretreated. In explaining the cause for his tardiness Morgan gave the story away and now everybody calls him "Mr. Riley."

### Associated Cycling Clubs.

On account of not having a quorum, no meeting of the Associated Cycling Clubs was held at the North Side Cycling Club's home on February 11. President A. C. Runkel has made a new ruling. He has held that in the future at least eleven delegates must be present in person and that proxies cannot be counted when deciding on a quorum. Following is a list of the new delegates to the association.



A. E. KLUG, Assistant Manager.

F. C. LEIMBACH, Captain.

O. E. KROENING, Manager.

a cinch party that was given by a wheelman who resides on Pleasant street. O'Brien is unused to this part of the city so that he got the streets confused and walked up Lyon street. He found the number all right but he was uncertain whether it was the right house or not. He came to a pause about half way up the steps, when the door suddenly opened and a young lady stepped out. Noticing the form of a gentleman and noting his hesitation she came to his rescue with "This is the right place." Thus assured, O'Brien entered and took a seat in the parlor. Presently several young ladies entered and began to chat with him. A few moments later the doorbell rang and another gentleman was ushered in. He was introduced to Morgan, who was referred to as Mr. Riley. Morgan shook hands with him

North Side Cycling Club—A. C. Runkel, M. J. Massino, Alexander Bunke.

Mercury Cycling Club—O. F. Thieme, O. H. Gerber, A. J. Weilep.

Cream City Wheelmen—G. C. Gehrz, Gordon Long, E. J. Ludwig.

Milwaukee Wheelmen—F. J. Morawetz, E. H. Neustadt, W. L. Simonds.

Niagara Wheelmen—P. Hirschboeck, O. E. Klug, O. A. Broth.

Badger Wheelmen—W. A. Krasselt, O. E. Blecher, W. C. Schrader.

South Side Cycling Club—P. H. Cambier, J. C. Cordes, H. Helling.

### Monadnock Wheelmen.

The following are the members of the Monadnock Wheelmen, a new cycling club recently organized on the north side: Robert R. Schwartzburg, Fred J. Grotenrath, Walter Thomas, Louis Ramsthal, Paul L. Steinert, Louis P. Schlosser, Frank G. Ramsthal, Arthur Virmond, Conrad Matheis, Charles R. Zietz and Walter F. Miller. The club gave a delightful party at the Schlitz Park Hotel on February 20, at which the members and a limited number of friends attended. The Idalia Mandolin and Guitar Club entertained between dances. Their rooms are at present located in the hotel.

### New Cycling Club.

Plans are under way to organize a large cycling club at North Milwaukee. A majority of those interested in the plan are connected with the various bicycle factories in the town. The promoters, A. D. Meiselbach, D. Wollheim, G. Aussem, H. Soulen, W. Schreiber, A. Zimmer, T. Moratz, P. Phelps, H. Kastenholz, Jr., and B. Kipp, Jr., propose to erect a suitable club house, with pool and billiard rooms, card rooms and reading rooms on the first floor, gymnasium and bath rooms on the second floor and bowling alleys in an addition. The second floor will be so arranged that it can also be used for dances and socials. The club, which will probably have a membership of 100, will be a league organization.

### May Build a Cement Track.

Some time ago several members of the North Side Cycling Club proposed to form a stock company for the purpose of raising funds with which to build a good cement track in this city. When the question was first spoken of, little faith was placed in it, but the promoters of the scheme have since been busily at work and now announce that the prospects are good for securing the track. They have lately been considering a number of sites and as soon as a desirable tract of land has been chosen, it will be leased. A company will then be formed to raise funds with which to build the track and a large grand stand. If the track is built it will greatly add to the interest of cycle racing in Milwaukee.

### Pool Players Challenged.

The North Side Cycling Club's team of pool players is desirous of securing a match with any other team of wheelmen in the city and has issued a challenge to all clubs. Fred W. Kellermann, 602 Walnut street, has charge of the team. The club says the Badger Wheelmen team has declined to accept the North Side's challenge.

### Want Larger Quarters.

The Niagara Wheelmen are considering the question of securing new club quarters for the summer. Their present home is too small and it is proposed to secure a larger club house. Several quarters are under consideration.

### Local Notes.

The Niagara Wheelmen have decided to employ a janitor to care for their club house.

A new cycling club, known as the Monadnock Wheelmen has been organized on the north side.

Joseph C. Cordes and James L. Gardiner are arranging to open a new factory on Oregon street.

The Julius Andrae & Sons Company will again have a good racing team on the state circuit this year.

John Krauss, Jr., C. C. Maas and William Blunk have been admitted as members of the North Side Cycling Club.

Members of the Cream City Wheelmen are at present interested in indoor racing and during the past few days have held several races on the home trainers.

George Tyson, a well-known wheelman and skater, was recently suspended by Fred. Gerlach, of the racing board, pending an investigation of his amateur standing.

The third annual mask ball of the North Side club was held at North Side Turner hall last Saturday. The affair was a success and was well managed, the committee on arrangements being, G. Ed. Rothweiler, J. F. Genz, Louis Ritter, F. Bokelman and J. Schok.

Louis Pierron and several other wheelmen are interested in organizing a league club in the northern part of the city. Mr. Pierron has called a meeting at the North Side Cycling club's home at 182 Reservoir avenue for March 4, when steps will be taken to perfect an organization of all members of the L. A. W. residing in that part of the city.

Members of the Badger Wheelmen will give a minstrel show at the Davidson theatre on Wednesday evening, April 21. A committee consisting of H. H. Meixell and F. G. Cramer has been appointed by the club and is now making elaborate preparations for the affair, which is attracting much interest among wheelmen throughout the city.

John W. and Henry Warnken, members of the Niagara Wheelmen, on February 20 made an effort to capture the prize offered by the Wisconsin Division, Century Road Club of America, to the first rider making a century run this season. They left the club house at 4 o'clock and took the Watertown course, but were unable to make the run in less than 15 hours, 10 minutes, on account of the condition of the roads and several accidents to their wheels.

### Fine Whiskeys.

Lovers of fine old whiskies will find at J. M. Allcott & Co., 90 Wisconsin street, the following brands that can be relied upon as to actual age and straight goods: Douglass Bourbon, 27 years old; J. W. Gaffe Bourbon, 21 years; Waverly & Co., 21 years; Century Rye, 21 years; Hermitage Rye, 16 years; Golden Wedding Rye, 16 years; Kentucky Malt, 16 years.

### New Riding Academy.

The Cribb Carriage company has opened a new riding academy on Farewell avenue. The academy is in the building known as the Farewell avenue armory at Farewell avenue and Keene place and has a floor space of 85x190 feet. Arrangements have been made by the company to keep their patrons' wheels in the armory and insure them against theft and fire while in its charge.

### Expects Big Sales.

Henry Andrae states that the demand for high grade wheels the coming season will be larger than ever. He does not look for much business with the cheap grade wheels as the cyclers are beginning to understand that it pays in the end to pay the price and get a good wheel to start with. The catalogue for the Andrae wheels of '97 is out. It is a work of art and contains many interesting items that will please the cyclers.

### Something For Everyone.

Years have demonstrated the fact that Allcott's liver pills are unequalled for biliousness, colds, headaches, constipation and general debility. Send for a list of testimonials that will convince you of the truth of this statement. J. M. Allcott & Company, 90 Wisconsin street, Milwaukee.

### Something For Your Bike.

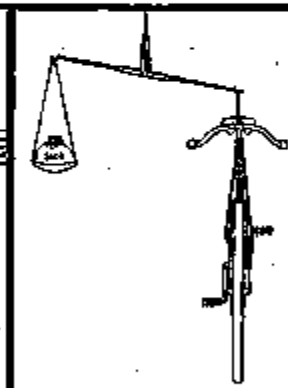
A new noise for bicycles. Makes a noise like a cricket or musical frog, sold at J. M. Allcott & Co., 90 Wisconsin street, Milwaukee, for 5 cents each or with crick-crick holder 5 cents extra. Also a Morse telegraph alphabet given free with a crick-crick. Teach any one how to telegraph. They also have a whistling wheel, makes a noise like a baby crying; it can be attached to bicycle and worked with hand, sold at 10 cents 3 for 25 cents. They have all kinds of goods—

a regular fair—and no charge to come in and examine the latest novelties. Revolver surprises for 5 cents.

### The F. W. Huennekens Sons Co.

Are importers of and dealers in bicycle parts and sundries at wholesale to cycle agents and dealers. Special prices and discounts given on application. Address, 255 Lake street, Milwaukee, and get catalogue.

# Value Received



That is what we give you—value for value. You pay one hundred dollars for the Columbia bicycle and get a bicycle worth one hundred dollars. When you buy the average bicycle the expense only begins with the payment. When you buy the Columbia the expense practically ends.

# Columbia Bicycles

## STANDARD OF THE WORLD.

## \$100 TO ALL ALIKE

Hartford Bicycles are better than almost any other hundred dollar bicycles except the Columbia and at prices within reach of everyone—\$75, \$60, \$50, \$45.

### POPE MANUFACTURING CO., Hartford, Conn.

Greatest Bicycle Factories in the World. More than 17 Acres of Floor Space.

Branch House or dealer in almost every city and town. If Columbias are not properly represented in your vicinity, let us know.

You should know about Bicycles. Send for the handsomest bicycle Catalogue ever issued. Free if you call on any Columbia dealer; by mail from us for one 2-cent stamp.

RECENT WISCONSIN PATENTS.

Many Novel Bicycle Devices Invented By Wisconsin People—Descriptions of Some of the Late Patents Granted.

Wisconsin inventors have recently turned their attention toward improving bicycles and as a result many patents have been granted. Following are some which have recently been recorded at Washington:

HOYT'S PATENT SADDLE.

Frank M. Hoyt, of this city, has been granted a patent on a saddle which has two pads. These pads may be of various construction, but the inventor does not emphasize the construction of the pads as much as he does the provision for their adjustment so as to vary the interval between their inner edges and the tilt on the saddle-tree arms. Particular attention is called to the upward curve of the arms and the eye and setcrew connection of the pads therewith. The arms being curved upward from the saddle-post eye and horizontally extended, the pads may be adjusted laterally, so as to have more or less tilt toward the center of the saddle in proportion to the physical structure of the rider. A person of narrow build will be most comfortable on the saddle when the pads are adjusted on the curved portions of the tree arms, while for persons of stout build the pads should be set on the horizontal extensions of said arms, the intervening space between the pads being increased in proportion to their lateral adjustment in an outward direction, whereby pressure on the prostrate gland of the rider and other inconveniences are avoided. It also follows that the tilt of the pads either fore or aft is determined by rotatory adjustment on the arms, it being understood that said pads are held fast in the position to which they are adjusted.

FOR CARRYING BICYCLES.

Dr. H. T. Sackett, of Fond du Lac, has invented an apparatus for carrying bicycles on trains, which can easily be adjusted to the ceilings or sides of any baggage car. The grooves which hold the wheel are rubber lined, and all danger of marring the wheel is removed. A company will immediately begin the manufacture of the invention, and is confident of having it adopted by many of the railroads of the country.

How's This?

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure.  
J. J. CHENEY & CO., Props., Toledo, O.—We, the undersigned, have known F. 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. WILSON & TRUAX, Wholesale Druggists, Toledo, O., WATKINS, HOLMAN & 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.  
Hall's Family Pills are the best.

AUTOMATIC WHISTLING ALARM.

D. S. Lemen and C. Swearingen, of this city, have patented a patent whistling alarm. In this device each tine of the front fork is provided with a clip in which is secured a rod. A frame consisting of a yoke and a cylinder, is supported upon coil springs surrounding the rods. Between the arms of the yoke a friction roller is journaled, and it is connected to a piston in the cylinder by a rod and crank. The cylinder above the piston is connected with a whistling device. When the roller is thrust against the wheel by some suitable device, the piston is moved up and down in the cylinder and at every stroke a puff of air is forced through the whistle, sounding the same. By this means a series of short, quick signals may be given.

BICYCLE SNOW SHOES.

A snow shoe attachment for bicycles is the invention of B. A. Peterson, of Appleton. In this device the object is the production of an elastic support for a bicycle which will enable it to readily pass over snow. To this end the machine is provided at the front and the rear with skates or snow-shoes, a spring support being introduced. The front portion of the shoes is turned up so that the snow may be packed in front of the wheels and the wheels buoyed up on it. The shoes are made so as to be easily attached and detached.

NEW SPRING TIRE.

F. L. Woodhouse, of Waupun, has invented a new tire. A heavy flexible rubber tube is provided, and inside it is placed a thin rubber tube and within the tube is placed a canvass tube. In this latter is placed a coil spring substantially tubular in form, but having at its outer perimeter a flat portion. It will be seen that the spring may be the sole means of

inflating the tire, or it may be used with air as an additional cushion.

Do not wait to get the second invitation  
When your wasted tissues need recuperation,  
But at once begin immediate application  
Of the means that will secure your own salvation—  
From the horrors of that torpid aggravation  
That denies the means of proper mastication  
You will quickly find the mode of restoration  
If you listen to my humble disoration.

Then you surely will be forced to make admission  
That we have told the truth in our petition,  
Ever after then will be your prompt decision  
That dyspeptics from their pain can get transmission  
If they will but heed the goodly admonition  
And accede to this our willing proposition  
Then from heart burn they'll be free and in condition  
White's Yucatan will cause its abolition.

## That Bicycle Baggage Bill Must Be Passed.

A joint hearing before the railroad committees of both the Senate and Assembly, at Madison, was held, at which the League officers appeared in behalf of the Whitehead Bicycle Bill. The representatives of the railroads secured an adjournment until March 10, and it is evident that they are endeavoring to kill the bill by the continuous postponement of a final hearing, until it is too late in this year's session for passage.

It therefore becomes the urgent duty of every wheelman to write letters to the members of these committees, expressing the hope that they will make the next hearing the final one. The members of the railroad committees are:

### SENATE.

Hon. Levi Withee, La Crosse.  
 " Chas. T. Fisher, Wauwatosa.  
 " Wm. H. Devos, Milwaukee.  
 " Andrew C. Miller, Depere.  
 " Daniel E. Riordan, Eagle River.  
 " C. B. Welton, Madison.  
 " John Phillips, Stevens Point.  
 " Fred A. Dennett, Sheboygan.  
 " Stephen Mayer, West Bend.

### ASSEMBLY.

Hon. Emerson D. Hoyt, Wauwatosa.  
 " John W. Thomas, Anson.  
 " John F. Reynolds, Genoa Junction.  
 " Geo. W. Taylor, Marinette.  
 " Frank E. Hurd, New Lisbon.  
 " Abner S. Flagg, Edgerton.  
 " Chas. Niss, Jr., Milwaukee.  
 " Gid. H. Clark, Rhinelander.  
 " Peter N. Peterson, Amherst.  
 " Thos. McGrath, Jr., Green Bay.  
 " Louis A. Lange, Road du Lac.

If you live in the town with any of these representatives, call on them, broach the subject of the bill and be prepared to argue the justness of it and also cite to them instances, if you can, when you had your wheel carried and checked as regular baggage, prior to April 1, '96. The railroads are trying to make the point that they only carried a wheel free, occasionally, without checking, merely as a matter of courtesy. They do not want to admit that it was the general custom of all railroads to carry wheels free previous to the spring of '96.

If you cannot see them personally, write them, or have some of your influential friends call on them.

### A BRIEF LETTER IN BEHALF OF THE BILL.

Here is a brief letter we might suggest for you to write to one or all of the members of the committees:

HON. LEVI WITHEE, Madison, Wis.

DEAR SIR—In behalf of many cyclists in this district, I wish to express the hope that the Whitehead Bicycle Baggage Bill will speedily become a law.

Previous to 1896, the wheelmen never were charged for carrying a bicycle on a train when they accompanied it on their journey, which shows that the railroads at one time regarded them as the baggage of the wheelmen. I recollect distinctly, that during 189— the railroads carried my wheel when I journeyed to ——— without imposing any charge on it whatever for carrying.

I hope you will see the reasonableness of this measure and act favorably on it.

Respectfully yours,

[Signed.]

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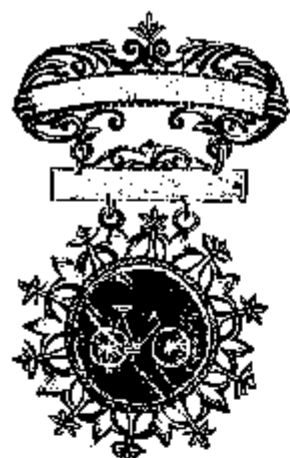


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Eastern Representative: S. Koppel, 31 Times Building, New York.

#### L. A. W. RENEWAL SEASON.

There are a number of L. A. W. memberships in this state which expire just at this season of the year and we desire to urge prompt renewals by those who have received the notice. The dollars are needed now to carry on the good work so auspiciously begun this year by the division officers. Never before in the history of the division has so much been undertaken at one time. Send your renewal to the secretary-treasurer.

#### HONORS TO WISCONSIN.

President Isaac B. Potter, of the L. A. W., has appointed Otto Dorner of this city as chairman of the highway improvement committee of the L. A. W. The appointment of Mr. Dorner is not only gratifying to every good roads worker in this state, but to everyone interested in the good roads movement throughout the country. Mr. Dorner has worked hard and faithfully in this branch of League work for a number of years and as a member of that committee last year did more than his share for the advancement of good roads, as Mr. Potter, the former chairman, well knows. In making Mr. Dorner chairman of the committee Mr. Potter therefore chose a man whose abilities in this line of work have been tested and who will not prove a disappointment.

#### THE BICYCLE BAGGAGE BILL.

Just at this time no one knows where the bicycle baggage bill "is at." Everything has been done that could be done, honorably, to secure its passage, but railroad lobbyists and their liberal use of passes seem to be proving

too much for our side. It is a perfect disgrace to have a legislative body that can be so thoroughly in the hands of corporations. In seven states a measure, similar to the one now before our state legislature, has been passed with scarcely any dissenting votes, which ought to prove that the bill is reasonable and just in its requirements. It is not a question of justice among the majority of our legislators, it is simply a question of personal advantage. If the wheelmen do not wade into politics two years from now and defeat any of the present members who may desire to run for re-election, they will lose a good opportunity of showing their influence and strength.

#### Catered to Wheelmen.

In view of the present attitude of the railroads toward the bicycle baggage bill, the following circular issued by the Chicago, Milwaukee & St. Paul company in 1895 is of interest, particularly as the road now claims that the bicycle was "never" recognized and checked as baggage:

"To Our Friends in Knickerbockers:—From the time bicycles were first introduced, we have realized that it was necessary to provide accommodation for wheelmen."

"In every way possible we aim to make you feel it a pleasure to take our trains. You are not required to sign a "death warrant" to get your wheels onto our trains. We check your wheels the same as we do any other baggage, and do it without grumbling. We really never could quite see why there was any more reason for grumbling when a bicycle was handed into the baggage car door than when any other article of baggage was presented.

"Your wheels, instead of being thrown carelessly into a corner of the baggage car, are well cared for by the baggage men."

"In both Chicago and Milwaukee ample accommodations are furnished in the depots for wheelmen and their wheels."

In October, 1894, the St. Paul company had the following in its folder time tables, page 34:

"Bicycles and baby cabs will be checked as baggage, locally, to points on the C., M. & St. P. Ry. when accompanied by the owners, but not more than one bicycle or baby cab will be checked on each ticket."

#### Contract Has Been Awarded.

Contract for the construction of a new half-mile cement track at Racine, on which the state races are to be held, has been awarded by the Racine Athletic Association Wheelmen. The work will be done by a Chicago firm. A grand stand for the accommodation of about 1,500 people will be built.

#### Another Large Road Race.

The second annual road race of the *Evening Wisconsin* will be held on Saturday, July 31. The course will be the same as last year, from Pewaukee to Grand Avenue. A large list of prizes is being arranged.

### Otto Dorner Is Chairman.

New national committeemen of the League of American Wheelmen are being appointed these days by President Isaac B. Potter. He has named five men to serve on the racing board, seven to serve on the highway improvement committee, three for the rights and privileges committee, three on the rules and regulations committee, and three on the transportation committee. Two more members of the racing board are to be named, and they will represent Chicago and San Francisco respectively. The new committees are made up as follows:

Racing Board—Albert A. Mott, Baltimore, chairman; A. D. Wait, Cohoes, N. Y.; H. W. Foltz, Indianapolis; W. I. Doty, Denver; G. W. Dorntee, Boston.

Rights and Privileges—W. S. Jenkins, Buffalo, chairman; H. W. Knight, Newark; Conway W. Sams, Baltimore.

Highway Improvement—Otto Dorner, Milwaukee, chairman; H. B. Worrell, Philadelphia; Wallace Sherwood, Indianapolis; A. B. Choate, Minneapolis; Percy H. Richards, Portland, Me.; W. A. Connelly, Danville, Ill.; G. Richmond Parsons, Providence.

Rules and Regulations—E. Kostomlatsky, Oskaloosa, Ia., chairman; C. C. Monaghan, Santa Ana, Cal.; E. I. Halstead, Tacoma, Wash.

Transportation—B. B. Ayers, Chicago, chairman; H. C. Nickerson, Boston; Robert Holm, St. Louis.

W. S. Jenkins, of Buffalo, the new chairman of the rights and privileges committee, and Otto Dorner, of Milwaukee, the new chairman of the highway improvement committee, are both known as hard workers in the interests of the League.

When Sterling Elliott moved to make the election of I. B. Potter unanimous he said: "And now that the cruel war is over and peace, ever blessed peace, has spread her white wings over the field; now that the dove has builded her nest in the cannon's mouth; now that the black smoke of battle has nestled in the bosom of God's blue sky, let us clasp hands and work together, to the end that we put up the membership of the L. A. W., not only to Mr. Potter's 200,000, but let's make it a million."

### Helping Illinois.

Frank P. Van Valkenburgh, chairman of the transportation committee of the Wisconsin Division, L. A. W., having charge of the bicycle baggage bill, in the state legislature, was called upon last week by Burley B. Ayers, chairman of the National Transportation Committee, to appear before the Illinois legislature in behalf of a similar bill. Mr. Van Valkenburgh's masterly address before the joint committees at Madison showed the thorough study he had given the subject and won for him popular honors from those who heard him on account of his forceful and eloquent speech. In Illinois he met with similar success where he took up the question of bicycle transportation on trains from a legal standpoint.

### Bicycle Bill Gossip.

It is reported on good authority that at Madison recently Senator Withee, chairman of the committee to which the bicycle baggage bill was referred by the senate, asked one of the L. A. W. representatives that if this bill was passed how soon would it be before the horsemen would come to the legislature asking that their buggies and wagons be checked as baggage. The reply came instantaneously: "Just so soon as you will pass a law requiring that horses and mules shall pay first class passenger fares." Those who stood around the worthy old senator could not suppress their merriment at this sharp retort.

\* \* \*

One of the arguments the railroad men dwell on with considerable stress is that it is a great hardship on the railroads to have a lot of wheelmen present themselves at a wayside station suddenly, and without notice, and demand transportation for themselves and their wheels. In reply this question was put squarely to them: Would you rather not have the business of picking up from ten to twenty riders as full rate passengers, than to have them and check their bicycles as baggage? Their silence was a tacit admission that they would.

\* \* \*

A further argument has been that trains are delayed in loading on bicycles, and, that in loading them on under stress of time, the wheels are more or less injured and the wheelmen demand redress. This is ridiculous on the face of it. Why scratch the beautiful new freight cars by loading freight in them? Why dirty the nicely ventilated stock cars with vulgar cattle? Why stop passenger trains at all? It delays the schedule. Why let soiled wheelmen sit on the plush seats? Why run the road anyhow—it is too much work.

\* \* \*

Burley B. Ayers, of Chicago, who is the western member of the National Transportation Committee of the L. A. W., recently wrote one of the state officers that there is absolutely nothing in the claim of physical disadvantage to the railways in carrying wheels. They have so expressed themselves over and over again to him in years gone by, in which he has studied this question from the ordinary high wheel down to the modern safety. The high wheel took a vast sight of room and could not be handled by hanging from the roof. Yet the roads claim it was all right, that that was what baggage cars were for and that the passenger fare of the wheelman paid for the transportation of his wheel.

### Racing Districts Established.

J. Rowland Jones Jr., of Racine, chairman of the state racing board, has arranged nine racing districts into which the state is to be divided. The most careful attention will be given the racing interests in this way. Each district will be placed in charge of a member of the

racing board, who will have full charge of the racing affairs in his territory. Every town will be carefully watched by the racing board representatives and the sport promises to be left cleaner than ever. The following counties will be looked after by the various members of the racing board during the coming season:

F. L. Schaller, Sparta—Crawford, Richland, Vernon, Monroe, La Crosse, Jackson, Trempealeau, Buffalo.

John J. McIntyre, Eau Claire—St. Croix, Pierce, Pepin, Dunn, Chippewa, Eau Claire, Clark, Taylor, Polk, Barron.

L. A. Hodges, Monroe—Rock, Green, La Fayette, Grant, Iowa, Dane, Sauk, Columbia.

L. F. Snyder, West Superior—Burnett, Washburn, Sawyer, Douglas, Bayfield, Ashland, Iron, Vilas, Price, Oucida.

W. O. Lamoreux, Stevens Point—Lincoln, Marathon, Waupaca, Portage, Wood, Juneau, Adams, Marquette, Waushara.

A. M. Patitz, Milwaukee—Milwaukee, Waukesha, Jefferson, Dodge, Washington, Ozaukee.

J. Rowland Jones, Jr., Racine—Racine, Kenosha, Walworth.

C. A. White, Fond du Lac—Sheboygan, Fond du Lac, Green Lake, Winnebago, Calumet, Manitowoc.

C. F. Mann, Green Bay—Door, Kewaunee, Brown, Outagamie, Shawano, Oconto, Marinette, Florence, Forest, Langlade.

#### Guide Board Day.

May 30 will be put to good use by Wisconsin wheelmen this year. It will be known as Guide Board Day and will be devoted to the interests of guide boards. When Chief Consul M. C. Rotier assumed the duties of his office last December, he delivered a message to the officers of the Division, in which he urged the enforcement of the state law, compelling all townships to erect and maintain at cross roads of main traveled thoroughfares, suitable guide boards. This law has not been enforced for many years, though town chairmen have from time to time been urged to enforce it. At the last meeting of the Board of Officers of the Division, it was decided to secure its enforcement as much as possible and this work is to be undertaken by the rights and privileges committee. Chief Consul Rotier has decided to secure statistics on the subject, and for this purpose he has proposed to set aside May 30 as Guide Board Day. The details of the work on that day have not been mapped out, but the plan is to have local consuls throughout the state organize their local riders and send them out in all directions of their county to note where and where not sign boards are found. Reports are then to be made to the Division headquarters, when steps will be taken to secure guide boards where none been erected by the enforcement of the law.

The law of the state requires that "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 boards erected, the expense to be paid from the treasury of the town. And every such chairman who neglects to erect or repair any guide board, after ten day's 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."

That this law should be enforced for the benefit of the touring wheelmen, and the community at large, is obvious.

#### To Abolish Toll Roads.

There is a plan on foot at Madison to abolish toll roads. The following resolution has been adopted by the assembly and a committee has been appointed to investigate the subject:

WHEREAS, There are a number of toll roads in this state, and section 1869 of the revised statutes provides that all persons or companies operating toll roads shall make an annual report to the secretary of state; and

WHEREAS, The records show that no reports have been made or any license fees paid into the state treasury since 1888; therefore, be it

Resolved, That a committee of three be appointed to investigate and report to the assembly the reasons, if any, why the charters of all such toll roads should not be repealed for not complying with the law in reporting and paying license fees.

#### State Stirrings.

J. Storrs Hall, ex-local consul of Ripon, has just passed the examination at the Milwaukee Medical College and will henceforth be known as Doctor Hall. He has made arrangements to become associated with a doctor in Oshkosh and the wheelmen of that city will find in him a most earnest worker in any worthy wheeling undertaking.

If present efforts are not futile, Ripon will have a strong wheeling organization this summer, the first gathering of cyclists under a banner since ill-feeling caused the disbandment of the Ripon Cycling Club about the time the second state meet was held there. A paper circulated recently received fifty signatures and this number will doubtless be doubled in a few days. The names attached include a goodly number of the most progressive business of Ripon. The club will likely be organized within a week and it will immediately take up the cause of good roads.

In the pool tournament between the North Side club and the Niagara Wheelmen the former club is leading by a score of 531 to 474.

## THE PNEUMATIC.

### Local L. A. W. Organization.

The members of the League on the north side of the city are now organized for active work in securing recognition at the hands of aldermen and the city authorities for the purpose of correcting some of the evils to which wheelmen are sometimes subjected. Chief Consul Rotier in his remarks before the meeting at which this organization was effected said: "The greatest trouble the League has to contend with today in the matter of using its power for good, is in lack of organization in the large cities of this country. Milwaukee can well be classed as one, and it is evident that something must be done for more thorough organization in this city. The move tonight to organize and bring together the L. A. W. members of the north side is an admirable one, and it is our purpose to follow out this plan on the east, west and south sides and to establish a consulate which is intended to be a vigorous organization."

The districts into which the city is to be divided for the purpose of making a systematic canvass of wheelmen for League recruiting have practically been decided upon by Chief Consul Rotier. All north of Vliet street and west of the Milwaukee River will be known as the North Division, all south of Vliet street to the Menomonee River and west of the Milwaukee River will be known as the West Division, all south of the Menomonee River will be known as the South Division and all east of the Milwaukee River to the lake will be known as the East Division. In each division a League organization will be perfected. Later, as the League membership in the city increases, these districts will probably be again divided into separate organizations. It is proposed to rule all the divisions by a governing committee to be composed of delegates chosen by the various division officers.

The organization was perfected on March 5, and the following officers were elected: Emil Koehn, President; Max Krauskopf, Vice-President; J. M. C. Walker, Secretary-Treasurer. The following constitution and by-laws were adopted:

#### ARTICLE I.—OBJECTS.

This organization shall be known as the North Side L. A. W. Club. Its objects shall be to promote the best interests of cycling; to ascertain and defend the rights of wheelmen; to facilitate touring and to secure improvements in the condition of the streets in the district to which its membership is limited; and to organize the members residing in this district for purposes of more effective work in securing proper recognition in the city government.

#### ARTICLE II.—OFFICERS.

Section 1. The officers of this club shall be: A president, vice-president and secretary-treasurer. These officers and the club representatives shall constitute the executive committee.

#### ARTICLE III.—DUTIES OF OFFICERS.

Section 1. The president shall preside at all meetings of the club and executive committee, appoint all committees and call special meetings.

Section 2. The vice-president shall, in the absence of the president, assume all the duties of the president.

Section 3. The secretary-treasurer shall keep all club records and minutes of proceedings at club meetings, roll of membership; conduct all correspondence, and issue notices as directed by the president or executive committee, collect dues, assessments and L. A. W. membership renewals.

#### ARTICLE IV.—MEMBERSHIP.

Membership shall consist of two kinds, defined as follows:

Contributing and associate.

Any member of the L. A. W. shall be eligible to the contributing membership.

Contributing members shall be entitled to vote and hold office. The dues of the contributing members shall be 50 cents a year.

All members of the L. A. W. residing on the north side within the limits herein stated, viz: That portion of the City of Milwaukee north of Vliet street and west of the Milwaukee River, which includes the Sixth, Ninth, Tenth, Nineteenth, Twentieth, Thirteenth and Twenty-first wards.

Associate members do not contribute the regular annual dues, but are eligible at any time to become contributing members.

Associate members shall not vote for officers or for the expenditures of moneys, and shall be enrolled separately on the membership books.

#### ARTICLE V.—MEETINGS.

Meetings shall be held on the first Friday of each month. The annual meeting shall be held on the first Friday of December of each year.

#### ARTICLE VI.—AMENDMENTS.

This constitution and by-laws may be amended at any regular meeting of the club, after thirty days notice has been given of the proposed amendment.

### Associated Cycling Clubs.

A special meeting of the Associated Cycling Clubs was held at the North Side Club on March 18 at which the following sanctions were granted:

Niagara Wheelmen—June 12.

Cream City Wheelmen—July 5.

South Side Cycling Club—July 17.

Mercury Cycling Club—August 21.

The North Side Cycling Club had been granted a sanction for May 30, which falls on Sunday, and the date was changed to May 29. The *Evening Wisconsin* applied for a sanction for July 17, but as this conflicts with the date selected by the South Side Cycling Club, the application was laid over. The duties of the committee on legislation were discussed and the committee was instructed to aid in securing the passage of the ordinance against throwing glass and other materials in the streets.

### Alderman H. C. Schranck Remembered.

Alderman Henry C. Schranck's good services in the interest of good streets in this city has been remembered by the officers of the Wisconsin Division. Recently he was presented with a set of resolutions, handsomely framed, passed by the officers of the Wisconsin Division, L. A. W. The resolutions are signed by Chief Consul M. C. Rotier, Vice-Consul Dr. D. S. McArthur, Secretary-Treasurer Samuel J. Ryan, State Representatives H. P. Andrae, S. D. Baird, H. E. Pomeroy, W. H. Field, Ben Hooper, H. Van Arsdale, N. E. Lindquist, Louis Pierron; League Club Representatives A. S. Maxwell, Calumet Club Wheelmen; J. R. Jones, Jr., Racine Athletic Association Wheelmen; G. H. Reese, Kaukauna League Club; F. S. Walker and Willibald Ott, La Crosse County Wheelmen; P. M. Conkey and Ralph Pomeroy, Appleton Cycling Club; A. W. Anderson, Neenah League Club; A. B. Fontaine, Pastime Cycling Club; T. S. Arthur, Marinette Cycling Club; Members of the State Highway Improvement Committee August Zinn, S. C. Newman and Otto Dörner. The resolutions are as follows:

"WHEREAS, Ald. Henry C. Schranck, of Milwaukee, a member of the League of American Wheelmen, has during the past year given special attention and study to the subject of city pavements and has introduced and successfully passed in the Milwaukee common council an ordinance providing for permanent concrete foundations for all pavements to be laid in said city in the future; therefore, be it

*Resolved*, That the Board of Officers of the Wisconsin Division, League of American Wheelmen, heartily appreciate the effort of Ald. Schranck in the interest of good city streets, and tenders him the thanks of its constituency and of all wheelmen for his earnest, conscientious and successful labors.

We believe that the measure introduced by Mr. Schranck and passed by the common council as the result of his efforts will inaugurate a system of permanent, durable and practical streets in the City of Milwaukee and do much to further the building of good roads in cities and villages throughout the state."

The following letter was received by the chief consul in response to the presentation:

March 16, 1897.

Dear Sir: I acknowledge with particular pleasure and satisfaction the receipt of your favor of the 12th and the handsome testimonial signed by all the officers of the Wisconsin Division, League of American Wheelmen. I need not assure you that I appreciate the testimonial highly, and that it will only add to my enthusiasm for our good cause. I shall not desist in my earnest intentions to further the building of good roads throughout the state. Again thanking you and the state officers for their kind words, and through you I beg to transmit to the state officers my appreciation of their endeavors and hope that their future undertakings may be as successful as the past.

Very truly yours,

HENRY C. SCHRANCK.

### Professionals Sign Contracts.

Local professional riders are now busy making arrangements for the summer riding season. All of them are trying to close contracts with manufacturers to ride their wheels but only a few have closed deals, while the others are considering offers.

It is reported on good authority that Walter C. Sanger has been offered a salary of \$5,000 for the year by the Racycle company but he has not yet accepted. At the same time he has been offered \$2,000 by a tire firm and a like amount by a saddle firm. Sanger is in good form and his friends think he will be improved considerably over last year.

William F. Sanger has closed a contract and will ride a Dayton wheel during the summer. It is said that he is going to receive a salary of \$75 a month.

Alfred Bingenheimer has closed a deal with the National people and will follow the state circuit for them during the summer.

Henry Zerbel, Henry Kanaska, John Muss and "Tony" Stoltz have not yet signed, but it is probable that the latter will ride an Andrae during the summer.

Arthur J. Weilep will again ride for the Andrae company with whom he has been for several years. His last year's team mate, "Wally" Schrader, will do little riding during the summer.

The North Side Cycling Club is considering the question of placing a professional racing team in the field. It is trying to arrange with William F. Sanger, Morgan S. O'Brien and Arthur J. Weilep to ride under its colors at all race meets. The club also wants a team of amateur riders.

The Andrae company and possibly the Pope company will be the only firms to have teams out in this state.

### An Important Local Event.

"Black On White," the minstrel and vaudeville performance, which will be presented at the Davidson Theatre on Wednesday evening, April 12, by the members of the Badger Wheelmen, promises to be one of the most important events in cycling circles the present season. The preliminary arrangements are well advanced and nearly every member of the club is working enthusiastically for the success of the show. Some of the best amateur and professional talent of the city has been engaged including Messrs. Hurley, Cal-Hoon, Foley, Brown, Roth, Lantry, Schmitz, Williams, Sullivan, W. Fernekes, H. Fernekes and the Novelty Mandolin and Guitar Quintette. All of the local cycling clubs and several companies of the Wisconsin National Guards will be represented by their respective officers in the boxes, which will be decorated with the various colors of the clubs. There are also being formed a number of theatre parties, the members of which will endeavor to secure suitable sections in different parts of the theatre. Mr. Harry Meixsell has charge of the show and Mr. Nat. Oliphant is conducting the rehearsals.

### Local Notes.

The minstrel show of the Badger Wheelmen will be held at the Davidson Theatre, April 21.

The Mercury club has selected P. Goldman, treasurer; Jacob Loeb, corresponding secretary; and H. Borgwardt, financial secretary to fill vacancies.

Ed. Roth who was known as the "hot tamale" of the Telegram Company, has signed with the Juneau Cycling Company and the New York Tire Company.

At the annual meeting of the Milwaukee Athletic Society Wheelmen the following officers were elected: President, Otto Recknagel; secretary, A. W. Crane; captain, John Manz; first lieutenant, George Salentine; second lieutenant, F. Fisher; buglers, Henry Schad and Max Teweles.

The South Side Cycling Club is arranging for a novel May party to be given on the evening of May 1, that will eclipse anything of the kind hitherto attempted by any of the clubs. It is the intention to give a flag garden party. The plan is much the same as that of the Palm Garden affair, excepting in place of palms, flags will be used.

A bicycle party was recently given at the Exposition Building by Miss Burnham. Those present were Mrs. William Plankinton, Mrs. George Wiswell, Mrs. George Dalton, Mrs. Harry J. Slater, Mrs. Charles Bellack, Mrs. E. Friend, Mrs. Elba Johnson, Mrs. Morrison, Mrs. Hunter, Mrs. S. S. Frackelton, and the Misses Andrae, Hull, Lucas, Hunter, Ball and Prentiss.

### North Side Cycle Show.

The second annual cycle show of the North Side Cycling Club was held on March 24, 25 and 26 at the club's rooms at 182 Reservoir avenue and was well attended. Ten stands were well filled with a choice collection of high and medium grade wheels. Stands No. 1 and 2 were taken by the William Frankfurth Company which displayed a full line of Frankfurth's Best and Earl wheels. The Seaman Machine Company occupied stand No. 4 and attracted considerable attention with its wood veneered wheel. Stand No. 5 was taken by the Paul Hirschboeck Cycle Company and stand No. 6 by the Badger Typewriter and Stationary Company with its full line of Warner Specials, Sterlings and Fowlers. B. S. Potter occupied Stand No. 7 and the Bamboo Cycle Manufacturing Company stand No. 8. Stand No. 9 was occupied by the John Meunier Gun Company and stand No. 10 by John A. Rappel. The show was a success.

### First Cycle Club Run.

The first club run of the season was made recently by the West Side Cycling Club whose members rode to Thiensville and return. Among the wheelmen in the party were: Gustav Berge, Arthur Schmidt, Louis and Edward Hahn, Emil Wirth, Wm. Walther, Peter Schmidt, Nicholas Style, Wm. Ketler, George Seager, Paul Piellusch, Henry Kroening, George Ziegler, John Deal.

### Cycle Factory Burned.

A fire broke out in the factory building of the Blmwood Bicycle Manufacturing Company at 318 Fifteenth avenue, on March 18, and spread to two adjoining barns, causing a second alarm to be sent in. The fire originated from a leakage in a gasoline pipe. The factory building was damaged \$1,000 and the contents \$2,000 both fully insured.

### First Century Run.

The first successful century run of the season was made to Watertown and return by George Schmidt and Herman Steuber on Sunday, March 7. They started from the Niagara Wheelmen's club room at 5 A. M. They left Watertown and arrived at Waukesha at 3:44 and came back to Milwaukee at 5:30. They are both members of the Niagara Wheelmen. They rode on the ice for about five miles and the roads were so rough that they thought their wheels would not stand the test.

### Prominent Milwaukeeans Joining.

The business men of Milwaukee are recognizing in the L. A. W. an organization worthy of support. Recently Dr. D. B. Wylie secured fourteen applications, among them being: E. A. Reed, of Reed Bros.; I. G. Mann, the Wisconsin street shoe merchant; E. J. Matchette, proprietor of the St. Charles Hotel; Louis Gimbel of Gimbel Bros.; R. W. Vizay, the dancing professor, and others.

### A Simple Tire Repair.

Punctures in the well known Morgan & Wright tire are mended about as easily as a man would close a hole in his finger with a bit of court plaster. Inside of the inner tube of the tire lies a long strip of patching rubber like first cut.

By injecting M. & W. quick-repair cement through the puncture into this inner tube, and then pressing down on the tire with the thumb, like second cut, the repair strip inside is picked up by the cement, thus closing the puncture, like third cut.

Very simple, but—now every rider should remember these two "buts," or he will fail:

Before injecting cement, pump up the tire. If you don't, the inner tube will be flabby, like fourth cut, and the cement will not get inside of it, where the repair strip lies.

After the tire has been repaired, and inflated ready for riding, if it still leaks don't stick the injector into the puncture again, because that will puncture the repair strip itself, like fifth cut, and you will have to pull out the inner tube and make an old-fashioned repair by putting a patch of rubber on the outside of the inner tube.



## New Cycle Factory.

The Juncau Cycle Company which has been organized here by Joseph C. Cordes and James Gardiner, is now in full operation at Barclay and Oregon streets. The company is manufacturing Juncau bicycles, which will be placed on the market in three grades—\$60, \$40 and \$30. Models which have been placed on exhibition meet with the approval of all whom have seen them. The office work is being conducted by Joseph C. Cordes, while James Gardiner is in charge of the mechanical department of the company, which is shortly to be incorporated. Edward Roth, a well-known rider, has been engaged to go on the road for the company. It is expected that 4,000 wheels will be placed on the market this year.

## Keep Your Eyes Open.

Keep your eyes wide open in this month of suddenly changing air. The least cold may carry the possibility of a long continued sickness. Remember what short work Allcott's whiskies made of last season's cold. It surely will do as much for you now.

Keep your eyes open for signs of undue waste of tissue, loss of appetite and for other evidences of a debilitated system. The circulation should be quickened and the nerves reinforced. Allcott's whiskies are your strongest ally in regaining your old-time vigor. There are in fact, but few whiskies universally used in families and institutions, and highly commended by doctors. They have all those kinds; the very best whiskies made, and are selling them at very low prices. Call today. J. M. Allcott & Co., 90 Wisconsin street, Milwaukee.

J. R. Bowen, an expert repair man, has been employed by the local branch of the Pope Manufacturing Company, to have charge of its repair department.

## Something For Everyone.

Years have demonstrated the fact that Allcott's liver pills are unequalled for biliousness, colds, headaches, constipation and general debility. Send for a list of testimonials that will convince you of the truth of this statement. J. M. Allcott & Company, 90 Wisconsin street, Milwaukee.

The graphic is a large, ornate oval frame filled with stars. Inside the frame, the word "Columbia" is written in a large, flowing script. Below it, the word "BICYCLES" is in bold, block letters. Underneath that, "\$100" is displayed in large, bold numerals. At the bottom of the frame, the words "STANDARD OF THE WORLD" are written in a bold, sans-serif font. Below the frame, the text "POPE MANUFACTURING CO., HARTFORD, CONN." is printed. At the very bottom, it says "SEND ONE 2 CENT STAMP FOR CATALOGUE OR FREE FROM COLUMBIA DEALERS."

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Which ever way my listful ear inclines  
 I hear old engines grumbling at the times,  
 There is no mood of all this rail and roar  
 For we've had harder times than this before.

Way times were once so hard in forty-three  
 That squirrels dropped in dozens from the tree—  
 Their stomachs were so weak for want of food  
 The nuts they tried to crack were all no good.

And dogs for very weakness when they'd bark  
 Clung close up to the fence in the park—  
 And people were so gaunt and thin and poor  
 They never could cast a shadow on the floor.

Most people won't admit that times are good  
 Because they suffer trouble eating food—  
 To bless the times would never look so grim  
 If they would chew White's famous Pepsin gum.

White's Yucatan and Pepsin gum is on sale all over the world.

### Trade Notes.

The Standard Bicycle Repair Company has opened a store on West Water street near Sycamore.

The D. D. Warner Company of Madison, has just filled foreign shipments to Melbourne, London, Paris and Mexico.

The Cribb Carriage Company, will again handle Monarch wheels. It will also deal in several grades of medium wheels.

William Pollitt, founder of the Pollitt Cycle Works, which he recently sold, has gone to Germany where he is manufacturing wheels.

Dr. C. H. Hall, Madison, denies the reports that have appeared in trade papers that he intends to start a bicycle factory at Brookings, S. D.

Albert R. Gridley, a well known Milwaukee road racer, has opened a store at Wauwatosa, where he will carry a good line of wheels and a full line of supplies.

E. D. Haven, of the Badger Typewriter & Stationary Company, has put in a large line of Warner Specials, Fowlers-Sterling and Peerless wheels which he will handle during the season.

Manager Frank Thanhouser of the Lake Cycle Manufacturing Company says that the firm's entire output of 4,000 wheels has been sold. The firm will only do a jobbing business this year.

The League Cycle Manufacturing Company in order to fill its orders has been obliged to put two forces to work and the factory is now running night and day. The output this year will be about 5,000.

The Andrae company has reached the stage where it is not necessary to solicit business. Several days ago the mail brought an order for 105 wheels from a firm in Holland. Andrae wheels are meeting with great favor apparently in the old country.

The recent opening of the local branch of the Pope Manufacturing company on Milwaukee street was a success, over 5,000 people attending. The store is now equipped with a full line of the company's wheels, supplies and sundries. The repair shop is one of the most complete in the state.

Paul Hirschboeck has organized the Paul Hirschboeck Cycle Company. He will handle Thistles and Niagaras during the season and will also build a wheel to order which will be of a medium grade. Mr. Hirschboeck is a popular wheelman and has many friends to help him in his new departure.

The Seaman Machine Company, manufacturers of the Seaman wood veneer wheel, is now busily engaged getting out orders for the new model. The company has just completed its first ladies' wheel, which is not only a beauty in appearance, but very rigid and strong. The company is now negotiating for the sale of its entire output.

### A Sure Winner.

It is absolutely safe to bet, if you are bilious, have headaches, constipation, are out of health generally, Allcott's Liver Pills are a positive cure. 90 Wisconsin street, Milwaukee.

### Fine Whiskeys.

Lovers of fine old whiskeys will find at J. M. Allcott & Company, 90 Wisconsin street, the following brands that can be relied upon as to actual age and straight goods: Douglas Bourbon, 27 years old; J. W. Gaffé Bourbon, 21 years; Waverly & Company, 21 years; Century Rye, 21 years; Hermitage Rye, 16 years; Golden Wedding Rye, 16 years; Kentucky Malt, 16 years.

### The Folioscope or Living Pictures.

By holding firmly in one hand, and drawing the thumb of the other across the top edge, the pictures will flash before your eyes so rapidly as to have the appearance of being alive. These are for sale at Allcott's, 90 Wisconsin street, Milwaukee.

A great variety of these entertaining pictures.

### \$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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