

THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

VOL. VIII.

MILWAUKEE, WIS., APRIL, 1897.

No. 1.

A Clipping



CHICAGO, THURSDAY, FEBRUARY 26, 1897.

...a close in Australia, and it
...clears a little it will be impos-
...more than guess at the extent of the dam-
...which has been caused to that promising
...foreign market for American machines.

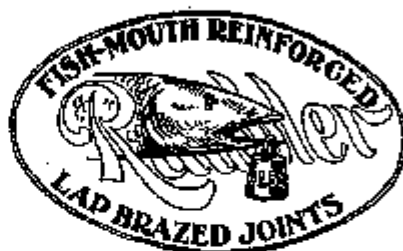
Agents may as well prepare to hear many
remonstrances from customers who purchase
machines having flush joints at what they
will term the breaking of the tubes, but which
in reality will be nothing more than a crack-
ing of the enamel where a joint is made.
While external joints were in vogue no such
complaint was heard, for the brazing surface
was generally of so perfect a character that
the vibration to which the machine was sub-
jected when in use was not sufficient to dis-
turb the relation of the metal parts and con-
sequently not enough to crack the enamel
surface. In many of the new models, how-
ever, it has already been demonstrated by
test that if there is the least bit of play in
the joint the smooth surface of the enamel in-
stantly discloses the weakness and the rider
is therefore apt to imagine that a frame tube
has been fractured.

NOTE The above printed clipping from a trade paper,
which is in constant communication with bicy-
cle agents, causes us to wonder what will happen later,
if a "weakness" has already been disclosed in 1897
wheels on account of joints, and that too, as early as
February. Were we not right in our claim that

"The Best Way is the Rambler Way!"

"The Rambler Way is the Strong Way!"

OUTSIDE FISH-MOUTH-REINFORCED-LAP-BRAZED JOINT!



"The BEST Way is the RAMBLER Way"

"RAMBLER Way is the STRONG Way"

A THINKER who wheeled—asked us in January "why
we used fish-mouth-outside-reinforced-lap-brazed joints in
Rambler, when seventy-five per cent of makers were 'booming'
flush joints?"

Our reply puzzled him—

"To MAKE Money by LOSING Money!"

"How so?" he asked.

"We could make 'flush-joints' about one-third cheaper
than outside reinforced-lap-brazed joints, and so SAVE money
(not to the buyer but us). But—when our joints went wrong
later, we would LOSE money (because all Ramblers are fully
guaranteed) and the buyer's friendship as well."

"Satisfaction to our patrons is part of our capital stock—
we need it in our business—and so we build STRONG wheels
(new list price, \$30.00, the highest high grade price that's fair)
to compete with FAD wheels, and save each purchaser besides
\$20.00, plus—(to be filled in when the other fellow receives
his repair bill)."

—and he bought a RAMBLER — \$30.00.

Get Rambler booklet and look into Ramblers.

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Readers.....

THIS is an interesting paper. ✧ Of course, this is only our statement.

You must go over its pages before you can say so. ✧ The keynote to the solution of ✧ publishing a bicycle paper has been touched. We have touched it in making a ✧ special feature of giving interesting touring routes ✧ and we propose to keep ✧ hammering away at it. It is an expensive and ✧ laborious task, but it is a good thing. It is something that specially interests every wheel rider. The charts and ✧ careful description of all routes will not only make ✧ The Pneumatic a journal ✧ that will be read, but it will be kept for frequent reference. Subscription price will remain at ✧ fifty cents a year. Advertising rates will not change for the present. ✧ ✧ ✧ ✧ ✧ ✧

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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 P. O. AT MILWAUKEE AS SECOND CLASS MATTER.

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 carefully covers all the doings in cycling. Advertising rates on application.

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FRANCIS MORIETTE, Editor.

M. C. ROTIER, Business Manager.

ANNOUNCEMENT.

With this issue THE PNEUMATIC begins the fifth year of its publication. The management intends to continue upon the same broad lines that have marked its policy during the past four years. No effort will be spared to furnish the cyclist with a complete record of all matters in which he is interested, and accurate information such as he desires. Country touring will receive special attention. The first of an important series of charts appear in this number. It is hoped that they may be published more rapidly when the necessary data for each chart can be obtained by riding over the highways which was impossible this month. The smaller towns are included in the road charts and special maps of the principal cities will appear from time to time. A brief synopsis of general road conditions will be bulletined in each issue. This information is intended to meet the requirements of long distance tourists. Editorially, THE PNEUMATIC continues to be independent; as a recorder of events, impartial. It desires to promote the best interest of northwestern wheelmen and wants their support in the endeavor.

A PHILADELPHIA park commissioner said that he would not "tolerate a wheel in the family." The only wheel in that happy home circle is "one that grew and grew."

ANY attempt to tax bicycles for good roads or any other purpose, raises a class distinction. Other vehicles are the road destroyers and should be taxed accordingly. Then cyclists will pay a special tax gladly.

EDITORS of daily papers are not always well informed on cycling matters although they assume to express very weighty opinions on the rights and wrongs of the cyclist. Mr. Van Valkenburgh's timely synopsis of the Pennsylvania situation probably helped to enlighten one editorial sanctum.

DIFFERENCE BETWEEN PRIVILEGES AND RIGHTS.

The commissioners of Riverside Drive, New York, voted as one not to permit road racing on the famous parkway. Their decision appears just. Wheelmen probably would object if they were excluded from the drive while horsemen sped their nags. In this instance the cyclists asked for a privilege. They should confine themselves to demanding their rights until they have secured every right for which they are contending. The action of the New York wheelmen would be of no moment were not the enemies of the cyclist eager to make capital out of every inadvertent action by any rider or body of riders.

SECESSIONISTS ARE FEW.

There has been more or less talk about secession from the L. A. W. in several western states on account of the action of the National Assembly in refusing to amend the racing rules to permit Sunday racing. At Minneapolis, eighteen persons banded themselves together as the United Wheelmen with the avowed object of controlling racing in the United States. Rumor has it that a convention will be held at St. Louis this month to form a body opposed to the L. A. W. California wheelmen have decided to control racing within their own state and have eliminated the distinction between professionals and amateurs. Wisconsin remains steadfast for the L. A. W. and, with the exception of the instances given, secession is confined to the speeches of the few.

GOOD ROADS BULLETIN.

THE PNEUMATIC is rapidly completing arrangements with riders, local and corresponding, that will enable it to give a bulletin of general road conditions existing at the day of each issue. One special aim of the bulletins will be to inform riders of any obstructions or changes that make good roads impassible for several months. The road masters are said to be at work during the summer, and occasionally the wheelman finds a mile or two of road that was in fair condition a short time before, buried underneath a foot of sandy gravel. Roads subjected to unusually heavy teaming while soft, frequently dry out, leaving ruts where they are not expected. The surfaces of nearly all our roads are only temporary and change rapidly. Good roads are being discovered by wheelmen continually and roads that are good one season, must be reckoned to the bad the next. Of these changes we shall try to inform our readers quite fully.

COUNTRY TOURING.

The traditions of old ordinary days make country riding a hugaboo for many wheelmen. Riders who have pedalled about the streets of the city for a season or more, are afraid to brave the obstacles which, in their fancy, beset the pathway of one who ventures far outside the corporate limits. To the wheelman who was perched high up on a 52-inch spider, every pebble inspired fear and easy gradients took on the appearance of mountain sides. One who could pump up Undertaker's hill after a few miles of easy riding, felt that he had performed a wonderful feat. The hardest road riders would run out to the Phoenix House in the morning and return in the afternoon. This was really a hard ride on the balky, stilted, hard-tired machine of ten years ago, but there has been a wonderful change since that time. Riders now dash by the Phoenix House almost before the first rays of the sun flash down upon them, and by noon, when the pioneer would be sipping milk at the old hostelry, they are taking dinner at Watertown, after going three miles out of their way to complete a century. Not a few women have ridden over the same course in the prescribed fourteen hours.

The change effected by the safety bicycle was not wrought without opposition. The first safeties were clumsy and even when the models approached the present type, they were very heavy. The old veteran clung to his ordinary and viewed the safety rider as an upstart. The risk on the high wheel lent a zest to the sport that was lost to the safety, and the veterans said that there could be no true sport without the possibility of genuine headers from an altitude of fifty or more inches. Only a season or two of improvements and the spider was doomed. A novice could distance the most expert rider of the old wheel and the moment it became apparent that the safety could cover the most ground in the least time, it became popular.

The ordinary has passed away forever but many of its traditions linger to deter riders from attempting what they could do with pleasure. Not a few riders believe that peculiar hardihood and skill are needed to make a country rider. With the old ordinary this was true but it is not true with the present wheel. The form of the wheel secures the rider against falls on account of slight obstructions and the methods of construction now in vogue, reduce exertion almost to a minimum. Any wheel of fair construction is durable enough to stand a run of 100 miles in a day without becoming disabled. Punctures are comparatively less frequent in country riding than they are in riding about the city.

Few pleasures of the wheel excel country riding, and, if it were rightly understood, there would be many more tourists. Everyone who has had a wheel for even a short time must know the rapidity with which he can pass from one part of the city to another. The wheel develops no new symptoms and loses none of its speed on country roads. In fact, one may cover more miles in the country during a

day than he can in the city, for there are fewer halts to be made and speed need not often be slackened. The beginner, of course, should not plan an ambitious trip at the outset. Century runs are reserved for the experienced. Whitefish Bay, Silver Springs, Wauwatosa or Elm Grove, Hale's Corners and places at a similar distance, may be made the ends of early tours. Riding slowly and carefully one may go to any of them and return in an afternoon. After a few short trips, the rider will become acquainted with the country in the immediate vicinity of the city and on each succeeding tour Port Washington, Cedarburg, Menomonee Falls, Pewaukee, Hartland, Waukesha, North Prairie, Mukwonago and Racine may all be reached over good roads. Any of these towns are within a half day's ride for a comparatively new rider. He may take a day for the round trip or ride on the railway one way. These trips are all easy. They will not prove exhausting to a novice if he but remembers it is the "pace and not the distance that kills." Crackajacks come in from Waukesha in an hour but at that speed the trip is not pleasant. The pace should never exceed ten miles an hour, except in coasting, when one is riding for pleasure. One halts occasionally for some purpose or another, and if a ride is to be enjoyed, an average speed of eight miles an hour is rapid enough. Any person, man or woman, can enjoy a ride of twenty miles if two and one-half or three hours are allowed for it. This performance will not put the wheel to a test or incur an unusual risk.

Milwaukee is ideally situated for country touring. The country roundabout is beautiful and prosperous wherever one may go. The hills are almost without exception, low and wide. The grades are gentle, as a rule, but they are high enough to reward the climber with many a fine view of low valleys and the wooded slopes of hills stretching miles away. The country roads are not of the best, but there are many good roads and not a few have miles of well worn bicycle paths. With a little judgment in selecting routes, some forethought in providing for emergencies and care not to ride to excess, country riding in southern Wisconsin cannot fail to be a pleasure.

On Selecting Roads.

One general rule may be of value to novices. The roads passing diagonally across the country, usually are better than the roads that follow section lines. Many of these diagonal roads are the oldest ones, blazed out before surveys were completed and farms well fenced. On the whole they are much traveled and are in good condition. They may turn and twist and appear indirect, but there is a good reason for it. Usually they lie in the lowlands avoiding hills whenever that is possible without great loss of distance. This does not apply to short roads, but long, diagonal roads such as the Green Bay, Fond du Lac, Lisbon, Watertown, Janesville and Beloit roads. The Pewaukee road follows a section line and is more direct than the Watertown road, but most riders agree that it is inferior.

Condition of Roads.

Streets and roads are drying out rapidly. Barring the effects of showers, city and country roads will be in excellent condition by May 1. In the city, the paved streets are in fair condition. The block pavements seem to have been roughened by the frost and there are numerous holes. The asphalt has all been repaired. Ward foremen in outlying wards are slow to clean the streets, but the work is going on. The dirt and macadam streets are badly cut but the ruts are being cut out gradually. Fair road conditions have existed in the city for several weeks, but strong, cold winds have prevented many from riding. The streets are dusty and sprinkling carts will soon appear.

Country roads generally are rough and cycle paths lumpy. Long trips would be unpleasant but short runs may be made with ease. Sunday was the first day that many riders went into the country and few went more than five or ten miles. A few light rains will help to obliterate ruts and lumps. From all indications, good country riding may be had within a week or ten days.

For Wisconsin Good Roads.

The senate judiciary committee is considering a bill that will open a way to secure good roads in Wisconsin. The purpose of the measure which was introduced by Assemblyman Mosher and was passed by the assembly, is to except wagon roads from the provision of the state constitution forbidding the state from becoming interested in internal improvements. It has the warm support of many influential bodies. Resolutions in its favor were adopted by the closing Farmers' Institute, Milwaukee Chamber of Commerce, Racine Business Men's Association, Board of Supervisors and Chamber of Commerce at Superior, the Wisconsin Press Association, Merchants' and Manufacturers' Association and the Republican Convention of Kenosha. Sixty officers of agricultural societies have written letters asking for the passage. Among those who addressed the committee in its favor were: Ex-Mayor J. C. Koch, A. K. Hamilton, Gen. F. C. Winkler and August Richter, Jr., of Milwaukee; Prof. Richard T. Ely of the State University; Prof. F. H. King of the College of Agriculture; Steven Favill of the Farmers' Institutes and ex-Gov. W. D. Hoard. Otto Dornier, secretary of the Good Roads League and chairman of the highway improvement committee of the L. A. W., is doing hard work for the success of the measure. If the amendment carries, Wisconsin will have at least short stretches of good roads in each county, built under state supervision and paid for by the state, county, towns and property owners.

THE DEMAND FOR GUIDE BOARDS.

William Foster, of Port Washington, chairman of the rights and privileges committee of the L. A. W., will shortly issue a circular of information on Guide Board Day, May 31. Nearly all riders will be free on that day and if the weather proves favorable, they will welcome a run through

the country. Chairman Foster will instruct local consuls to detail the local L. A. W. members to secure full information of missing guide boards on all main traveled roads radiating from their respective towns. A state law provides for their maintenance and steps will be taken to enforce it.

L. A. W. AND STREET SPRINKLING.

Chief Consul M. C. Rotier recently appointed four consuls, one for each division of the city, as a basis for the campaign against excessive sprinkling and other municipal evils. The consuls are: Joseph J. Brenk, east side; R. H. Wieben, west side; W. G. Birkhauser, north side, and J. M. J. Keogh, south side. They will meet this week and agree upon a definite plan of action. Sub-consuls will probably be appointed in each ward. The consuls and sub-consuls will hold frequent meetings and an active campaign will be waged.

Good Roads In General.

Senator Armstrong, whose baggage bill was passed by the New York legislature, has turned his attention to one prohibiting baby buggies on cycle paths.

The highway commissioners of Massachusetts expended \$600,000 on the roads of that state. They built forty miles of new road, making a total of 126 miles since 1898 when the commission was established.

Mr. Hamilton, deputy-secretary of agriculture in Pennsylvania, says that a good roads bill which is opposed by the farmers of that state, would save \$325,881 annually.

St. Louis wheelmen have a political club and are supporting H. V. Lucas, a good roads worker, for a place in the city council.

New Hampshire has a law that gives \$10,650 a year for the improvement of state roads.

In Columbus, Ohio, wheelmen have supplied themselves with blanks and report defects in streets and pavements to the director of public improvements. The cyclists are more efficient than the street inspectors.

The Minnesota legislature is considering a substitute good roads bill. It reduces the appropriation of the original bill, cuts off a standing income and limits county commissioners to one and one-half per cent of the county's valuation.

The McGooty bill in Illinois provides for a commission of five members to superintend the construction of permanent roads of gravel, crushed stone, brick, burnt clay, asphalt and other lasting materials, the expense to be born equally by the state, county and owner of abutting land. The Allen bill was defeated.

A bill to employ convict labor on roads and forbidding the prison contract system, was killed by the Michigan legislature. It was supported by labor unions only.

Consul Erb Mayor of Appleton.

Herman Erb, local consul of the L. A. W. at Appleton, has been elected mayor of that city. He is twenty-four years old and prominent in public movements, local and state.

THE LEGISLATURE TURNS IT DOWN.

Both the Whitehead Bicycle Baggage Bill and the Flett Measure Are Defeated—Members of Both Houses Ignore the Appeals of Their Constituents and Become Subservient to Other Influences.

The long, drawn-out fight on the part of the wheelmen to secure the passage of a bicycle baggage bill is finally at an end. The Whitehead measure was lost in the Senate on March 25 by a vote of 13 to 17. On April 15 the Assembly killed the Flett measure which was identical with the one introduced by Senator Whitehead by a vote of 32 to 49.

The measure was the most stubbornly fought of any during the entire session. Many of the old Senators and Assemblymen say that never before have the lobbyists strained themselves to such an extent in their endeavors to kill a bill. The killing of this measure means the continuation of paying 25 cents for having a bicycle thrown into a baggage car of a train with as much care as if it were a piece of scrap iron.

This result seems to show quite clearly that the comparatively small L. A. W. membership in the state did not impress the legislature sufficiently to make it have a wholesome effect. It further demonstrates that if the wheelmen desire recognition in any form they must organize more thoroughly.

Senator Whitehead and Assemblyman Flett, who introduced the measure in their respective houses, have both been most ardent and conscientious workers for it. Senator Whitehead's argument on the floor of the Senate was masterly. It was a clear, forceful piece of oratory and would have carried the day but for the introduction of a substitute bill, offered by Senator Austin, which caused a postponement of hearing and final killing of bill in Senate.

The Senators who voted for the cyclists were: Baxter, Burke, Conger, Dennett, Green, Munson, Putnam, Riordan, Roehr, Welton, Whitehead, Whitman and Woodworth—13.

Those who voted for the railways were: Austin, Devos, Fisher, Pierce, Davis, Mailer, Mayer, McGillivray, McMullen, Mills, Phillips, Sollday, Stebbins, Thayer, Whelan, Withee and Youmans—17.

John H. Stout, who favored the wheelmen, was paired with C. A. Lamoreux, who opposed them. Senator Timme was absent.

The wheelmen were prepared for this emergency and rallied to the support of a similar bill which was introduced in the assembly by Mr. Flett. Its champions did good work at the committee meetings but without success and the committee reported a substitute bill which would create a worse state of affairs than at present. The substitute bill which was killed by a vote of 73 against 3, was as follows:

Section 1—Any passenger upon any passenger train, except limited or fast mail trains, on any railroad in the state, shall have the privilege of having one bicycle carried free, when the fare of such passenger equals or exceeds 50 cents. Such passenger shall not be required to crate, cover or otherwise protect such bicycle, nor shall any railroad, in

case of the presentation of an unusual and unexpected number of bicycles, be liable for failure to carry the same on the first train, unless it shall have had reasonable notice that it would be expected to carry the same.

So soon as the substitute bill had been disposed of, the Assembly took up the original Flett bill, recommended by a minority of the committee, and passed upon it without delay.

The Assembly seemed better disposed toward the wheelmen. The Flett bill, after some discussion was advanced to engrossment and third reading by a vote of 47 to 34. On April 15 the measure came up for third reading and then is when it met its fate. Despite promises, pledges and the hard work of the members of the L. A. W. in the state, many of the assemblymen who were counted upon as being with us turned and voted wrong. The vote is as follows:

Ayes—Ackerman, Agen, Barnum, Bechtel, Bullard, Cashin, Clark, Davidson, Flett, Frink, Hall, Harvey, Jones (D. F.), Lewis, Maertz, Merriman, Minch, Morgan, Niss, Ray, Reinholdt, Schellenberg, Smith (J. J.), Treat, True, Tucker, White, Wolff, Wolter, Wylie, Yorkey, Mr. Speaker—32.

Noes—Beach, Burnham, Buttles, Church, Clack, Connor, Dresser, Eaton, Feige, Flagg, Fogo, Froehlich, Gavin, Goodell, Hogan, Hoyt, Hughes, Hurd, Harbut, Klabunde, Lange, Latta, Marsh, Merrill, McGrath, Overbeck, Parker, Peterson, Pierce, Plummer, Polacheck, Pratt, Reynolds, Risum, Rosenkrans, Rutherford, Sheffer, Sieker, Smith (D. K.), Stanley, Stone, Sweeting, Taylor, Thompson, Utt, Wheeler, Wiperman, Wolfinger, Woller—49.

Absent or not voting—Borchsenius, Buffington, Hindes, Jensen, Kraus, Legried, McDonald, Sether, Staples, Thomas, Welch—11.

Paired—Edwards and Mosher, Polley and Jones, Olson and Clason, Anson and Webster.

Assemblyman Chas. Niss, Jr., of Milwaukee, and Gid. H. Clark, of Rhinelander, are the two assemblymen who temporarily saved the Flett bill for Wisconsin wheelmen.

Said About the Bicycle Bill.

The free carriage of baggage is an established custom and has been recognized by the courts as a right of the passenger. The decisions rest upon the admitted fact that railways charge for the cost of transporting the passenger and his baggage in the fare they collect. Numerous suits over lost baggage afford clear precedents, nearly all of which follow the definition of Lord Chief Justice Cockburn of England. His definition is:

"Whatever the passenger takes with him for his personal use or convenience, according to the habits or wants of the particular class to which he belongs, either with reference to the immediate necessities or ultimate purpose of the journey, must be considered personal baggage.

"This would include not only all the articles of apparel, whether for use or ornament, but also the gun case and fishing apparatus of the sportsman, the easel of the artist

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on a sketching tour, or the books of a student, and other articles of analogous character, the use of which is personal to the traveler and the taking of which has arisen from the fact of his journeying."

The instruments of the dentist and surgeon, the tools of the mechanic, the spy glass of a seaman and numerous other articles have been declared baggage by the courts. Why not the wheel of the cyclist? Is it more foreign to the purposes of a journey than are these other articles? A Missouri judge has decided that it is not.

* * *

George F. Taylor, assemblyman from Marinette and once a prominent member of the L. A. W., was one of the strongest opposers of the Flett bill. He uses the captivating but superficial form of argument that a bicycle is a vehicle and therefore cannot be baggage. The assumption is that it would pave the way for omnibuses as baggage. By this method of reasoning it is easy to make all baggage appear absurd. The sportsman checks his dog; how long before the farmer will want to check his hogs and horses? The salesman has his samples transported free; how long before he will ask to take the entire stock at the same rate? Mr. Taylor, in common with others of his opinion, do not carry the argument to its logical conclusion. And yet, with all the ingenuity of the railway lobbyists, they place their chief reliance in the argument. "If we do this, we must also do something worse."

* * *

An instance in which baggage runs into freight almost imperceptibly, will illustrate the exact difference between freight and baggage. When the emigrant leaves his home for a new one, his goods and chattels are shipped as emigrant movables or household goods. They are for his personal use and convenience at the end of the journey and their taking arises through the fact of his journeying. They are within the definition laid down by Lord Cockburn but they are not baggage. It is because they exceed a reasonable amount. This limit of reason, applicable to all baggage, rigidly enforced by the railways themselves and recognized by the judiciary, will always prevent the condition that haunts the railway lobbyist, the day when wagons shall be carried free as baggage.

* * *

A reasonable limit refers to bulk and weight. Here again the bicycle meets all requirements. It is very light and far less bulky than the trunk of a salesman. Under every point that has been passed upon by the courts, so far as we are aware, the bicycle is baggage. The railways admit that it is baggage when they agree to take it into their baggage car for special hire. If it were not, they would be violating their agreement with the express companies.

* * *

Wheelmen have cause to feel profoundly grateful to Senator John M. Whitehead, of Janesville, and Assemblyman William H. Flett, of Merrill, for their efforts in behalf of the bills to make bicycles baggage. The cyclists have other friends in the legislature, and not a few enemies. Study the votes and reflect.

L. A. W. Notes.

The division will take an active part in the prosecution of bicycle thieves. Some time ago a standing reward of \$25 was offered for evidence leading to the arrest and conviction of anyone stealing from a member of the League. Large posters on the reward are being put up throughout the state.

The Wisconsin Division, L. A. W., will offer four gold and four silver medals to state riders finishing first and second in the championship events at the Racine meet.

Taking Plenty of Time.

The committee appointed by the legislature more than a month ago to investigate toll roads and their failure to report properly, has not been heard from. Assemblyman Niss states that the investigation will be pushed and that the committee has not dropped the matter. Meanwhile the L. A. W. is working with the legislators to have the 5-cent toll on wheels, charged by the Whitefish Bay Company, abolished. The A. C. C. has decided to enter the field on another tack. Its delegates will intercede with the officers of the toll road to consent to a discontinuance of the exorbitant charge.

MICHIGAN WAITS FOR THE COURT.

The Michigan Division, L. A. W., will fight the toll question in court. Attorneys have been retained by Chief Consul Hines to prosecute the test case of James O. Menfels against the Detroit and Erie Plank Road Company. Menfels refused to pay toll and the gates were closed against him. He had to find other means of reaching his destination and demands \$200 damages.

Street Sprinkling.

Louisville (Ky.) riders have presented the following ordinance to the city fathers and will work for its passage:

"Be it ordained by the general council:

"That in sprinkling the streets and public ways of the City of Louisville, whether by carts or sprinkling cars, it shall be unlawful for said persons to operate said cars or carts to sprinkle with water that portion of the public streets which is between the two inside rails of the street car tracks in the center of the street, on streets where street cars run, or a space of six feet wide in the center of other streets where there are no car tracks.

"Section 2. Any willful violations of the provisions of this ordinance will be punished by a fine of not less than \$5 nor more than \$20 for each offence upon conviction thereof."

In the San Francisco relay race 100 miles were covered in 4 hours 49 minutes and 39 seconds by the Bay City Wheelmen. There were ten riders in the team.

The Associated Cycling Clubs of California have assumed control of racing in that state. It includes fourteen clubs.

STATE RACING BOARD DISTRICTS.

The State Divided into Nine Districts For the Control of the Racing Interests—Chairman Jones Getting Busy.

The officers of the state division, together with State Chairman J. R. Jones, Jr., of the racing board, have systematically and carefully divided up the state into nine districts each of which is to be under control of the member residing within the respective territory, such control, of course, to be subservient to the state chairman and the National Racing Board.

While the state members of the board cannot grant sanctions they must be written to by race meet promoters or those desiring to run any track races whatever, in order that they can recommend the granting of them and thus avoid a confliction of dates and interests and prevent those who are not trustworthy from securing a sanction. Members will also be called upon to keep close track of all the racing men within their respective districts, to see that they do not compete in any unsanctioned races and do not ride out of their class.

The members of this board are all thoroughly interested in their work and well posted and it can be relied upon that the racing rules will be closely observed this season.

J. R. Jones, Jr., of Racine, and L. A. Hodges, of Monroe, served on the state racing board last year; A. M. Patitz, because of his position as official handicapper for this district will be a valuable assistant on the board; F. L. Schaller, of Sparta, W. O. Lamoreux, of Stevens Point and L. F. Snyder, of West Superior have served the League in the capacity of consul in their respective towns and have proved to be exceptionally good men. C. A. White, of Fond du Lac and C. F. Mann, of Green Bay, come highly recommended by the local consuls of each town.

The districts are arranged as follows:

District 1—J. Rowland Jones, Jr., Racine—Racine, Kenosha, Walworth.

District 2—A. M. Patitz, Milwaukee—Milwaukee, Waukesha, Jefferson, Dodge, Washington, Ozaukee.

District 3—C. A. White, Fond du Lac—Sheboygan, Fond du Lac, Green Lake, Winnebago, Calumet, Manitowoc.

District 4—C. F. Mann, Green Bay—Door, Kewaunee, Brown, Outagamie, Shawano, Oconto, Marinette, Florence, Forest, Langlade.

District 5—L. A. Hodges, Monroe—Rock, Green, Lafayette, Grant, Iowa, Dane, Sauk, Columbia.

District 6—W. O. Lamoreux, Stevens Point—Lincoln, Marathon, Waupaca, Portage, Wood, Juneau, Adams, Marquette, Waushara.

District 7—F. L. Schaller, Sparta—Crawford, Richland, Vernon, Monroe, LaCrosse, Jackson, Trempealeau, Buffalo.

District 8—John J. McIntyre, Eau Claire—St. Croix, Pierce, Pepin, Dunn, Chippewa, Eau Claire, Clark, Taylor, Polk, Barron.

District 9—L. F. Snyder, West Superior—Burnett, Washburn, Sawyer, Douglas, Bayfield, Ashland, Iron, Vilas, Price, Oneida.



State Budget.

The annual Sun Prairie-Madison road race of the Madison Cycling Club will be run in July or August. Preparations are now under way.

Beloit is to have a new bicycle club. S. Larsen, T. Brittan, D. H. Pollock, P. C. Mills, C. W. Rowe, D. H. Foster and Frank Van Wart are the leading spirits. If the club is a success a meet will be arranged for Decoration Day. They propose to establish a club house in the center of the city.

The annual meeting of the De Pere Cycling Club will be held at Cook

Opera House April 19. Arrangements for a veritable convention, are being made by the following committees: Arrangements—Dr. D. H. Gregory, W. H. Goodenough, D. C. Jones, E. A. Lange, J. H. Williamsen, C. E. Wright. Reception—W. Meyer, C. Proctor, H. Gerke, R. Guy Lee, W. Boulet, J. E. Johann. Floor—J. S. Gittins, S. A. Benedict, L. Sheldon Wilcox, J. A. Kuypers, George Tremlett.

Indianapolis wheelmen built eight miles of cycling path last year and this summer four miles will be built. When complete the path will be twenty-five miles long and extend in part, through private grounds. It is ten feet wide and is beautifully shaded. It is controlled by a special organization, the Wheelway League.

Associated Cycling Clubs.

At its last regular meeting, April 8, the Associated Cycling Clubs made two sweeping amendments to the racing rules. The first takes the control of racing out of the hands of the A. C. C. and places it with a racing board to be appointed annually by the president-elect. The racing board is given full power to sanction races and discipline riders. The second amendment provides for the suspension of any rider who competes in races not sanctioned by the racing board or who violates any of the racing rules. The amendments were introduced by John C. Ludwig, handicapper, and are as follows:

"There shall be appointed at every annual meeting by the president-elect a standing committee to be known as the racing board, to consist of one member from each of the respective clubs composing this association. The members composing this committee shall elect a chairman, who may call meetings thereof when in his discretion necessary, or at the request in writing of any three members of this committee.

This committee shall have the power to receive applications for sanctions of road races and to grant sanctions. A report shall be made at every regular meeting of the association. They may also suspend persons participating in racing not sanctioned by this association.

Any person participating in any road race in this county not sanctioned by this association shall, upon being reported to the racing board, be suspended from entering any race sanctioned by this association for a term of sixty days after such suspension.

Any person violating any of the racing rules of this association shall upon being reported, be suspended for such a period as may in the judgement of the racing board be deemed proper."

P. H. Cambier spoke vigorously against the policy that had been pursued by the A. C. C. during the winter. He said that beyond granting a few sanctions nothing had been accomplished. Delegates had neglected to attend the meetings and three times it had failed of a quorum. The clubs should be notified that the delegates they had elected were not doing their duty. The A. C. C., he said, should look to the other interests of the wheelmen and not confine its efforts to racing. The result of Mr. Cambier's criticism was a motion directing the secretary to inform each club of the negligence of its delegates and to request them to take action that would insure a full representation at each meeting.

Chairman Morawetz of the vigilance committee reported a fruitless interview with Alderman Ramsey about the glass ordinance. The measure was introduced in the common council some months ago but no one appears to know where it is now. The vigilance committee was instructed to find the ordinance if possible, and devise means of aiding in its passage.

The Whitefish Bay toll was discussed and several delegates stated that they believed the toll would be reduced or abolished by the officers of the company if the wheelmen made a general demand. One of the officers was reported

as stating that the company was considering the question of building an electric lighted path and maintaining the present rate of toll. The matter was referred to a committee which will report at the next meeting.

The Milwaukee Wheelmen were granted a sanction for June 19 over the Waukesha course.

With the Local Speeders.

Applications for the national circuit, L. A. W., closed April 15, with Racine's request for July 8, 9 and 10, duly filed.

The National Racing Board transferred W. T. Dervin, of this city, to the professional class at his own request. O. E. Viram, of Stevens Point, was also transferred.

Morgan S. O'Brien, Dr. A. Jackel, U. S. Bauman, Charles Leistikow, Emil R. Walther, Anthony J. Wittak and Charles Zabel are new members of the North Side Cycling Club.

A. M. Patitz of this city has been reappointed handicapper for the Wisconsin district (No. 10) of the L. A. W. A. E. Nott, 121 Central avenue, Minneapolis, was appointed for District 11.

The first open road race of the season will be that of the North Side Cycling Club, May 29. The racing board consists of Herman Janassen, John Traudt, Jr., W. C. Garens and E. J. Koehn.

Milwaukee Wheelmen were granted a sanction by the A. C. C. to run their annual Waukesha-Milwaukee road race on June 19. H. P. Andrac is again chairman of the club racing board.

The Badger Wheelmen will not conduct an open road race this season unless there is a great change in the sentiment of its directors and members. It will ask for an option on Labor Day, however.

Henry Zerbel will go south to compete in the indoor circuit arranged for Memphis, Nashville, Chattanooga, Atlanta and Montgomery. He believes that as a professional he will have a better field outside Wisconsin.

President I. B. Potter has appointed Henry S. Dixon, of Dixon, Ill., a member of the National Racing Board to succeed Fred Gerlach. Mr. Dixon's territory includes Illinois, Wisconsin, Iowa, Minnesota, Dakota and Nebraska.

The Cream City Wheelmen are making active preparations for their road race to be run over the Vliet street triangle course. The racing board of the club consists of Steven Casper, chairman; John Meindie, John B. Ludwig, Fred Esser, Richard S. Berger and John Rafenstein.

Sanger and Bald.

One of the principal events in racing circles during the past month was Walter C. Sanger's challenge to Edward C. Bald and its immediate acceptance. Both men will be in prime condition when the match takes place and lively wheeling may be expected. Sanger defeated Bald once and Bald returned the compliment. The forthcoming race will be decisive.

FIRST OF A SERIES OF TOURING CHARTS OF BEST BICYCLE ROUTES RADIATING FROM MILWAUKEE.

The charts given here are the first of a series to appear each month in *THE PNEUMATIC*. They are based on a system of tours and will, when complete, cover the entire state. The earlier charts will cover the southeastern portion of Wisconsin and extend to the principal cities in northern Illinois to connect fully with the road maps of that state. Accuracy will be the first consideration and each chart will be prepared by persons who have gone over the road on a wheel for the special purpose of correcting all data used in compiling the charts and the accompanying descriptions. No effort will be spared to make the charts accurate, simple and comprehensive.

The charts are based on a system that is new to Wisconsin riders. They are designed to give all the information that is of value to the wheelman on a single tour, and nothing else. The main road is shown in full. Every cross road and fork that might lead the tourist astray is indicated. A scale is followed so far as possible but the scale is wholly disregarded at intricate crossings and towns. All towns are drawn large enough to afford a clear plan of their streets. If Waukesha were drawn to scale uniform with the rest, its streets could not be shown. In a chart showing only a single road, or a triangle of roads, the exaggeration does not greatly disturb the proportions of the route, as comparison with a section map will show. The most serious objection would arise if it changed the direction of the roads on the charts. This it does not do. The directions shown for every section of the roadway are as true as they can be drawn in a section map.

It is of little value to know where the section lines cross the road. They are worthless as guides and of doubtful value in estimating distances. The wheelman wants to know the actual riding distances along the highways from town to town. These distances, measured by cyclometer, are shown at the top and bottom of each chart. The other guides that are valuable to riders are the rivers, lakes and railways. The principal streams and lakes are indicated in the ordinary way whenever they are near the main road. Railways are shown in full and all stations are indicated. In event of an accident or sudden storm, this information may prove very welcome.

These tour charts are intended to be good roads maps in the true sense of the term. The best routes between all important towns will be shown and where the best road is hilly or poor, this fact will be noted. Frequently there are several routes between the same towns, that are almost equally good. In such instances both will be charted. Where there is a choice of roads over a portion of a route, both will be shown, the recommended route being in heavy lines.

One feature of the charts which we feel will make them especially welcome to the wheelman, is their size. The

tourist who has stood at a fork in the roadway wrestling with yards of fluttering road map that only obscured the route he was trying to follow, can readily appreciate the convenience of having a compact selective chart. One may cut his route out of a road chart but when he does so, the remaining sections are incomplete. In the present series each chart is complete in itself and the rider need not refer to a previous chart to get his bearings.

The entire series will be indexed by a key map and tables. The key map will show all the tours with references to the charts. The tables will be arranged to show the best routes between towns for which direct tours are not indicated in the chart titles. The main tours that are to appear in the earlier charts will be as follows: Milwaukee-Watertown; Milwaukee-Jefferson; Milwaukee-Janesville; Milwaukee-Beloit; Milwaukee-Geneva; Milwaukee-Chicago; Watertown-Beloit; with intermediate towns, of course.

These principal tours radiate from Milwaukee as a center while the Watertown-Beloit tour connects their western terminals. A number of special charts showing the cross roads between the main tours will include the remaining good roads in the section covered. The single charts will cover short trips such as Waukesha-Mukwonago; Mukwonago-Waterford; Waterford-Racine. An index map will be prepared so soon as the short roads are definitely decided upon. These will not be selected until their condition has been ascertained by riding over them. The tours may not appear in the order they are given. Work on tours radiating from Milwaukee to Sheboygan, Fond du Lac, Beaver Dam and similar towns, will be carried forward at the same time. Madison is to be made the center of another radiating series and the tours connecting with those leading out of Milwaukee, will be published as early as practicable.

The undertaking involves a vast amount of work and a considerable expense. Arrangements are being made with competent riders to assist in collecting accurate data on localities with which they are familiar.

EXPLANATION.

The best road is shown with one heavy and one light line. Junctions with other roads are indicated by light lines. Where there is a choice of roads, not far apart, the poorer road is shown in light lines.

Dotted lines indicate a road that is considered poor.

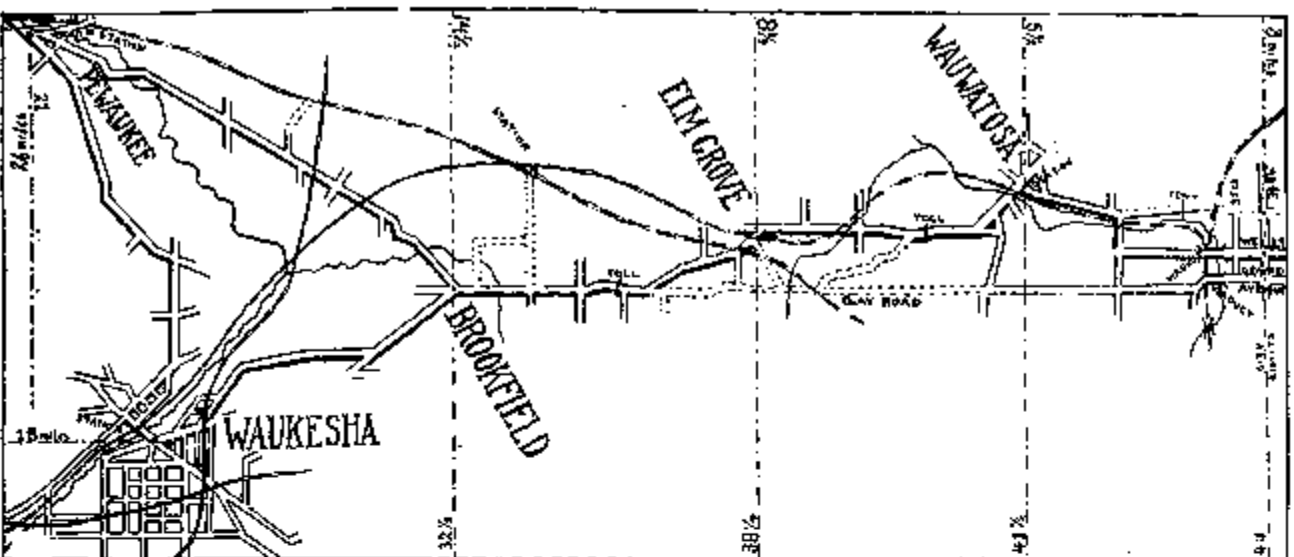
Distances are shown at the sides of the charts. The figures on the left show the distances from the City Hall Square, Milwaukee, by the shortest recommended route. The distances given are cyclometer measurements.

Railways are shown diagrammatically, their principal curves and junctions being fairly true.

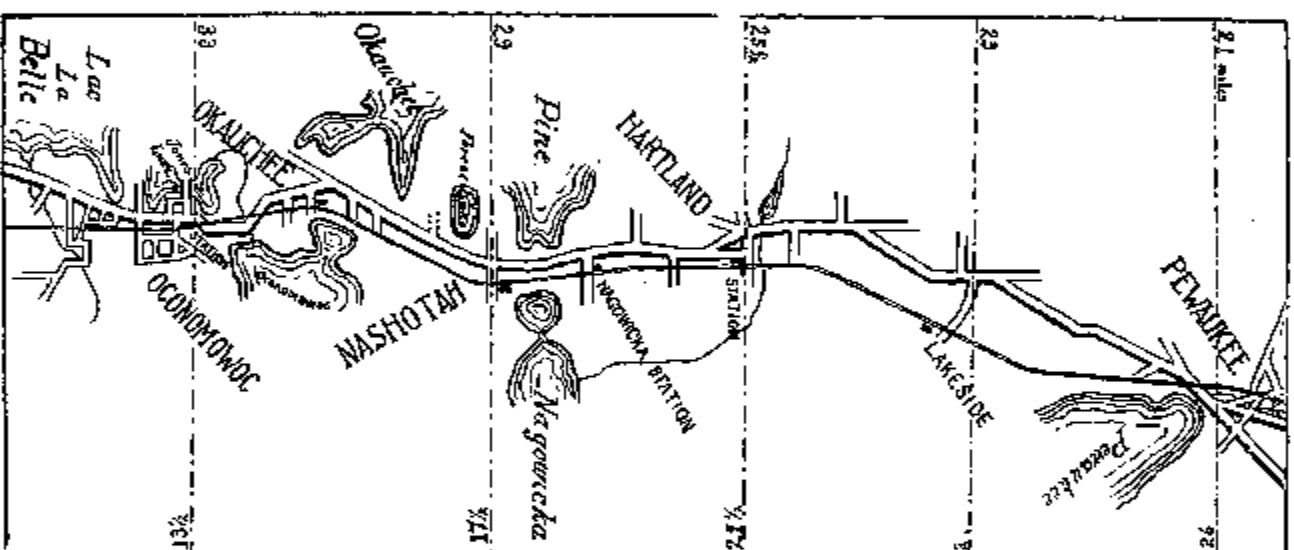
All railway stations at which passenger trains stop, are indicated.

(Description of Milwaukee-Watertown tour on back of opposite page.)

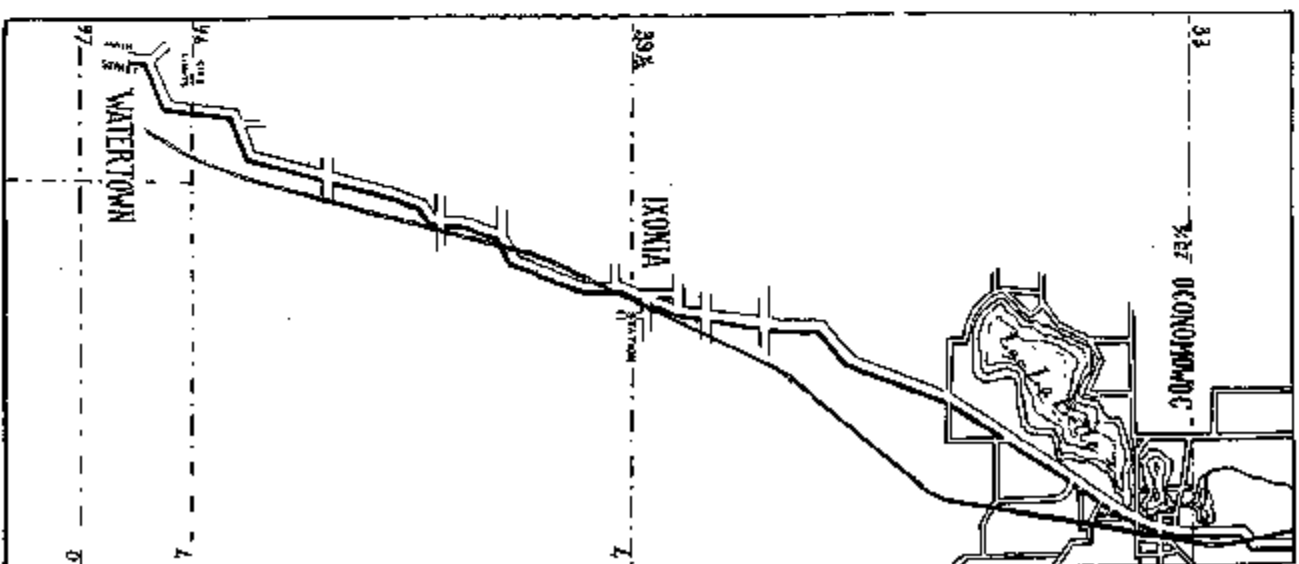
TOUR 1 MILWAUKEE | MILWAUKEE | CHART
1A | WATERTOWN | TO WAUKESHA | 1



TOUR 1 MILWAUKEE | PEWAUKEE | CHART
1B | WATERTOWN | TO OCONOMOWOC | 2



TOUR 1 MILWAUKEE | OCONOMOWOC | CHART
1C | WATERTOWN | TO WATERTOWN | 3



Milwaukee-Watertown Tour.

Distance—47 miles—via Waukesha, 51½ miles.

Roads—Generally good with fine cycle paths part way.

Hills—Gentle gradients on the whole with a few abrupt, short rises. Much of the road is level, especially between Brookfield and Oconomowoc.

The Milwaukee-Watertown tour includes some of the most popular roads radiating from Milwaukee. The route to Waukesha follows the Waukesha road race course and the entire tour covers the Watertown century run. The road passes through the heart of the beautiful lake region of Waukesha County. It lies along the sides and crests of wide rolling hills, dipping suddenly into valleys at some points. The higher portions of the road afford many fine views of broad basins dotted with prosperous farms. The country is well wooded. The lake shores are sprinkled with cottages and club houses, the favorite summer home of hundreds of Milwaukee and Chicago business men. Wheelmen are passing back and forth along all the sections of the route. The road west of Oconomowoc is not equal to the road east but it is not a poor road and affords a pleasant ride. The hill at Ixonia is long and quite steep. Railway stations are convenient all along the route and trains are quite frequent both ways.

The road is easily followed by one unacquainted with the district. It is much traveled and none of the forks or cross roads are such as to mislead one. The best street leaving the city is Wells street. It passes across the dummy line viaduct and straight ahead to the first north and south road. From the viaduct to this point a narrow path will be found along the north sidewalk of the newly graded street. For one hundred feet the path is close to a ravine and new riders may not care to trust themselves at this point. The first north and south road is the Loomis road. Turning to the right, or north, the rider descends Stone Quarry hill, crosses the bridge and railway track and turns west on the Watertown road.

One may also go out Grand avenue and beyond the viaduct, turn up the hill to the south and go west on the Blue Mound road past the Soldiers' Home and Calvary Cemetery to the Loomis road, the highway at the western boundary of the cemetery. Here the rider has a choice of two routes, to continue west on the Blue Mound road or turn north on the Loomis road to the Watertown road. If he continues west on the Blue Mound he will find a fair surface for more than a mile to the first well marked cross road. Here he may turn to the north and enter the regular route at the south edge of Wauwatosa. The Blue mound road west of the cross road is of clay and hilly.

The route shown in heavy lines is recommended as the best. It follows the railway quite closely and crosses it frequently. The bicycle path is almost continuous to Waukesha.

A Bicycle Palace.

The conquering bicycle is to receive both a crowning triumph and a triumphant crowning at the approaching World's Exposition to be held in Paris in 1900. M. Paul Lemay has designed a monster palace, wherein is to be displayed a complete collection of specimens representing the evolution of the wheel from its infancy to the end of the century. Furthermore, the palace itself is to be built mainly of marble, cut in the form of immense bicycle frames and forks, sprockets and parts. Every section of the building, interior and exterior alike, will be designed either to represent or actually to display bicycles and their parts. This plan will embrace the construction of furniture, ornaments, utensils and windows. All signals will be made by bicycle bells. The locks will be bicycle locks and the cushions pneumatic. Curtained partitions will separate the main lecture and exhibition hall from many smaller rooms on each side. The bicycling fraternity is already agog with enthusiasm over the project and its realization will undoubtedly be attended with great success.

The Bicycle and Consumption.

There is now evidently a steady and gratifying decrease in the disease known as pulmonary consumption. It would, perhaps, be too much to assert that this decrease is universally noticeable, but there is a remarkable factor in connection with the changed situation which demands attention. Indeed, wherever and whenever vital statistics evince more satisfactory results, it is the evident duty of all thinking men and women logically to seek out the new relation of cause and effect.

It has been noted in various localities where the decrease in consumption has become evident that such decrease dates approximately from the introduction of the bicycle and its general adoption by the communities under discussion. In Massachusetts, for instance, in recording the change in statistics, the Massachusetts board of health reported that to the bicycle is largely due the notable and growing victory over this ancient malady.

It is confidently believed that a judicious and regular use of the bicycle will wage successful battle against incipient consumption or consumptive diathesis and that the wheel will become generally recognized as one of the most effective preventives for the major part of "the ills that flesh is heir to," as regards disease and physical distress.

Are Building Cycle Paths.

Philadelphia has appropriated \$40,000 for cycling paths in Fairmount Park.

Seattle and Tacoma may be joined by a 10-foot cycle path, thirty-two miles long. The projectors contemplate an expenditure of \$20,000. Toll will be charged.

The authorities of Buffalo have appropriated \$10,000 for bicycle paths and three miles of permanent roadway.

A recent cycle show at Rochester, N. Y., netted \$2,000 which is being expended in side paths.

North Side Cycling Club Runs.

The first club run of the North Side Cycling Club was made to Silver Springs last Sunday, about members taking part. The next run will be to Pewaukee, April 25. The rules laid down by Capt. Gauger are as follows:

Make it your duty to attend every club run.

These runs are planned for pleasure only, and not for scorching, so don't be backward in joining the crowd, as no member in distress will be left in the lurch, but will be looked after to the best of the ability to the road officers.

A uniform pace of ten miles an hour will be maintained, unless the conditions of the road demands a slower pace.

The captain will act as pacemaker in all club runs and it will be considered an infraction of the rules to pass him without permission.

In cases of accidents or injuries, the second lieutenant will remain behind to assist the unfortunates.

Whenever a vehicle gives you the right of way don't forget to say 'Thank you!' It is not a great exertion and will invariably be appreciated by the driver.

Always take your repair outfit with you and don't depend upon your friends.

Do not act in a boisterous manner and do not give the club yell too often. Let our club colors signify who we are.

Two gold medals will be given to the two attending the greatest number of club runs during the season."

Miss Louise Roth, captain, has arranged the schedule of runs for the North Side Ladies' Auxiliary, as follows:

May 2—Whitefish Bay.

June 6—Silver Springs.

July 14—Waukesha.

Aug. 8—Cedarburg.

Oct. 3—Soldiers' Home.

Club Runs Inaugurated.

Capt. Walter Schrader has prepared an excellent set of rules to govern the club runs of the Badger Wheelmen this season and he intends to enforce them. They are as follows:

Formation of Line—By two's, sized (smallest first), unless otherwise ordered.

Position—Captain leads; first lieutenant outside on left, at head; second lieutenant outside on left, at rear; color bearer at right, head of line; bugler at left, head of line; members in line at all times.

Signals on Whistle—One blast, stop; two blasts, single file; three blasts, mount; long blast, slow up; quick succession of blasts, danger.

Mounting—No mounting of rear files until front files are in saddle.

Dismounting—Starting from rear of line and extending to front.

Single File—Wheel on right leading, wheel on left to fall in rear.

Pedestrians and Vehicles—Meeting, keep to right, passing, pass to left; crossing, pass to rear.

Sidewalks—Riding on them discountenanced at any time.

Sidepaths—Used if roads are bad, but wheels must give way to pedestrians.

Roads or Streets—If bad or crowded, dismount, take sidewalk, walk wheel on side nearest curb, single file.

Behavior—Members must conduct themselves as gentlemen at all times. No smoking while in saddle.

An L. A. W. Insurance Club.

Thirty-seven prominent young men of the Northwestern Mutual Life Insurance Company joined the L. A. W. last week. They propose to form a League club and it promises to be a strong one. They are:

C. G. Hinsdale, H. E. Slater, O. H. Leister, W. H. Grieb, Charles M. Schoen, W. D. Hooker, A. R. McLenegan, F. W. Sauborn, Ben Wood, M. D. Kimball, Charles A. Rodee, A. B. Wentworth, C. L. Moyer, George E. C. Copeland, J. I. Behling, F. S. Burgess, George F. Hooley, Carl Haase, O. B. Meyers, J. W. Leister, C. V. Reynolds, J. R. Olney, J. H. Geraghty, R. C. Wooster, W. E. Van Alena, J. B. Reynolds, James P. Balding, Olaf P. Rove, Frank G. Wood, Charles H. Wooster, John Phillips, James Oweu, Jr., Con Reinke, Eric Reinke, H. F. Norris, C. H. Walton.

A New Cycling Club.

The preliminary arrangements for a new bicycle club to be organized at North Milwaukee, are complete and a meeting for the election of officers will be held April 15. Gerhard Aussem and several other promoters are carrying forward the real work of the club, and it is expected that the new club house will be opened April 18. A subscription fund of \$300 has been raised and a building leased. The house is on the Hopkins road about two miles from the city. It is three stories high. The first floor will be furnished as a dining room and dinner will be served every day. Nearly all the prospective members are employed at the bicycle factory in North Milwaukee and live in the city, which insures a steady patronage for the club restaurant. A real estate office has been bought and will be moved to the club house to serve as a kitchen. The second floor will contain the parlors and reading rooms, and the third floor, a gymnasium. The charter members are: E. W. Schrieber, Henry Soulen, Gerhard Aussem, F. D. Guttman, Frank Zimmer, Andy Zimmer, Anton Mraz, John Mueller, John Lapka, P. Wollheim, Jacob Casper, Emil Goerke, John Gray, Charles Lawrence, Albert Freibach, Harry Chase, N. J. Faust, N. Kies, A. D. Meiselbach, William Adams, G. A. Schrieber, P. E. Mathes, Henry Oeferts, F. W. Plump, Charles Meyerfield, Peter J. Casper, M. Hoyt, William Gerhard, William Mueller, Peter Aussem, John Koehler, Mathew Schwartz, J. B. Goll, Elmer Schmitz, Alexander Tupper, Charles Swind, Anton Harvey, F. C. Miller, P. Lauer, C. Lauer, B. Bartels, George Liebner, Louis Owens.

THE PNEUMATIC.

Wisconsin Division, L. A. W. Standing Committees.

RACING BOARD.

J. Rowland Jones, Jr., chairman, Racine.
 F. L. Schaller, Sparta.
 A. M. Patitz, Milwaukee.
 W. O. Lamoreux, Stevens Point.
 John J. McIntyre, Eau Claire.
 C. F. Mann, Green Bay.
 L. F. Snyder, West Superior.
 C. A. White, Fond du Lac.
 L. A. Hodges, Monroe.

ROAD IMPROVEMENT COMMITTEE.

August Zinn, chairman, Milwaukee.
 Otto Dorner, Milwaukee.
 S. C. Newman, Kenosha.

TRANSPORTATION COMMITTEE.

F. P. Van Valkenburgh, chairman, Milwaukee.
 Geo. K. Mead, Sheboygan.
 Chas. E. Buell, Madison.

RIGHTS AND PRIVILEGES COMMITTEE.

Wm. M. Foster, chairman, Port Washington.
 W. O. Thomas, Milwaukee.
 Fred. Huenekens, Milwaukee.
 Wilbert Irwin, La Crosse.
 Chas. S. Weeks, Whitewater.
 Judge Theo. Wentworth, Racine.

MILWAUKEE BOARD OF CONSULS.

Jos. J. Brenk, chairman, east side.
 W. G. Birkhauser, secretary, north side.
 R. H. Wieben, west side.
 J. M. J. Keogh, south side.

Wisconsin's "Fighting Committee."

Secretary-Treasurer Sam J. Ryan, of Appleton, has issued the following notice:

Twenty-one names are now enrolled on the "Fighting Committee of 1897." We want 100 more by May 1. Send your name to the secretary of the division asking him to place your name on this committee. Each member of the "Fighting Committee" is entitled to the honor badge after sending in ten applications. Forward all applications to the secretary, that proper credit may be given.

The names of members of the committee and number of applications credited is as follows: Dr. D. B. Wylie, Milwaukee, 17; W. M. Lewis, Racine, 10; J. R. Jones, Jr., Racine, 10; H. E. Redmon, Racine, 10; Chas. W. Kleist, Horicon, 7; Sam. J. Ryan, Appleton, 7; W. J. Hopkins, Racine, 6; Max Krauskopf, Milwaukee, 4; M. C. Rotier, Milwaukee, 7; F. C. Hannahs, Kenosha, 2; Elmer E. Kent, Barron, 2.

The following have one each: W. Mueller, F. P. Van Valkenburgh, W. D. Harper, J. M. C. Walker, J. L. Kapps, all of Milwaukee; B. A. Owen, Baraboo; Elmer Orrison, Viroqua; Dudley Ryan, Appleton; W. O. Lamoreux, Stevens Point; W. W. Jackson, Eau Claire.

Don't hesitate and wait to be urged further, but join the "Fighting Committee" at once.

Additional Wisconsin Local Consuls.

Antigo.....	A. B. Millard.
Auburndale.....	Miss Agnes Connor.
Augusta.....	Dr. B. M. Rogers.
Beaver Dam.....	E. A. Roedl.
Chilton.....	L. A. Keller.
Cedar Grove.....	L. C. Smith.
Cleveland.....	Nathan Frank.
Columbus.....	Geo. C. Stevens.
Cuba City.....	L. A. Wilson.
Delafield.....	R. W. Loweree.
Eland.....	Francis Baldwin.
Fox Lake.....	Henry Grady.
Fond du Lac.....	A. R. Keating.
Fall River.....	Chas. E. Tasker.
Grand Rapids and Centralia.....	Geo. N. Wood.
Hartland.....	G. F. Ramsey.
Hickory.....	James Eliassen.
Hillsboro.....	R. F. Myers.
Hudson.....	E. A. Harding.
Horicon.....	Chas. W. Kleist.
Janesville.....	J. G. DeLong.
Kaukauna.....	Geo. H. Reese.
Kewaunee.....	Dr. A. S. Watrous.
La Crosse.....	Jas. H. Thompson.
Madison.....	Ben W. Park.
Marinette.....	W. J. Raiche.
Marshfield.....	P. J. Kraus.
Medford.....	Arthur Elvis.
Mellen.....	Louis A. Maier.
Montfort.....	W. R. Johnson.
Neenah and Menasha.....	Andrew W. Anderson.
New London.....	M. T. Patchin.
Omro.....	C. D. Bowman.
Otsego.....	John A. Johnson.
Pepin.....	Grant E. Pratt.
Prairie du Chien.....	S. C. Beach.
Platteville.....	E. P. Grindell.
Plymouth.....	W. E. Wolf.
Rhineland.....	H. M. Woodard.
Shawano.....	W. E. Hudtloff.
Sheboygan.....	L. S. Williams.
San Prairie.....	F. C. Gibbons.
Troy.....	Will M. Hubbard.
West Superior.....	George S. Giffin.
Windsor.....	Harvey L. Raymond.
Winneconne.....	W. A. Melcher.
Wausau.....	F. W. Spencer.
Wausau.....	Dr. W. W. Wilson.
Clintonville.....	Adolph J. Schultz.

The Long Island Railroad Company will provide bicycle storage rooms for its employees.

In Paris they are racing bicycles against balloons.

Trade Notes.

The bicycle head lock is a recent innovation. It is fixed to the wheel and locks the head in such a manner that it becomes immovable.

Cleveland dealers have agreed upon the following scale for rentals: Single hour, 25 cents; six hours, \$1.25; ten hours, \$1.50; one day, \$2.

Kansas City, Mo., April 3—The Andrae is a new wheel in the Kansas City market and is proving to be a good seller. The Aladdin Cycle Company is agent for it.—*Referee*.

The Andrae factory is now taxed to its utmost capacity and some difficulty has been experienced during the past, most in supplying agents with the \$100 models. Last week J. J. Mandrey, a Rochester, N. Y., agent came to Milwaukee to secure a contract for more wheels personally.

The Paul Hirschboeck Cycle Company opened their new store at the South Side Armory, April 7 and 8, with a grand celebration. There was good music and several fancy riders from Chicago to amuse the visitors. The company has the use of Armory Hall, formerly Standard Theatre, as a riding school and it is well adapted to the purpose. Their special wheel is the Thistle and they have a complete assortment.

Bamboo Bicycles.

An innovation in cycle building has taken place in the last year in the shape of the use of bamboo in the place of steel tubing in the making up of the frame of a bicycle. These bicycles are being built by the Bamboo Cycle Company of this city. The company has just issued a neat catalogue giving testimonials of a number of Milwaukeeans who have ridden them.

In personal sorrows and heart rending grief
We seek consolation and sigh for relief,
And when with deep trouble the soul is bowed
To heart's throbs responsive we console our woes.
But when in the throes of a bodily ailment
To the doctor we go which means an enticement
Of much loss of time and other reverses,
And a terrible strain on our much weakened nerves.
Now much of the bother can be obviated
If you list to the song I have often related
And if its your stomach that gives you a turn
Try White's Yucca it will kill the heart burn.

Will Sanction Races Too.

The Cycle Board of Trade has taken steps to protect its members against the class of wheelmen who run races for the booty there is in it. The dealers say that they do not intend to cut off the prizes they have been giving to first class races, but that they do intend to ignore the sort of races at which the new racing rules of the A. C. C. are

aimed. The Cycling Board of Trade will grant sanctions as the A. C. C. does. In order to conduct a successful race, it will now be necessary to obtain two sanctions. The endorsement of C. B. T. will be given by its Board of Directors, consisting of H. P. Andrae, C. H. Matthews, M. Fichtenberg, E. A. Clifford and P. Huennelkens.

Spaulding's Pneumatic Seatpost.

Eugene F. Spaulding, Rose Lawn, this state, has patented a pneumatic seatpost. The device consists of a cylinder with an opening in its top and bottom and a valve near the bottom of the cylinder. The bottom opening is round and has a thimble into which is screwed a hollow post with a closed bottom; this post is clamped in the frame in the usual manner. At the upper flanged opening, which is rectangular, a saddlepost passes through and serves as a piston. A piston head with a concave under face having a flexible washer is attached to this. Air is pumped into the cylinder through the valve until the cylinder and the hollow post become filled, thereby providing a pneumatic spring for the saddle.

A Convenient Support.

A. G. Olson, of West Superior, has designed a bicycle support. The top end of a tube is pivoted to a bracket at the upper part of the seat post tube, the lower end sliding in a collar swiveled in a bracket swinging from clamps attached to the stay. Telescoped within this tube is a sliding rod the upper end of which has a finger piece sliding in the slot in the tube and the lower end having a foot piece. At each end of the slot in the tube is a notch. The sliding rod has a spring at the finger piece which throws the latter into the notches and locks the rod either in its telescoped or extended position. When it is desired to use the stand the rod is thrown around and pulled down; the bracket at the fork is thrown out and slides down on the tube. When the rod has been fully extended the finger piece engages in the lower slot and supports the bicycle. The reverse action closes the support, the lower end of the rod being cupped to rest on the fork side.

SUPPOSIN'

YOU HAVE \$1.00 AND
WANT TO BUY A WATCH
YOU GO INTO A SHOP.
AND THE JEWELER
SHOWS YOU TWO WATCHES
EXACTLY ALIKE EX-
CEPT THAT THE MOVE-
MENT OF ONE CAN BE
TAKEN OUT FOR CLEAN-
ING REPAIRING, ETC.,
WHILE THE MOVEMENT
OF THE OTHER CAN
NOT BE TAKEN OUT
FOR ANY PURPOSE
WHATEVER.

WHICH WOULD YOU BUY?

**MORGAN & WRIGHT TIRES
ARE GOOD TIRES**

STATE OF OHIO, CITY OF TOLEDO, ss.
LUCAS COUNTY.
FRANK J. CHENEY makes oath that he is the senior partner of the firm of F. J. CHENEY & CO., doing business in the city of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of HALL'S CATARRH CURE.
Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1898.
A. W. GLEASON,
Notary Public.
HALL'S Catarrh Cure is taken internally and acts directly on the blood and mucous surfaces of the system. Send for testimonials, free.
Solely Sold by Druggists, 76c.
F. J. CHENEY & CO., Toledo, O.
Hall's Family Pills are the best.

Century Road Club Prizes.

The prize offered by the Century Road Club for the person riding the greatest number of miles during 1896, has been awarded.



A. A. GRACY.

A. A. Gracy, of Philadelphia, won by riding 22,848 miles. He also won the century competition riding 100 miles on 156 days. E. N. Roth, of Chicago, claimed the trophy and submitted 34,388 as his record, an average of nearly 100 miles for every day in the year. His record was rejected after a long investigation. P. M. Barnes, of Baltimore, rode 19,350 miles and R. E. O'Connor rode 18,225

miles. Wm. Heinzen won the Century Road Club medal for Wisconsin. He made twenty-one centuries during 1896. Mr. Gracy won a prize of \$100 in merchandise for riding 22,652 miles on a single pair of M. & W. tires.

Schrader and Bingenheimer.

Two of Milwaukee's fast professionals, W. C. Schrader and A. F. Bingenheimer, have practically decided to abandon the racing game and settle down in the retail business. They came to the Chicago show in company, spent the week in the selection of their lines, and went back to Milwaukee satisfied that the legitimate trade would suit them better and be more profitable than racing as a livelihood. Both men will keep to a certain extent in condition this summer and both propose to take part in any local meets that may to be held in Milwaukee. Wallie Schrader rode for the Andrae people last year, and during the three or four weeks that he was in training at Louisville, early in the spring, gave promise of good work on the track. In Milwaukee he is regarded as standing next to Wallie Sanger. Bingenheimer, his partner, is a big, strong fellow, a powerful rider at unspaced work, but too slow with his sprint to hope for much outside of handicaps. Schrader rode as an amateur during the season of 1895, and to anyone who witnessed his plucky ride of the ten-mile Wisconsin championship at the Marinette meet nothing the man could have done last season in the way of record riding would have been a surprise. Both of these men rode at the Appleton meet last summer, and both were placed in the famous "Milwaukee" mile handicap the first day.—The Referee.

STATE MEET DATES FIXED.

The Wisconsin Division, L. A. W.'s Annual Meet Arranged For—The Dates Highly Satisfactory to Milwaukee Members Generally.

As THE PNEUMATIC goes to press word comes from Racine, where the annual L. A. W. state meet is to be held this year, that the National Racing Board has granted the club July 1, 2 and 3 as the dates for holding the races. In connection with the state championship races, which will then be run, the club has arranged to get all of the cracks of the country to ride. One of these days will also be chosen for the annual business meeting of the division where nominations for new officers will be made.

With the Cycling Clubs.

The Badger Wheelmen gave a pleasant stag party April 10.

The Badgers made their first run of the season to Hales Corners last Sunday.

The South Side Cycling Club will have a flag garden and May ball at the South Side Kindergarten, May 1.

The Milwaukee Wheelmen have begun active preparations for their Waukesha road race which will be run June 19.

The Milwaukee Wheelmen will have weekly runs to Whitefish Bay. Bowling will be indulged in at the favorite resort.

The Badger Wheelmen initiated active steps against the Whitefish Bay toll, by instructing their delegates to the A. C. C. to work for its abolition.

The entertainment and dance of the Cream City Wheelmen at the Deutscher Maenner Verein Hall, Eighth and State streets, promises to be very enjoyable. It will take place May 5.

The entertainment of the Badger Wheelmen at the Davidson theater, April 21, is one of the most extensive undertakings of its kind ever entered upon by a local cycling club alone. "Black and White" promises no end of harmless fun at the expense of local wheeling lights. The boys have secured the best talent to guide them in their work, but the show will be their own. The boxes will all be taken so soon as the office is opened and there will be a big sale of reserved seats.

There was a double celebration at the North Side Cycling Club, April 7. The fifth anniversary of the club's formation and second anniversary of the Ladies' Auxiliary were marked by a very pleasant social. A literary and musical program was carried out by Messrs. Fred Bokelmann, William E. Barreman, Charles P. Schuetz, Mrs. Anna Thon-Grossenbach and the Misses Paula Fehsel, Kathryn Schuetz, Rosa Landgraf, Elsie Pierron and Martha Drarum. About 200 members attended.

Accidents WILL Appen INSURE IN THE Aetna Life.

Largest Company in the World Writing Life and Accident Insurance

Our Cycle Combination Policy pays double the face value and weekly indemnity for all accidents from riding the wheel. For further particulars call upon or telephone to

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M. W. McMILLEN, General Agent
91 Wisconsin Street .. Milwaukee, Wisconsin

The Bamboo Bicycle

A New Invention

Japanese Bamboo for Frame instead of Steel Tube. Light and beautiful and three times stronger than steel. Call and become convinced.

SALESROOM—

426 Milwaukee Street
"Bicycle Row"

We Are Moving

Not because we think it a pleasant job—but because doing Good Printing has made us grow and we need more room than we have in our present quarters at 505 East Water Street. After May 1, we will occupy the second floor of the

McGEOCH BUILDING
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MEYER-ROTH PRINTING COMPANY
MILWAUKEE, WISCONSIN

MILWAUKEE

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tried, and a child can run it with 5 minutes attention a day.

We won FIRST PRIZE WORLD'S FAIR and will win you for a steady customer if you will only buy ours on trial. Our large catalogue will cost you 5 cents and give you 500 worth of practical information on poultry and incubators and the money there is in the business. Please for Brooders, Houses, etc., 50 cents.

N. B. Send us the names of three persons interested in poultry and 25 cents and we will send you "The Poultry: Its Care and Repair," a book of 250 subjects and 80 illustrations, worth \$5 to any bicycle rider.

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PABST HAS MADE IT SO

Appetite
and good digestion
wait on him who
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Pabst Malt Extract
The "Best" Tonic



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regularly retailed at \$3.00 each. It is the Bijou Camera, made in Milwaukee, by the Milwaukee Camera Company. Actual size of Camera is $2\frac{1}{2} \times 3 \times 4\frac{1}{2}$ inches and takes a picture of 2 inches. This is an unprecedented offer and will last until 500 Cameras have been disposed of. Send money orders to

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CONTAINS NO CORK OR RUBBER.

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THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

VOL. VIII.

MILWAUKEE, WIS., MAY, 1897.

No. 2.



WHY IS IT

that a rider of "G & J. Tires" will always smile at wonderful tales of "easy tire repairing," especially tales of interested people?

PERHAPS

"He has ridden other tires,
"and punctured —
"and tried to repair —"

OR MAY BE

"He has ridden with friends —
"on other tires —
"and observed "how easy (?) " —
"and thanked his own luck for choosing



Any dealer or maker will supply G. & J. Tires on your favorite mount—if you insist.



YOU CAN TELL by the class of people who buy and ride Ramblers, that the wealthy man is not above saving \$20 when he knows the high reputation of the wheel he buys.

Rambler Bicycles

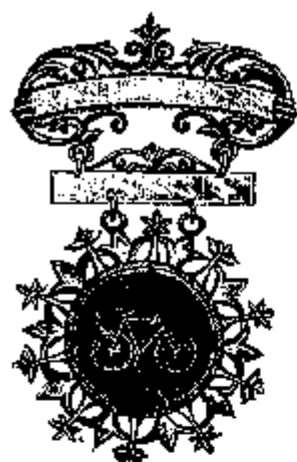
"18 year old wheels" are now sold to all alike at the new list price of **\$80**

"the highest high-grade price that's fair!"

Look up Ramblers — and compare with others.
Unique catalog free at agencies.

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Don't Get Lost.....

Consult the **Pneumatic Tours**. They are simple but complete and accurate; not a maze of good and poor roads, but guides to the **shortest and best roads**.



The **Pneumatic Tours** will enable the wheelman to select the best routes between all the principal towns and places of interest in Wisconsin and the neighboring states.



Maps of large cities, diagrams of all towns accompany the tours. A complete key map and complete indices will be arranged for each group. They embody the practical experience of road riders who are acquainted with the **Tours and Circuits, Centuries and Short Trips of the North Central States**.

The May Number

Is an indication of encouragement. Besides the series of charts and plans of cities, we have added many interesting half tone illustrations of rural scenes. ***



Owing to the large demand for extra copies of the last number, a large increase in the edition this month has been made necessary. ***



Sample Copies, 5 Cents.
Yearly Subscriptions,
50 Cents, in Advance...

Pneumatic Publishing Co.

Tours in Preparation

Milwaukee-Chicago; Milwaukee-Beloit; Milwaukee-Janesville; Milwaukee-Jefferson; Milwaukee-Fond du Lac; Watertown-Beloit; Watertown-Madison; Watertown-Fond du Lac; Fond du Lac-Green Bay and others.

Short Trips

Will begin in the June number. Among them are: Racine-Burlington; Burlington-Mukwonago; Mukwonago-Waukesha; Waukesha-Oconomowoc, via Delavan; Kenosha-Geneva; Geneva-East Troy. These trips connect with the main tours.

Maps of Cities

Watertown appears in this issue. Racine will appear in the next. A **Good Street Map of Milwaukee** will be ready soon. Small maps like that of Sheboygan will be given of all cities from which few tours radiate.

Cyclists Keep The Pneumatic for Reference

Some of Its Contents:

APRIL—Tour 1. Milwaukee-Watertown.

- Chart 1—Milwaukee-Pewaukee
- " 2—Pewaukee-Oconomowoc
- " 3—Oconomowoc-Watertown

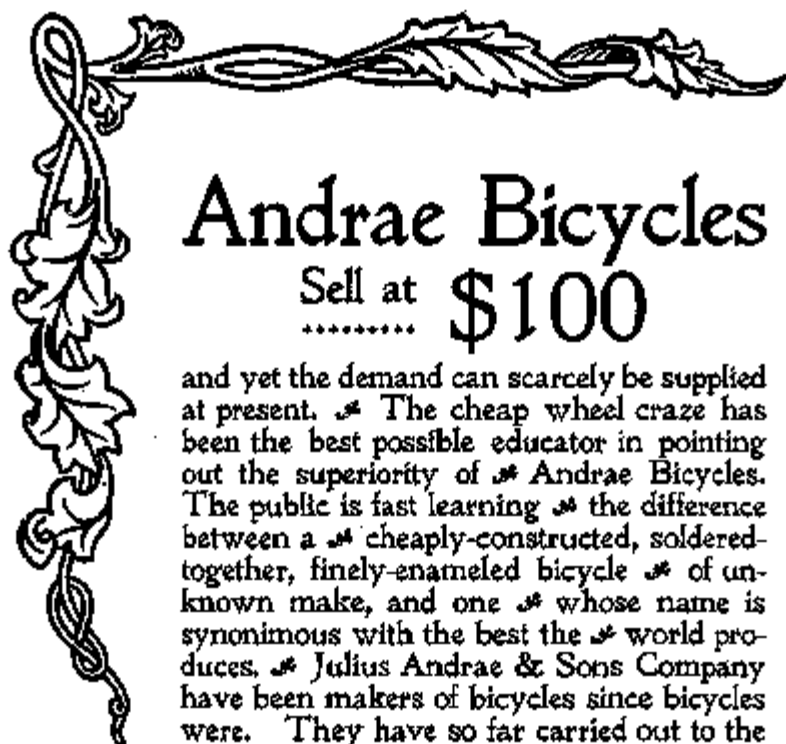
MAY—Tour 2. Milwaukee-Sheboygan.

- Chart 4—Milwaukee-Grafton
- " 5—Grafton-Cedar Grove
- " 6—Cedar Grove-Sheboygan and Plan of Sheboygan

Map A—Watertown.

Two Tours to Forty-one Places

CHART		CHART	
Belgium	5	Oconomowoc Lake	2
Brookfield	1	Okauchee	2
Brown Deer	4	Okauchee Lake	3
Cedarburg	4	Oostburg	3
Cedar Grove	3-6	Our Town	6
Dexter	6	Pewaukee	1
Elm Grove	1	Pewaukee Lake	1-2
Forest Lake	3	Pine Lake	2
Gilberville	6	Port Washington	6
Grafton	4-5	Sheboygan	6
Hamilton	5	Sheboygan Falls	6
Hartland	2	Silver Springs	4
Ixonia	3	Six Corners	6
Jones Lake	2	Ten Mile House	4
Knellsville	5	Thiensville	4
Lac la Paille	2-3	Watertown	3
Lakeside	2	Waukesha	1
Milwaukee	1-3	Wauwatosa	1
Nagawicka Lake	2	Woolen	6
Nashota	2	Wilson	6
Oconomowoc	2-3		



Andrae Bicycles

Sell at \$100

and yet the demand can scarcely be supplied at present. * The cheap wheel craze has been the best possible educator in pointing out the superiority of * Andrae Bicycles. The public is fast learning * the difference between a * cheaply-constructed, soldered-together, finely-enameled bicycle * of unknown make, and one * whose name is synonymous with the best the * world produces. * Julius Andrae & Sons Company have been makers of bicycles since bicycles were. They have so far carried out to the letter every agreement made on their part to a purchaser of an Andrae bicycle. They are in the bicycle business to remain, have a business character to maintain and have ample capital to carry out what they agree to do. * Here is the intent, the ability to fulfill and their past career * to back their thorough guarantee of each wheel. * * *

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Armory

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A MONTHLY

JOURNAL OF CYCLING LITERATURE AND TRADE NEWS.

FIFTY CENTS A YEAR IN ADVANCE.

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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 cycling. Advertising rates on application.

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Milwaukee Office: **McGROOH BUILDING**, Michigan and Milwaukee Streets

FRANCIS MORIETTE, Editor.

M. C. ROTIER, Business Manager.

THE Whitefish Bay company may build a cycle path and reduce the toll, but that does not settle the toll question.

THE speed limit ordinance is not enforced as it should be, and the scorcher claims his victims almost daily in Milwaukee.

THE base ball fiend may have had some pleasure freezing on the bleachers while the cycle crank waited for the roads to dry out.

THE more attention the L. A. W. gives to matters other than racing the more rapid, we believe, will be its growth and influence.

WHEN a wheelman buys a railroad ticket he is charged for a reasonable amount of baggage and pays a special rate on his wheel. If he carries no baggage except his wheel, who derives the benefit of the regular charge? Certainly not the wheelman.

A MICHIGAN court has decided that wheelmen are not animals in the sense that the term is used in connection with toll roads. Probably the toll companies will raise no objection so long as the wheelmen classify themselves with horses and cattle by paying toll wherever it is demanded.

THE bicycle business has several features that are peculiar to it. One of these is the readiness of dealers to provide fittings and appliances to suit the purchaser. The buyer may have any make of tire, any kind of saddle or form of handle bars that he desires. This is carried so far

that it may almost be said the customer selects the frame in any color he pleases and the other parts are added at his direction. The exactions of patrons have led many dealers to complain, and not without reason. The practice raises the cost of manufacture by requiring a larger stock of sundries, entailing an increased force and increased risk of having material left over. Delivery is retarded. This extra cost is, of course, borne by the purchaser although it operates against the maker of high grade wheels who is expected to furnish a wider variety of sundries than the maker of low grade wheels. In fact, purchasers of low grade wheels are offered little choice of saddles, pedals or enamel, and this gives the makers of low grade wheels a certain advantage. Within reasonable limits the practice is beneficial but yearly it becomes more troublesome. Riders demand every color in the spectrum and every peculiar make and form of parts that can be devised. The maker must meet the demand of each individual and so the evil grows. The problem is a difficult one to solve but if those who demand peculiar colors and fittings were charged for the cost of their eccentricities, the average rider, who is satisfied with a reasonable range from which to select, would not find his mount so expensive.

SOUTH SIDE wheelmen might profitably give attention to securing at least one good road to the business part of the city. Sixteenth street viaduct is the only fair route to the south side and even this has its disadvantages. The intelligent ward foreman has chopped drains into the paving of the viaduct where there was a well worn side path and every street at the south approach, Eleventh avenue, South Pierce street and National avenue, is in wretched condition. Sixth street to First avenue is scarcely a safe road after dark. It is full of ruts and bumps, tacks, glass and other rubbish. The steep approach to Sixth street bridge is usually found sprinkled with large stones that are used by teamsters to block the wheels when they rest their horses. Reed street and West Water street, Clinton street and East Water street, are paved with rough stone and are wholly unfit for cycling. In wet weather they are slippery and full of puddles, which makes riding dangerous. The last route, across Buffalo street bridge is little better than the others. One must bump across railway tracks, stone pavements and poor block streets to reach the bridge from the south and the same conditions are met on the east side. Milwaukee street is usually followed from Ferry street up town but it is far from being a good road. Bay View riders have several blocks of very poor riding near Kinickinnic bridge which makes it doubly hard for them to reach the center of the city. South side riders should take steps to secure at least one good road across the river for they are sorely in need of it.

The new tour book compiled by Secretary Sam J. Ryan, of Appleton, will be ready June 1. It is very complete, being twice as large as the 1896 edition.

Country Touring.

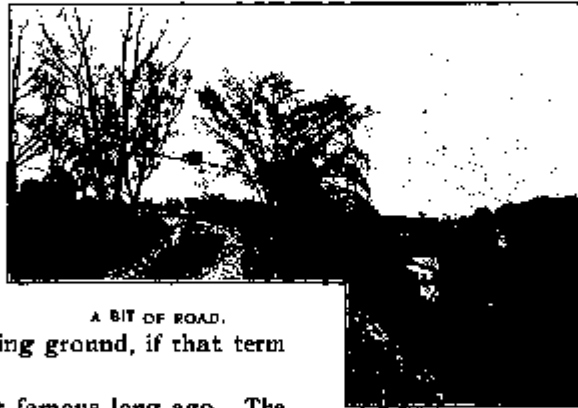
Touring in Wisconsin.

Few states offer advantages for touring wheelmen equal to those of Wisconsin. One of the finest wheeling districts in the country is found in the North Central States and the greater portion of that district lies in the Badger State. From Northern Illinois and Iowa on the south, where magnificent oak openings take the place of rolling prairieland, to Central Wisconsin and Minnesota on the north, where the beautiful groves of hardwoods merge into the great belt of pines, there is an area several hundred miles wide, that presents the pleasant conditions and interesting variety desired by the tourist at wheel. The summer is shorter than in more favored localities, but there is no fierce heat, and a delightful autumn usually compensates with several months of fine riding weather. If there is a drawback it is the roads. Still they will compare favorably with the roads of nearly all other commonwealths of the great republic that is proverbial for its poor highways. There are many good roads and by a wise selection, one may ride almost anywhere with comfort. A large part of this district is embraced in Wisconsin, and several features of this state make it especially inviting to bicycle riders. Some of these attractions it holds in common with Northern Illinois, but this does not interfere with its popularity, and every year thousands of wheelmen from Chicago and other cities of Illinois, make Wisconsin their stamping ground, if that term is applicable to wheelmen.

The lakes of Wisconsin made it famous long ago. The fine estates and cottages, the large hotels and many improvements on their shores attest the strong attractions they hold for those acquainted with their beauty. One need only mention Geneva, Lac La Belle or Monona to bring to mind a hundred other lakes almost as well known and almost as beautiful. Each lake attracts its class. On the banks of some are held conventions and institutes; others offer a quiet retreat for the summer cottager; not a few are the gathering places of wealth and fashion where hops and parties, gay regattas and other amusements speed the time, while many are frequented only by fishermen and hunters attracted by the solitude. Almost every lake may be reached over good roads from any town in Southern Wisconsin or Northern Illinois. The cyclist need not follow the railway nor cling to a few lakes within easy driving distance of his own town. He may strike out through the country in any direction and is not limited by the endurance of a horse. The favorite runs of each city show the popularity of the lakes among wheelmen. Milwaukee riders flock to Waukesha county and hundreds tour through the Fox River

chain from Phantom Lake to Geneva. Racine and Kenosha wheelmen strike into the same paths. The favorite century from Burlington is to Oconomowoc. The riders of Beloit, Janesville and Watertown throng the same lakes and those in the vicinity of Madison. Winnebago, the Chain-o'-Lakes, Green Lake and others, attract the cyclist. Wherever the wheelman rides, the lakes rather than towns are the objective points of his journeying. In fact, this is what gives touring in Wisconsin much of its pleasure. It may be made a succession of short trips from one beautiful lake to another.

Those who have toiled against the strong sweeping winds of the open prairie in other states, know best how to appreciate the groves and gentle hills of Wisconsin. Sometimes racers from flat-lands complain of Wisconsin's hills, but not so the tourist. There is relaxation for the leisurely rider in the ups and downs of a rolling road and he may take time at the steeper rises, to trundle his machine to the top. With one thing the prairie riders never have found fault. That is the woods and wayside trees. The roadway may not always be shaded but from the cool depths of the groves is wafted a refreshing coolness, very much in contrast to the unbroken heat of the prairie. Contrasted with more hilly states Wisconsin loses nothing. If the person who delights in climbing steep hills for the pleasure of a coast, wishes to indulge in the sport here, he need not go far. There are hills, and long ones, that will test the endurance of any climber, and that is the only attraction mountains afford the cyclist. It is the mean between the flat prairie and steep mountains that best suits the cyclist and that mean, well wooded, dotted with pretty lakes and abundantly watered, is found in Wisconsin and sections of the adjoining states.

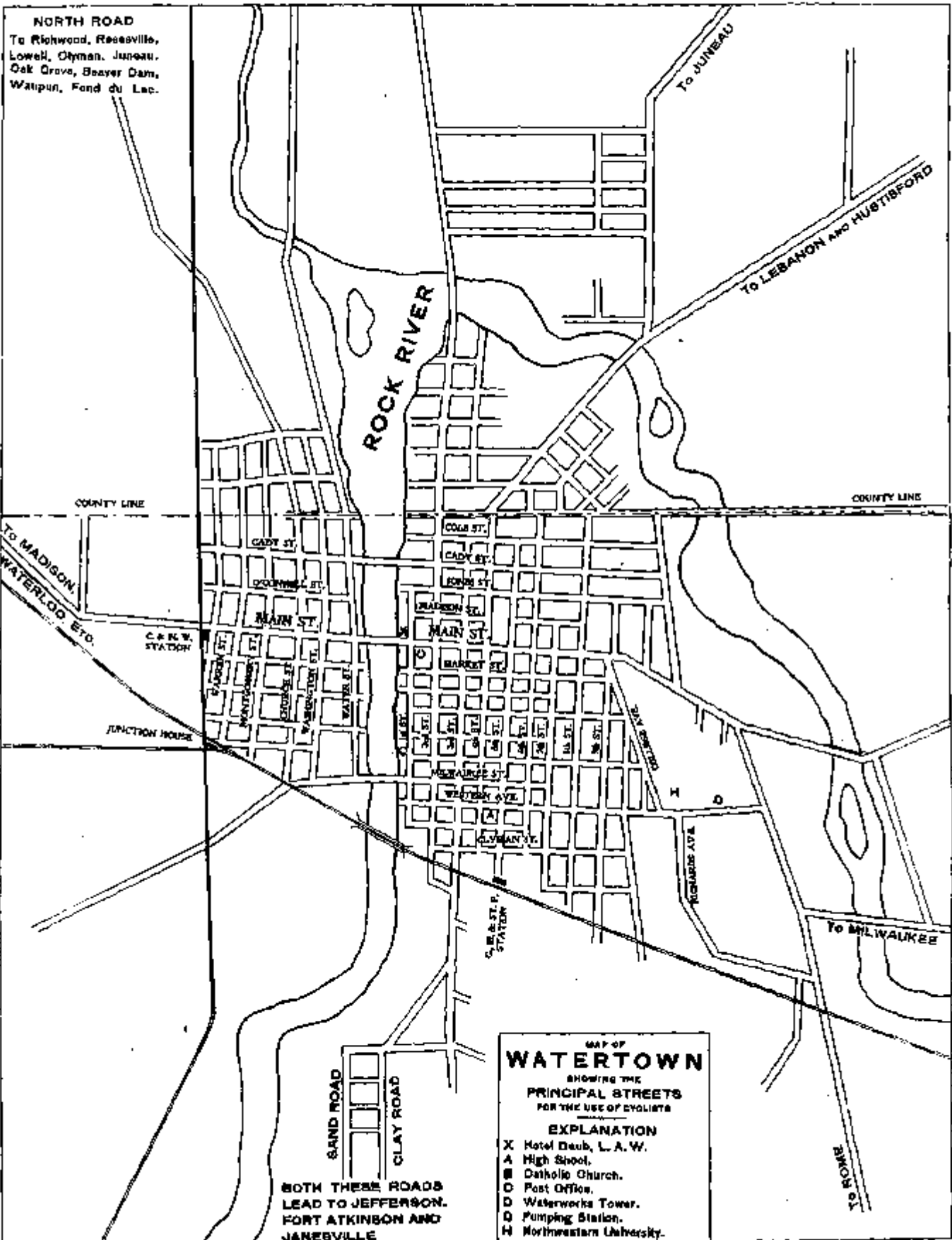


A BIT OF ROAD.

Map of Watertown.

The map of Watertown on the opposite page is the first of the full page maps of cities that will be published in conjunction with the cycle tours. No explanation of the map is necessary. Special charts of Racine and Milwaukee are in preparation, the Racine chart will appear next month for the information of cyclists who attend the state meet in July.

The North Milwaukee Cycling Club opened its new club house on the Lisbon road last month. The officers of the club are: President, Gerhard Aussem; vice-president, J. Casper; secretary, H. Soulen; treasurer, W. Schreiber; directors, A. D. Meiselbach, H. P. Matthews and Henry Chase.



MILWAUKEE-SHEBOYGAN TOUR.

Distance—58½ miles.

Roads—Good to Port Washington, hilly to Cedar Grove, good to Sheboygan. The roads are dirt and gravel, inclined to be dusty at places but with good side paths for long stretches.

Hills—Several hard climbs but these are short. The long hills are easy ascents. The road is level for long distances, the hills being met where the road approaches or passes away from the lake shore.

While the Milwaukee-Sheboygan tour as a whole is not so easy as many others radiating from Milwaukee, it will repay the wheelman for his effort. The section from Milwaukee to Port Washington is probably the best, and the beautiful scenery more than compensates the slight inconvenience of riding across the poorer stretches of the road.

ion is called, but the best way is that shown in the chart. The cyclist leaves the city by Green Bay avenue. Leaving City Hall square the tourist rides east to Jefferson street, north to Knapp street, east to Van Buren street, north across the Holton street viaduct to North avenue, west to Second street, north to Locust street, west to Third street and north to the intersection of Third street, Barleigh street and Green Bay avenue at the street car barns beyond the Shooting park. Green Bay avenue runs diagonally and is the left hand road at the fork. Half mile further is the beginning of the Washington road. Pass this by keeping left fork. Beyond this point the roadway is easily followed.

The road appeals to the rider as being almost straight. It is fair to Good Hope with well marked side paths. At Good Hope is a short steep hill and then a long rise. Then the road becomes level to a point one mile south of Brown Deer



MILWAUKEE RIVER NEAR GRAFTON.

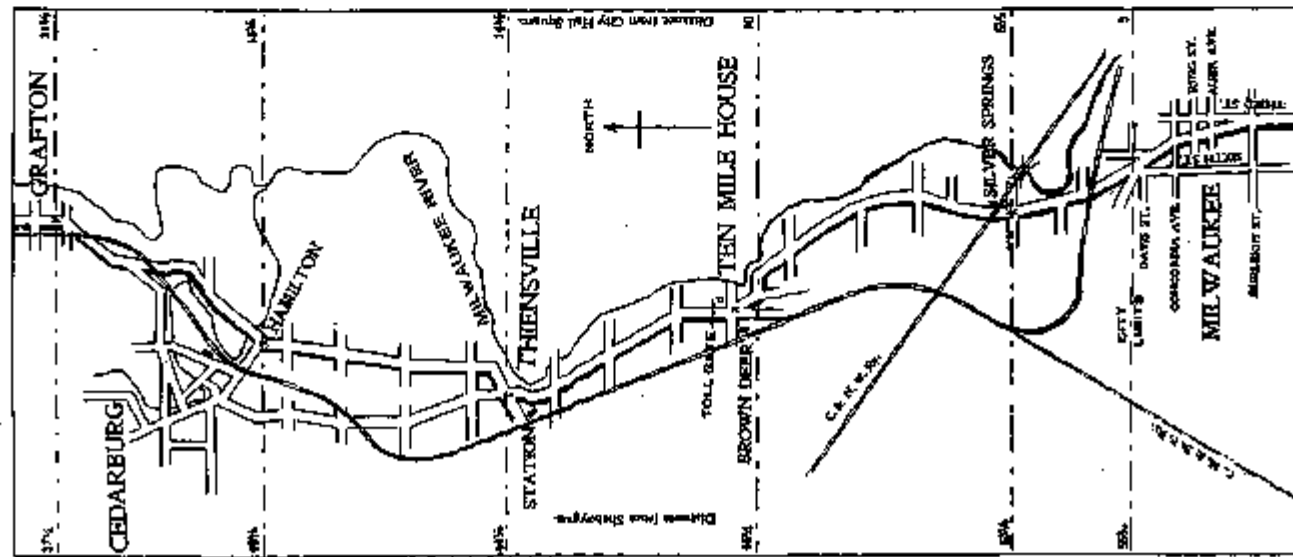
The highway follows the Milwaukee river to Saukville, part way along the high hills west of the stream and part way along the low lands on its bank. It passes through the heart of the picnic region that has made the upper river famous. Scarcely a side road that one may enter between Milwaukee and Brown Deer does not lead to some park or resort on the river bank. Railway stations are found at short intervals along the entire route and a one-way trip may be terminated at almost any point. While the road is dusty in dry weather, the cyclist should not be misled into believing that it is a poor route. After a rain has packed the loose surface, it is one of the best roads leading out of the city.

There are three ways of going to Brown Deer, as the railway station is called, or the Ten Mile House, as the old

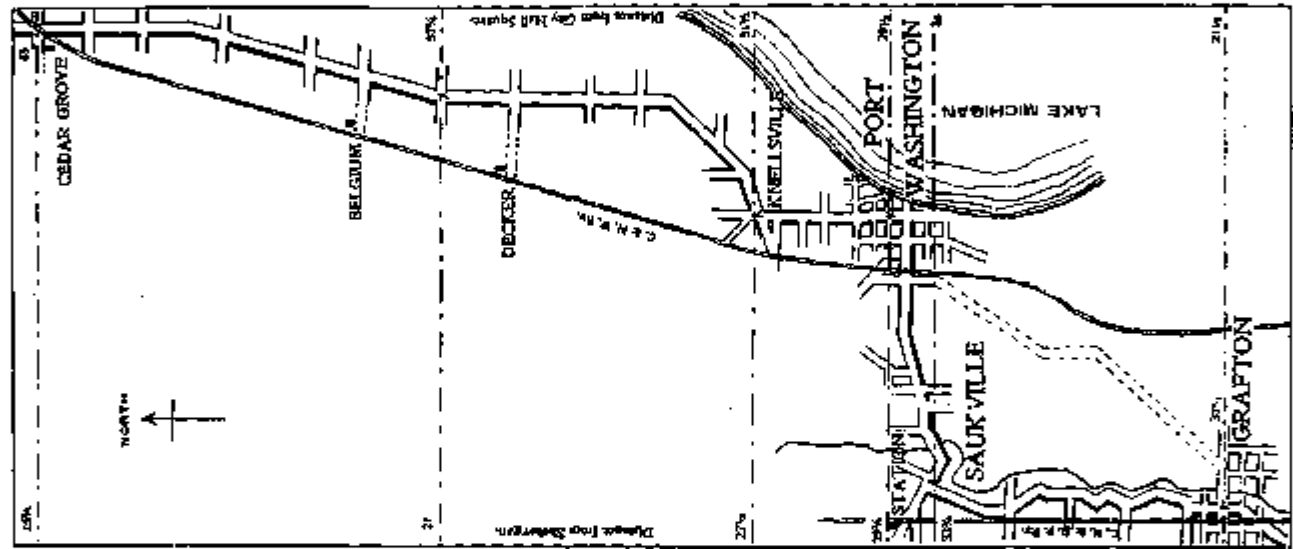
where there is a long descent. The scenery is fair along this stretch of road. The next ten miles, to Thiensville is level and as one rides into the little berg, a fine view of the river is had stretching away beyond the dam to the east. The road between Thiensville and Grafton is well gravelled and affords a fine ride. There are small rises and depressions until one reaches the crest of the hill before entering Hamilton, overlooking Cedarburg. There is a fine coast down to Hamilton and then a succession of small hills to the lime kilns near Grafton. Grafton is not uninteresting nor is Saukville, a few miles further north. The road between these two towns is good and not very hilly. The road runs beside the river all the way and there is a good side path.

From Saukville the road runs directly east into Port Washington where the tourist sees the lake for the first time.

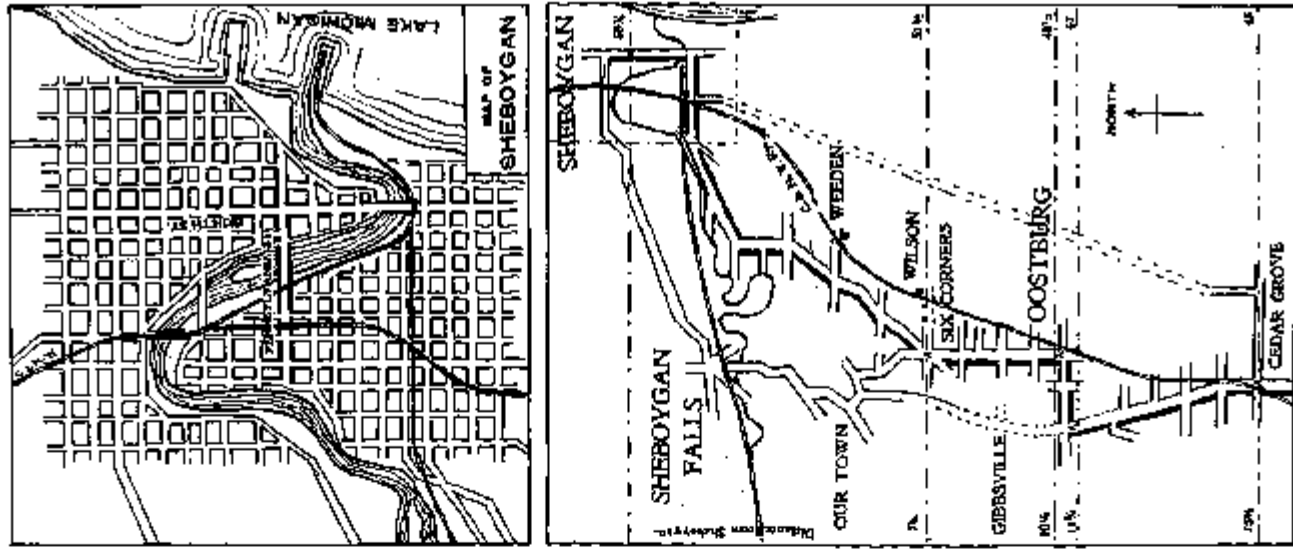
TOUR { MILWAUKEE MILWAUKEE } CHART
2A { SHEBOYGAN GRAFTON } 4



TOUR { MILWAUKEE GRAFTON } CHART
2B { SHEBOYGAN CEDAR GROVE } 5



TOUR { MILWAUKEE CEDAR GROVE } CHART
2C { SHEBOYGAN SHEBOYGAN } 6



One first sees Port Washington from the top of a high hill far away from the town and the final descent into the city is very long. Likewise in leaving the town to the north there is a steep hill, the hardest on the run. It is long and all but the best riders must give up when only half way, and walk to the top. The road is fair to Knellville where the rider takes the east fork and travels in a northeasterly direction for several miles to a bend where the road again turns to the north. All this road is quite good until passing the road leading to Lake Church. From there to Cedar Grove is very hilly. Beyond Cedar Grove the road is excellent. The road to take east to Oostburg is easily identified, by the first corner store after leaving Cedar Grove. It is the fifth cross road north of Cedar Grove.

At Oostburg the route again turns north and leads through a long swamp. The roads are level and good until one reaches Six Corners, the place where six roads meet at a single junction. From here the roads are fairly hilly until one makes the final long descent to Sheboygan on the lake shore. The streets of Sheboygan are very regular and the cyclist need know only a few. Pennsylvania street, east and west, Eighth street, north and south, are the main thoroughfares.

SIDE TRIPS.

There are two side trips which increase the ride but time will not be wasted in making them. The first side trip is to Cedarburg. Instead of turning to the east through Thiensville, the wheelman continues straight ahead for five miles. Riding through Cedarburg, take road running east, after three or four miles this road intersects at the lime kilns with main route to Grafton.

The second detour leads to Sheboygan Falls and begins at Six Corners, four miles north of Oostburg. One may also ride straight ahead to Sheboygan Falls from Cedar Grove instead of turning east into Oostburg. This route is shown on the chart by dotted lines.

There is a direct road from Milwaukee to Sheboygan, nearer the lake than the route shown in the charts. This road is poor. The short road from Grafton to Port Washington shown by dotted lines, is also a poor road.

Janesville and Racine have begun to actively enforce their cycle ordinances. Both cities require bells, forbid riding on sidewalks and limit speed. Janesville requires lamps. At present a whistle will do in place of a bell at Janesville, but the ordinance will probably be amended soon. A. M. Valentine, arrested for riding without a bell, had a dog whistle in his pocket and was acquitted.

William Weidner, Roy Brown and Gonyon are three contestants for a position on the team of the South Side High School.

The Use of Road Charts.

The mariner who finds his way across wide expanses of water by the aid of charts and instruments must be well versed in the science of navigation, for there are no landmarks on the sea. Little of this knowledge would be of value to the touring cyclist for the conditions are wholly different, almost reversed. But there are certain fundamental principles which the cyclist should not ignore and he will do well to profit by the methods of the navigator. He should give proper attention to the direction in which he travels, and he should use charts aright.

To the wheelman who desires to pass through strange country without asking every country bumpkin for guidance, bumpkins are not qualified to give, sharp attention to the cardinal points of the compass is absolutely necessary. It is just as important for him to know north and south at all times as it is for the navigator. Persons who pass from one place to another by train, are sometimes so unfortunate as to find the sun rising in the west and setting in the east. This confusion of direction has probably been experienced by everyone. We feel direction rather than think it, and

frequently it is difficult to harmonize this vague feeling with what is known to be the fact. Many times persons are corrected in their mistakes of direction only to complain later on that they are "always turned around in this town." The instinctive feeling is supreme and tourists should be careful never to allow that feeling to lapse into error. This may be done by bearing in mind constantly the direction in which one is moving. The sun is an important guide and its movements are so simple and well understood



ON THE SHEBOYGAN FALLS TOUR.

that they need no explanation so far as the cyclist is concerned. Of course, by a little study one may make the sun, by the aid of a watch, take the place of a compass, but there are simpler and more accurate guides for the use of wheelmen. These are the fences. Nearly all fences, except those bounding roads, run due east and west or due north and south. If the tourist knows in a very general way which is north, he can determine north exactly by observing the long, straight fences. It may be accepted as a general rule, that when the fences are at right angles to the road, the road runs east and west or north and south; and that when the fences meet the road at a sharp angle, the road is diagonal and does not lie parallel to the section lines. When the tourist finds himself on a road that is not square with the cross fences, a glance at the sun will tell whether he is riding to the southeast, southwest or in some other direction. It is well to note, at corners, whether one turns square or whether he leaves a road at a blunt angle.

It is possible, by the aid of a chart, to travel long

distances without paying any attention to direction. There are guide books which give minute directions for making trips without once mentioning north, south, east or west. The tour is laid down in this fashion: "Take Main street from the Common to Eighth street, turn right on Eighth street to the fork beyond the bridge, take the left road at the fork to Simpletown, turn to the left past the railway station to Eagle, etc." Similarly, a wheelman may use a chart turning right or left as the selected route turns, but this is not a method that should be cultivated. Should the cyclist who travels in this fashion mistake a road or make a wrong turn, he is entirely at a loss how to proceed. This is not the case with one who uses charts rightly and pays attention to north and south. He will recognize in an instant where he made the wrong turn and will know in which direction to proceed to correct the error.

The simplest rule in using charts is to hold the chart with north at the top. The map of the United States is so familiar that if it were turned upside down, one would have no difficulty in understanding it. Familiarity will enable one to work with a map upside down or any other way, but a state or other political division is always remembered right side up. It is easy to appreciate what would be the result if maps of Wisconsin were made with Lake Superior at the bottom and maps of Michigan with Lake Superior at the top. It would require some study to know how the states actually lie. But many cyclists persistently view charts of one set of roads, this way and those of another set that way. The result is that they are unable to understand the relations between the charts. A road chart should always be studied with north at the top or away from the reader. The reason for this is that the cyclist should know the direction of every section of the road he is to follow. It is not enough to turn right or left according to rule. The tourist should know in which direction one town lies from another. Then the use of charts will be very easy and the possibility of becoming lost reduced to a minimum. In fact, it is impossible for one who is right in his directions to get lost. He may follow poor roads, but he will return to the starting point or reach his destination without aid. One may travel without charts if he has a pocket compass, but he will find the charts very helpful, especially if they are used properly. One studies the state with the north away from him. Each chart is a picture of a small portion of the state and should be studied in the same position that it would appear in if it were part of a big map of the state. If charts are studied this way, the wheelman will have a true conception of the roads he travels in their relation to roads he may travel some other time, and in no other way will he acquire a fund of information that will enable him to travel without charts and guide books when the necessity arises.

The fifth and sixth sections of the state road maps are complete. One new L. A. W. member secures a set.

Wisconsin Good Roads Notes.

The common council of Columbus has voted a special tax of three mills for highway improvement.

Hartford has a new stone crusher of large capacity that will be put to work this season.

A gravelled road, constructed on approved lines, is projected from Kenosha across the county to Truesdell. No definite action has yet been taken.

Several streets in Sheboygan Falls will be macadamized this season. The town laid several blocks of macadam as an experiment last season and it has given general satisfaction.

The town of Raymond, in Racine county, has purchased a stone crusher. This is the town whose inhabitants rose en masse against the Fort Sheridan Drive bill, but now it appears that the townsmen intend to improve their own roads.

A farmer and his team were thrown into Boot lake near Brillion through the undermining of a corduroy road. The road runs beside the lake and heavy rains had washed away the foundation of loose dirt and gravel. The man and team were rescued.

No action has yet been taken in regard to paving Prospect avenue or Juncau avenue, though both should be paved at the same time and that immediately. An ordinary dirt road would be better than those abominable blocks.

A fine driveway to West Park is a project by many residents of Wauwatosa and the upper west side. Vliet street from Thirty-fifth street to the park will probably be very much improved this summer and possibly Thirty-fifth street between Grand avenue and Vliet street.

The city attorney is preparing an opinion as to whether or not the Chicago, Milwaukee & St. Paul railway and Chicago & Northwestern railway can be compelled to raise their tracks or put viaducts over them. Track elevation is an important question in the matter of good and safe highways, but little can be expected of the present move.

Lake avenue, or the Whitefish Bay road, as it is variously called, will be macadamized along the west front of Lake Park. Contracts have been let by the Park Board for the east half of the street and a land company is accepting bids for the west half. The new streets in this section of the city are being improved rapidly and within a few years will be among the finest in the city.

Official repair shops are being established throughout the state by Wisconsin Division officers. Reduced rates and guaranteed work are secured for L. A. W. members and more business for the repairman.

The second week of May showed the high water mark of applications. There were 180 in one week. During April 230 members were added. Wisconsin is now keeping pace with Massachusetts in its growth.

L. A. W. Notes.

The local Board of Consuls for Milwaukee is now fully organized and sub-consuls are being appointed from each ward. Good streets is the principal object for which the four consuls are working and they appear to have hearty support of L. A. W. riders. They have taken a firm stand in favor of enforcing every reasonable provision for the regulation of cycle riding and protection of wheelmen and pedestrians generally. The board is sending out cards with a request for reports on defective streets. All defects will be brought to the notice of the proper officials and a strong effort will be made to have repair work promptly done.

Chairman William M. Foster, of the rights and privileges committee, is making extensive preparations for the observance of Guide Board Day, May 30. Every wheelman should co-operate to secure the enforcement of the guide board law. Local consuls are responding promptly and it now appears that more than a thousand wheelmen will cover 25,000 miles of country road in search of places from which the boards are missing.

The North Side L. A. W. Club will help entertain 20,000 school teachers in July. The club will fit up a check room for the N. E. A. convention and conduct tours and runs for the entertainment of the visitors. J. M. C. Walker is secretary of the club. It is also conducting an active campaign for good streets.

The honor badges of the L. A. W. are ready. Each member securing ten new members is presented with one. They are of gold and silver, handsomely enameled. Dr. D. B. Wylie and Consul W. G. Birkhaeuser are the first to receive the honor badges in Milwaukee. Consuls J. M. J. Keogh, Jos. J. Brenk and R. H. Wieben have also recently qualified for these badges.

The call for nominations for the annual election of officers, will be issued June 1.

Some Liberal Offers.

Here are the premiums of the Wisconsin Division for new members:

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.
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.

L. A. W. Club at Chippewa Falls.

At Chippewa Falls a branch of the League of American Wheelmen was organized recently with the following officers:

President—Dr. J. W. Gale.

First Vice-President—William Irvine.

Second Vice-President—Leslie Wilson.

Secretary—Frank Watson.

Treasurer—Jerry Palmer.

Captain—George B. Early.

First Lieutenant—F. W. Jenkins.

Second Lieutenant—J. H. Stanley.

Third Lieutenant—Fred Wiltemore.

Racing Board—Robert Clark, chairman; E. A. Smith, A. E. Walrath, J. R. Sharp, J. E. Havey.

Board of Directors—D. Buchanan, Jr., H. G. Chichester, M. A. Poznanski, M. S. Baily, W. G. Hartwell.

A committee to pick out the most feasible route for a path between Chippewa Falls and Eau Claire was appointed. It consists of Robert B. Clark, F. T. Condit, George Phillips, C. O. Law and Frank Jenkins. The gentlemen will examine the country between Chippewa Falls and Eau Claire and also confer with wheelmen in the latter city for the purpose of determining upon a route that will be satisfactory and the least expensive to improve.

Fraternal Alliance Club.

A new bicycle club, called the Fraternal Alliance Cycling Club, has been organized by the members of the Puritan Lodge No 5, Fraternal Alliance, and has enrolled over 150 members. The officers of the club are: President, George W. Hale; first vice-president, R. F. Nieman; second vice-president, J. S. Drought; secretary and treasurer, W. P. Hughes; captain, E. D. Haven; first lieutenant, W. S. Stoddard; second lieutenant, W. P. Hughes; directors, A. C. Adams, P. D. O'Brien, E. E. Darling, F. M. Payne.

Badger Wheelmen.

The Badger Wheelmen are now located in the quarters at Wells and Twenty-second street which they occupied before they moved to Grand avenue. Arrangements have been completed with the Pabst Brewing Company for the erection of a special club house at the north-east corner of Twenty-second and Wells streets and by fall the club will occupy perhaps the finest quarters in the city. The building is to be of brick with baths and bowling alleys in the basement; parlors, library, cafe and kitchen on the first floor and an assembly hall with a stage on the second floor.

The first club run was made to Pewaukee May 10.

The club has a strong base ball team.



The Racine State Meet.

A grand race track, \$2,500 in prizes; a delightful series of socials and entertainments, three days of unexcelled sport, is the programme for the Wisconsin state meet at Racine, July 1, 2 and 3.

The best professionals of the country and every amateur who can secure a traveling permit may be expected at the meet. The events will all be short and exciting. There are several long races but they will be interesting. The prize list is as follows:

FIRST DAY EVENTS.

Amateur, mile novice, purse \$50.
Amateur, mile open, \$75.
Professional, one-fourth mile open, \$120.
Amateur, one-half mile, state championship, two medals.
Professional, mile open, \$175.
Amateur, two mile state championship, two medals.
Amateur team race, mile, for Pabst Brewing Company trophy.

SECOND DAY EVENTS.

Professional, one-half mile open, \$120.
Amateur, mile handicap, \$25.
Professional, two mile handicap, \$125.
Amateur, mile, state championship, two medals.
Professional, mile open, \$120.
Amateur, one-fourth mile, state championship, two medals.
Professional, ten mile open, \$200.

THIRD DAY EVENTS.

Amateur, one-half mile open, \$75.
Professional, mile handicap, \$125.
Amateur, two mile handicap, \$25.
Professional, mile, 2:15 class, \$120.
Amateur, mile open, \$75.
Professional, mile open, \$200.
Amateur, five mile, state championship, two medals.

Cycle Path Building.

Racine and Kenosha wheelmen have under construction a cinder bicycle path, the finest in the state. Funds to carry out the work have been subscribed and the path will be completed within sixty days. The path will fill a long felt want as the roads between the two cities are very poor. Cyclists passing between Milwaukee and Chicago usually ride west of both towns but after the path is complete they will ride through them. Racine has organized a Cycle Path Association and the present undertaking is not its only work.

The Sheboygan Cycle Club has taken steps looking to the construction of a bicycle path between Sheboygan and Sheboygan Falls, a distance of five miles. Permission to build the path has been secured and the club has been promised assistance by the Falls road. Toll will be charged.

Through the State.

The second annual five-mile closed road race, will be run by the Sheboygan Cycle Club May 28.

The Sheboygan Cycle Club offers a reward of \$10 for each conviction of a bicycle thief in that city.

The Oshkosh Cycle Club gave a lantern parade May 12, and on the following day opened its new club house with an interesting programme.

The Sheboygan Cycle Club gives a silver pin to each member securing three new applications. The club expects to have 200 members by June 1.

Mrs. Eliza Richards has given the city of Watertown the free use of six acres of land for a public park. Wheelmen will endeavor to have a quarter-mile cycle track made one of the improvements.

The Pastime Cycling Club of Green Bay issues a neat little paper semi-monthly. It is called "The Pastime" and is edited by L. J. Eagles, H. P. Terrio and W. J. Bates.

The Columbus Bicycle Club has gone out of existence on account of internal dissensions. Floyd Harris, a member who is obliged to go abroad for his health, was given \$50 and the fund for a piano for the high school, \$25. The rest of the club's assets went to the cornet band.

An L. A. W. club is being formed at Menasha by Local Consul S. H. Vaughn. A club house and a race meet are prospective objects of the organization. It is intended to secure the Island City Driving Park, if possible, and as this contains a good cycle track a large meet would be possible.

Two Rivers is in line with a large club composed of business and professional men. The officers are: President, L. C. Eggers; vice-president, Dr. Joseph Eggers; secretary and treasurer, William Peck; captain, George Wehausen; lieutenant, Robert Suettinger; directors, Charles Mueller, Frank Seibel, Fred Brooks and A. H. Lohman.

The Kenosha County Wheelmen is a new L. A. W. club with a membership of 60. The officers are: President, F. C. Hannahs; vice-president, W. H. Murray; secretary-treasurer, Griffith McClellan; captain, James Hines; lieutenant R. H. Williams. The club is growing rapidly and has laid out ambitious plans.

A new club is being organized at West Superior to take the place of the flourishing club which unfortunately was discontinued several months ago. Richmond Smith, secretary of the old club, and A. H. Burr are among the promoters. A membership of 60 is assured.

The Pastime Cycle Club of Green Bay will run a road race on Decoration day. The course will be about twelve miles returning to the starting point. Special prizes, which the club will buy, will be offered, three time and seven place prizes. In the evening a dance will be given. The committees in charge are as follows:

Course—O. Nejedlo and E. A. Arthur.

Prizes—E. A. Arthur and A. Fontaine.

Dance—William Delaporte, William Harmon and John Rose.

Niagara Wheelmen.

J. W. Warnken, president of the Niagara Wheelmen, tendered his resignation April 21 and April 28 Charles F. Frey was elected in his stead. The change arose through a misunderstanding over the proceeds of a ball.

Associated Cycling Clubs.

The Associated Cycling Clubs had a full representation of delegates at its last meeting May 11, and several matters of interest to wheelmen generally were discussed. It was a meeting such as has not been held since the season closed last fall and everything indicated that from now on the A. C. C. will again be an influential factor in local cycling. By the rule adopted at the April meeting, racing matters rest with the new racing board, but racing came up for discussion and several very good suggestions were offered. One was to grant sanctions only to cycling clubs. Cycle racing on the highways is an illegal sport, or could easily be made an illegal sport. There has been an epidemic of road races in the city and to restrict the holding of races to cycle clubs would tend to prolong the life of the sport. The anti-glass ordinance was discussed and Chairman Morawetz of the Vigilance committee was instructed to call up the ordinance now in a committee of the common council.

The Vigilance committee reported that the Whitefish Bay Toll Road company would sell season tickets at \$2 and round trip tickets at five cents. It was also reported that the company was considering the question of building a cinder path and putting up dressing rooms for cyclists. The committee was instructed to work for \$1 season or commutation tickets, as few riders would care to take more than twenty rides during a season.

Handicapper Ludwig was instructed not to receive dues from delinquents who want to enter races. Hereafter every person entering a race must be ready to show a receipt from the treasurer of his club for all dues to date.

The application of the West Side Cycling Club for admission was referred to a special committee of three.

THE RACING BOARD.

At the close of the A. C. C. meeting the new racing board held its first session. It is composed of one member from each club, as follows: S. S. Cramer, Milwaukee Wheelmen; A. Bunke, North Side Cycling Club; G. G. Gehrz, Cream City Wheelmen; O. A. Borth, Niagara Wheelmen; William A. Krasselt, Badger Wheelmen; P. H. Cambier, South Side Cycling Club; Alexander Emery, Mercury Cycling Club.

The board granted the Evening Wisconsin a sanction for July 31.

The club house of the S. S. C. C. has been repainted and flower beds laid out. The house has been entirely refurnished this spring and now is very handsome.

Milwaukee Wheelmen.

David Cole is the new captain of the club. Albert Frattinger is first lieutenant and Louis P. Rhine second lieutenant.

Fred Holmes, H. Meixsell and Walter Fernekes are now members of the Milwaukee Wheelmen.

The Milwaukee Wheelmen made their first club run to Hales Corners May 9. About twenty-five riders took part.

The Milwaukee Wheelmen celebrated the twelfth anniversary of their organization April 28. About eighty members sat down to a feast at the club quarters in the Loan & Trust Building to celebrate the event and a very pleasant evening was passed. Toastmaster W. L. Simonds presided and speeches were made by W. C. Neilson, Nat. Oliphant and P. T. Andrae. Dan Hunter, Sam Docter and Fritz C. Calhoun sang several songs.

North Side Cycling Club.

A run to Cedarburg is scheduled for May 30.

The annual century run will take place over the Watertown course June 5.

Frank Blanchard and Julius J. Schok will tour in Canada this summer.

Frank Heintz is captain of the club's base ball team.

The club has already had successful runs to Hales Corners and over the Bit-Township course.

G. Edward Rothweiler, Jacob J. Julien and Walter W. Dusold are a special committee to care for the club library.

Mrs. Phil. A. Roth and Miss Lottie Fahsel are new members of the auxiliary.

Among the new members are John Schmahl, Carl P. Schoedde, Otto J. Walber, Otto A. Sontag, Max B. Hayden, Hans Meyer, Dr. Oscar J. Lang.

Cream City Wheelmen.

The Cream City Wheelmen have moved into new quarters at 540 Broadway. The club will have an entire floor which will be nicely furnished and fitted with a gymnasium.

There was a slight unpleasantness in the club that led to the expulsion of one member and the resignation of several others but the club is growing stronger and better, all rumors to the contrary notwithstanding.

Pennsylvania's Governor, Daniel H. Hastings and his private secretary, Louis E. Beitler are members of the L. A. W. John Wannamaker, the merchant prince is also a new accession to the ranks.



WALTER SCHRAEDER.

AN APPEAL TO LOCAL WHEELMEN.

To the Local Members of the League of American Wheelmen.

The great increase of wheel riders in this city, and their general abuse of the rights of the road, demands that the members of the League of American Wheelmen assist in enforcing all reasonable laws and restrictions enacted by the common council. The growing tendency among wheelmen, and especially among the young riders, to scorch along our city streets to the great mental annoyance and physical peril, not only of pedestrians, but of those wheelmen who wish to observe the law, is deserving of our especial attention. Many wheelmen do not realize that the bicycle is governed by laws. It is the privilege and duty of the League to work in accord with the city authorities in seeing that the laws are enforced. Wheelmen cannot reasonably expect the public to submit to scorching on the city streets, with the rapid turning of corners, and to the peculiar persistency with which some wheelmen ride on the left hand side.

Good citizenship demands that these abuses be corrected. It is within our province to be of great assistance in accomplishing this end. The officers of the League feel confident in appealing to the organized wheelmen, and to the great body of unattached, that every thing possible will be done to suppress the abuses so prevalent on our main thoroughfares. A sentiment must be worked up to counteract this evil. It should be the duty of every law abiding wheelmen to secure the arrest and conviction of wheelmen who persistently violate such reasonable laws as are supposed to govern bicycle riders. Unless the wheelmen of the city become more careful in observing the present law, there is a possibility of the enactment of others, which may prove a serious hardship on wheelmen as a class. No law will be more effective in controlling wheelmen, than the present one, which governs all vehicles. Nothing will tend to the establishment of harmonious relations better than the suppression of abuses by the wheelmen themselves.

M. C. ROTTER,

Chief Consul, Wisconsin Division, L. A. W.

Milwaukee Board of Consuls—Jos. J. Brenk, East Side; J. M. J. Keogh, South Side; W. G. Birkhaenser, North Side; R. H. Wieben, West Side.

The Milwaukee police have arrested several riders for taking the sidewalk, but they do not enforce the speed limit very strictly.

Local Glass and Tack Ordinance.

The glass and tack ordinance, introduced by Alderman Corcoran, has at last passed the Milwaukee Common Council, the enforcement of which to take effect immediately. The ordinance was introduced May 26, 1896, at the urgent request of local L. A. W. members, and although it was shelved on several occasions, the persistency of the wheelmen won the day. The new law reads as follows:

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

Section 2. Any person contravening the provisions of this ordinance, shall be fined not less than five (\$5) dollars, nor more than fifty (\$50) dollars.

South Side Cycling Club.

The first club run took place May 15 to Cedarburg. About thirty riders took part.

The club will give a series of socials and dances at Lake Tippecanoe.

A library of several hundred volumes is one of the special features of the club house. Many of the leading magazines and cycling papers are on file.

The second annual May ball and flag garden party at the South Side Kindergarten on the first day of the month was very successful.

The pool tournament of the club has not closed as THE PNEUMATIC goes to press but the games are becoming more exciting as the end draws near. Monday three men were tie for first place, George Petrigo, John Trimborn and William Milbrath. The games have aroused a great deal of interest.



ARTHUR WEILER.

A movement is on foot to compel bicyclists to carry lamps. Any ordinance not compelling other vehicles to carry lamps as well, will be opposed by the L. A. W. and the A. C. C.

The "Practical Points" and other items of interest, in the May number of *Wheel Talk*, the little monthly issued by Morgan & Wright, Chicago, will put dollars into the pockets of dealers and repairmen. Sent free to dealers, repairmen, agents, manufacturers and clubs.

STATE CYCLING CLUBS.

The following list of Wisconsin cycling clubs, outside the city of Milwaukee, has been compiled by Secretary Sam J. Ryan. Great difficulty was experienced in securing satisfactory information, and the list is far from complete:

Appleton Cycling Club; organized 1890; membership 176. League Club.

President, Chas. L. Marston; Vice-President, Harvey Pearson; Secretary, Hugh Pomeroy; Treasurer, Alfred Galpin.

Ashland—Garland City Cycling Club; membership 20.

President, Devere Ballard; Vice-President, M. S. Torri-son; Secretary, R. A. Ritchie; Treasurer, J. Yacstad.

Berlin Bicycle Club; organized May 8th, 1894; member-ship 26.

President, H. B. Hamilton; Vice-President, Clinton Hicks; Secretary-Treasurer, H. H. Biggert.

Burlington—Derby Cycling Club; membership 25.

President, Albert Wald; Secretary-Treasurer, Matt Richardson.

Chippewa Falls—Columbia Cycling Club; organized May, 1893; membership 35.

President, Robert Clark; Secretary-Treasurer, P. Watson.

De Pere Cycling Club; membership 45.

Fond du Lac—Winnebago Wheelmen; organized April 20th, 1892; membership 65.

President, Walt Chapman; Vice-President, Alex Dana; Secretary-Treasurer, Robert Born.

Green Bay—Pastime Cycle Club; organized May 3rd, 1895; membership 200. League Club.

President, John Rose; Vice-President, A. J. Fontaine; Secretary, W. A. Delaporte; Treasurer, L. J. Engels.

Green Bay—Stearns Cycle Club; organized July 1st, 1896; membership 42.

President, A. Murphy; Vice-President, V. Hurlburt; Secretary, J. V. DeCremier; Treasurer, O. A. Green.

Kewaunee Cycle Club. League Club.

Kenosha County Wheelmen; organized May 1st, 1897; membership 60. League Club.

President, F. C. Hannahs; Vice-President, W. H. Murray; Secretary, Griffith McClellan; Captain, James Hines.

La Crosse County Wheelmen; membership 127. League Club.

President, Wilbert Irwin; Vice-President, B. L. Spicer; Secretary, E. D. Fox; Treasurer, J. J. Ablett.

La Crosse—North Side Wheelmen; membership 35.

President, M. S. Wright; Vice-President, H. Maxwell; Secretary, K. L. Ross; Treasurer, W. J. Spaffard.

Lancaster Cycle Club; membership 28.

President, W. J. Wier; Secretary, C. W. Brown.

Madison Cycling Club; organized February, 1891; membership 37.

President, B. W. Parks; Vice-President, B. F. Oakey; Secretary, A. E. Small; Treasurer, A. Udell.

Madison—999 Cycling Club; membership 35.

Secretary, Elmer Elver.

Madison—University of Wisconsin Cycling Club; mem-ber-ship 30.

Marinette Cycling Club; membership 39. League Club.

President, W. A. Brown; Treasurer, N. E. Lindquist.

Marinette—Colonial Bicycle Club.

Secretary-Treasurer, Miss Fanny Grenlaw.

Marinette—Married Peoples' Bicycle Club; member-ship 40.

Secretary, Mrs. E. C. Prescott.

Menomonie Bicycle Club; membership 36.

President, C. C. Lucas; Vice-President, M. F. Swant; Secretary-Treasurer, J. T. Heller.

Monroe Wheelmen; membership 35.

President, L. A. Hodges; Vice-President, F. J. Blamer; Secretary, M. E. McCaffrey; Treasurer, J. R. Beyers.

Menosha League Club being organized.

Neeah League Club organized.

Oshkosh Cycling Club; organized November 1st, 1896; membership 60.

President, A. C. Richards; Vice-President, Chas. Griebler; Secretary-Treasurer, F. W. Pommeranc.

Oshkosh—Cherokee Cycling Club; membership 60.

President, G. A. Comstock; Secretary, E. R. Williams; Treasurer, E. S. Comstock.

Platteville—Mound City Wheelmen; membership 46.

President, B. B. Burns; Secretary-Treasurer, E. P. Grin-dell.

Racine Athletic Association Wheelmen—organized May 1st, 1891; membership 128. League Club.

President, W. M. Lewis; Vice-President, G. H. Herzog; Secretary-Treasurer, B. Smeiding.

Rhineland—Pelican Cycle Club; membership 20.

President, H. M. Woodard; Secretary-Treasurer, M. N. Bingham.

Sheboygan Cycle Club; membership 175.

President, George K. Mead; Secretary-Treasurer, S. J. Fairweather.

Two Rivers Bicycle Club; organized May, 1897; mem-ber-ship 25.

President, L. C. Travers; Vice-President, Dr. Joseph Eggers; Secretary-Treasurer, William Peck.

Wausau—Tourist Cycling Club; membership 68.

Secretary, J. Kiefer, Jr.

Wausau Wheelmen; membership 35.

President, W. C. Davenport; Secretary, L. M. Willard.

Waupun Wheelmen; membership 25.

President, W. E. Caldwell; Vice-President, H. McBwan; Secretary, Ray Merriam; Treasurer, Clark Cuthbert.

West Superior, temporary organization formed May 3rd; membership 60.

Temporary Chairman, A. H. Burr; temporary Secretary, Richmond Smith.

With the Fast Riders.

Bert Mason and Ed. Aldridge will ride in the Chicago road race May 29.

The North Milwaukee wheelmen will apply for a sanction for a road race.

Edward Aldridge will ride against the 100 mile unpaced record early this season.

An open road race will be conducted by the Oshkosh Cycle Club on Decoration Day.

Arthur Weilep will ride under the colors of the Mercury Cycling Club as he done since 1890.

Stoltz and Arthur Weilep are on the Andrae team. They will follow the Michigan circuit.

A local circuit is projected by wheelmen of Janesville, Rockford, Monroe, Beloit and Evansville.

A. F. Bingenheimer, William F. Sanger and Walter C. Schrader are the M. & W. team for Wisconsin.

The fifth annual road race of the N. S. C. C. will be run May 29. A fine list of prizes has been secured and a large list of entries is expected. The course is the triangular, the same as last year. Five bicycles are on the prize list.

The racing team of Company F, Fourth Regiment, W. N. G., consists of Edward Aldridge, Robert Parks, Richard Winkler, Clifford Carpenter, Robert Frohbach and William Keene. Their colors are red, white and blue.

Applications for meets in the state circuit being arranged by J. Rowland Jones, Jr., chairman of the L. A. W. state racing board, indicate that a fine circuit can probably be arranged. If one is undertaken it will begin July 5, at the close of the state meet.

The road races sanctioned by the A. C. C. are as follows:

North Side Cycling Club, May 29; Niagara Wheelmen, June 12; Milwaukee Wheelmen, June 19; Cream City Wheelmen, July 5; South Side Cycling Club, July 17; Evening Wisconsin, July 31; Mercury Cycling Club, August 21.

E. S. Haven and I. D. Lundy arranged a race between the Fowler sextette and the Syracuse quintette for \$100 a side but rain prevented the match. The race was to have been over the Whitefish Bay road. While the sextette was in town it was ridden by John Bings, Fred Craig, Harry Tindel, Arthur Braun, Louis Byron and William Hufschmidt. The quint was mounted by John Reitzner, Nat McDougall, Bert Gridley, James Galligan and John Cruice.

The Milwaukee Wheelmen will hang up a fine list of prizes for their historic Waukesha Race, which will be run June 19. The racing board is composed of Elmer A. Savage, H. P. Andrae, F. J. Morawetz, E. H. Neustadt, Gustav

Rutz and W. L. White. Preparations are being made on the same scale that has made this event famous in past seasons and already nearly a hundred riders are training on the course. The time record, 46:48, held by Emil Ulbricht, ought to be smashed this season and several are after it.

The Andrae quad, which was shown last summer and at the cycle shows during the winter, created so much talk that considerable inquiry arose for machines of its nature, and recently the Andrae company started building a number of triplets, one of which has been sent to Mr. Joseph J. Mandery, their Rochester, N. Y., agent. Several more of these machines are under way now, which will be used by Andrae racers in the Western Circuit. Specifications of the wheels are as follows:

Frame height, 28 inches; 2-inch drop in hangers; wheel base, 86 inches; head tube, 6½ inches long, 1¾ inches in diameter; lower head and tubes between hangers, 1¾ inches diameter; all seat masts, diagonals and top tubes measure 1½ inch, while the lower rear fork tubes are 1¾ inch, elliptical pattern.

Sanger and Hackenberger.

Walter C. Sanger is now in training at Denver for a match with O. C. Hackenberger, of Denver. The race will be run June 20 for a purse of \$300, distance five miles. Sanger will ride against Coulter's record of 1:59 ¾ for an unpaced mile before he leaves Denver. Then he will try to get at Bald.

No further tidings are heard of the new club that was to be formed at Beloit.

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M. & W. at Minneapolis Show.

At the Minneapolis cycle show there were 348 wheels; 138 were fitted with M. & W. tires. The remainder was divided between 18 different makes.



Morgan & Wright Exhibit at the Minneapolis Show.

Trade Locals.

The Cream City Cycle Company is daily shipping its famous Four C Special wheels to inland cities and towns in the state.

Besides a complete line of wheels and sundries handled by Matthews & Company, a department of other sporting goods is a very substantial part of their business.

A. L. Richards, a prominent young wheelman, has gone into the enterprise of conducting pasteurized milk stands—one at Elm Grove and another at Whitefish Bay.

One hundred and twenty-five dollars in cash has been offered in prizes by the League of American Wheelmen for photographs of bad country roads. The pictures are to be used in the work of its National Committee on Highway Improvements, and are to be sent during this year to the chairman of this committee, Mr. Otto Dorner, Milwaukee, Wis. The competition for these prizes is open to all alike. The committee has set aside a first prize of \$50, a second prize of \$25, a third prize of \$15, a fourth prize of \$10 and five prizes of \$5 each. Prizes are to be awarded on single pictures, and no two prizes will be awarded to a single person, though competitors may submit a number of photographs.



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VOL. VIII.

National Home and Milwaukee, Wis., June, 1897.

No. 3.



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Short Trips

Will begin in the July number. Among them are: Racine-Burlington; Burlington-Mukwonago; Mukwonago-Waukesha; Waukesha-Oconomowoc, via Delavan; Kenosha-Geneva; Geneva-East Troy. These trips connect with the main tours.

Maps of Cities

Watertown appears in last issue. Racine and Kenosha appear in this. A *Good Street Map of Milwaukee* will be ready soon. Small maps will be given of all cities from which tours radiate.

Keep The Pneumatic for Reference

Some of Its Contents:

APRIL—Tour 1. Milwaukee-Watertown.

Chart 1—Milwaukee-Pewaukee
" 2—Pewaukee-Oconomowoc
" 3—Oconomowoc-Watertown

MAY—Tour 2. Milwaukee-Sheboygan.

Chart 4—Milwaukee-Grafton.
" 5—Grafton-Cedar Grove
" 6—Cedar Grove-Sheboygan
and Plan of Sheboygan.

Map A—Watertown.

JUNE—Tour 3. Milwaukee-Waukegan.

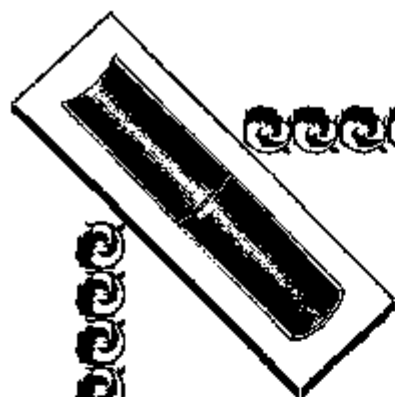
Chart 7—Milwaukee-Racine.
(Lake Route.)
" 8—Milwaukee-Racine.
(New Route.)
" 9—Racine-Waukegan.

Map B—Racine.

Map C—Kenosha.

Three Tours to Fifty-eighth Places

	CHART		CHART
Belgium	5	Oconomowoc Lake	2
Bermyville	8	Okauchoe	2
Brookfield	1	Okauchoe Lake	2
Brown Deer	4	Oostburg	6
Caladonia	7	Our Town	6
Cedarburg	4	Petrifying Springs	9
Cedar Grove	5-6	Pewaukee	2
Cudahy	8	Powaukee Lake	1-2
Dexter	6	Pine Lake	2
Elm Grove	1	Port Washington	6
E. Mt. Pleasant	3-6	Racine	7-8-9
Forest Lake	2	Ranney	9
Franksville	7	Sheboygan	6
Gibbsville	6	Sheboygan Falls	6
Grafton	4-6	Silver Springs	4
Hamilton	5	Six Corners	6
Hartland	2	Somers	9
Ixonia	3	South Milwaukee	8
Jones Lake	2	St. Francis	6
Kenosha	0	Ten Mile House	4
Koshkoshville	6	Thiensville	4
Lac la Poudre	2-8	Tippecanoe Lake	8
Lakoside	2	Truesdell	9
Lake Station	7	Watertown	8
Milwaukee	1-3-7-8	Waukegan	9
Nagowicka Lake	2	Waukesha	1
Nashota	2	Wauwatosa	1
New Coeln	7	Weeden	6
Oconomowoc	2-3	Wilson	6



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FRANCIS MORIETTE, Editor.

M. C. ROTTER, Business Manager.

BELOIT solons proposed an ordinance limiting cyclists to four miles an hour. Consistency would suggest a fine for driving faster than a walk.

WHEN a scorchers ran his head into the rear wheel of a milk wagon and fell from his wheel dying, the incident was heralded as another proof that cyclists are insane. However, it was only one fool less in the general host of fools—all of whom do not ride wheels.

RESIDENTS on Prospect avenue continue to talk and still the old blocks on a mud bottom are there. While they persist in discussing the question it would be well to take up the old pavement and let us have plain Mother Earth. Juneau avenue has not reached even the talking stage.

THE SENTINEL advances the novel proposition that cyclists should pay a special tax for good roads, because that is the only way good roads ever will be secured. On that theory a special tax might be levied on cyclists to pay for better sidewalks. Cyclists are willing, even eager, to pay their just share towards good roads, but they will not pay for roads that are to be destroyed by carriages and wagons that pay no special tax. If wheels alone are taxed, only cycle paths should be built. Everybody pays a general road tax and has a right to use the roads. If any special tax is levied in addition to this it should be apportioned according to the road-destroying qualities of vehicles, just as a special water tax is paid for the amount of water consumed. Everybody is benefitted by good roads, whether they use them or not. Everybody now pays a small tax for this benefit. Vehicles destroy the roads built with this tax,

and it is very reasonable that they should pay a special tax to repair what they consume. Bicycles really improve the roads, but there will be very few riders averse to paying a dollar a year for what they do not destroy if other vehicles pay a reasonable tax for what they do destroy.

If Roads, Why Not Schools?

The following interesting comparison was made by Leo. C. Hill, of Rosendale, Wis., and published, with many other good things, in circular No. 24 of the U. S. Department of Road Inquiry:

I wonder it has never occurred to our labor-loving taxpayers to demand the privilege of working out the school tax. Why not? Mr. A., who has a large tax, could teach the schools for four weeks, Mr. B. could work out his in two weeks, and Mr. C. could teach out his in three days. D. and E. could haul fuel, and Mr. F. could prepare it. There would be some advantage in this system. If Mr. A. should be ill, or have some business in town, he could send his boy or his hired man to teach in his place. Of course, the school would not make the progress that it does under the management of one competent teacher, but the tax would be paid, and the result, as a whole, would not be worse than that obtained under the present system of working out the road taxes for the bettering of the roads. The two cases are parallel in many respects.—*Bulletin.*

A Bicycle Song.

Sing a song of bicycles, a pocket full of gold;
Four-and-twenty different kinds, and each the best one sold;
Each one with its partisans its eulogies to sing;
Every one the dutiest that ever bore a king.
The king has left his counting-house and wisely spent his money;
The queen and he are bicycling, forgetting bread and honey;
The maid has bought a wheel, too, and left her hanging clothes—
'T would take a nimble blackbird now tip off half her pose.

It is positively painful to read the amount of advice given to cyclists in the newspaper's cycling page, and the more childish of the wheel press. How long will the old gaga be going the round? A man who doesn't oil or put vaseline on his machine during wet weather, and when riding on dirty roads, is a myth, and I don't believe he exists. Some of the papers must surely think that all the wheelmen are novices. Where were all these wretched practical tips in the days of the ordinary? We never saw them and never wanted them.—*Ex.*

THE PNEUMATIC is by no means a back number, but is advancing very rapidly. The descriptions of tours a wheel through the state and popular summer resorts, accompanied by maps, are becoming very popular. The May number of THE PNEUMATIC contains the map of a tour from Milwaukee to Sheboygan, through Cedarburg, Grafton and Port Washington, with maps of Sheboygan and Watertown.—*Illustrated News.*

Milwaukee-Waukegan Tour.

The tour from Milwaukee to Waukegan, the charts of which are given in this issue, is closely connected with two other tours that will be given in succeeding issues. These are the Chicago Century run and the Chicago tour along the lake shore, through Waukegan, Lake Forest, Highland Park and Evanston. The Century run, which is the course followed by riders who ride between the two cities to make time, is the shortest, being a trifle over ninety-five miles. The trip along the lake shore gives a ride more than 100 miles. Those who take the lake shore route do not always continue to Chicago, but return from some intermediate point by train.

Owing to the state meet, which will be held at Racine, July 1 to 3, hundreds of riders will be passing to and fro between Milwaukee and Waukegan at that time. Many hundreds of visitors at the meet will ride back and forth between Racine and Kenosha. On this account the Milwaukee-Waukegan tour has been selected for this issue. Had a tour been selected on account of the fine roads which it offered, it certainly would not have been the Waukegan tour. Few of the roads in southern Wisconsin are poorer today than those which one must use in passing between Milwaukee and Racine, Kenosha or Waukegan. The roads near Racine are in good condition and fine riding is to be had between Racine and Kenosha. Nearly all the road work was completed two weeks ago and by July 1, the roads, under favorable conditions, probably will be in fair shape. Many riders will make the run to Racine from neighboring cities, no matter what condition the roads may be in, so long as they are not entirely impassable, and it is to meet the demand for accurate charts of this particular district, that the tour is given at this time.

The tour to Waukegan is given in three charts, the first two charts showing several different routes to Racine. The route shown in Chart I is probably the best. Leave the city hall square, Milwaukee, ride south on East Water street to Wisconsin street, west on Wisconsin street and Grand avenue to Sixteenth, south across Sixteenth street viaduct to Washington street, east on Washington street to Second avenue, south on Second avenue to Mitchell street, east to First avenue and south to Lincoln avenue. Here the chart takes up the tour. A few feet north of Lincoln avenue the old stage road branches off to the southeast; this is followed across the newly platted land south of Lincoln avenue, down a sharp descent to the tracks of the Chicago & North-Western railway, across the little river and up a steep rise. Half way up this hill the Chicago, Milwaukee & St. Paul railway tracks are crossed and a short distance beyond the road turns to the south in a little settlement of a dozen houses. The road is not straight from Lincoln avenue to this point, but there are no branches to mislead the rider. The route from the little settlement leads straight south to Tippecanoe lake, where the Howell avenue cars come into the road from the northeast on an angle.

Another way of reaching the same road is out Howell avenue. The same streets are followed to Washington street and Second avenue. Here, instead of going south on Second avenue the rider continues east to Hanover street, south on Hanover street to Greenfield avenue, east one block on Greenfield avenue to Reed street, south on Reed street to Mitchell street, east to the triance at Clinton street and Kinnickinnic avenue, southeast on Kinnickinnic avenue to Howell avenue and south on Howell avenue. To enter the road to Franksville, the rider follows the Howell avenue street car line to its terminus. Two miles south of Lincoln avenue Howell avenue turns to the southwest and enters the Howell road at Tippecanoe lake.

From Tippecanoe lake the main tour leads straight south to Franksville without a turn of any importance. The road leads up and down over gentle hills and, for the greater portion of the distance, is usually in good condition, although at the present time it is rather rough.

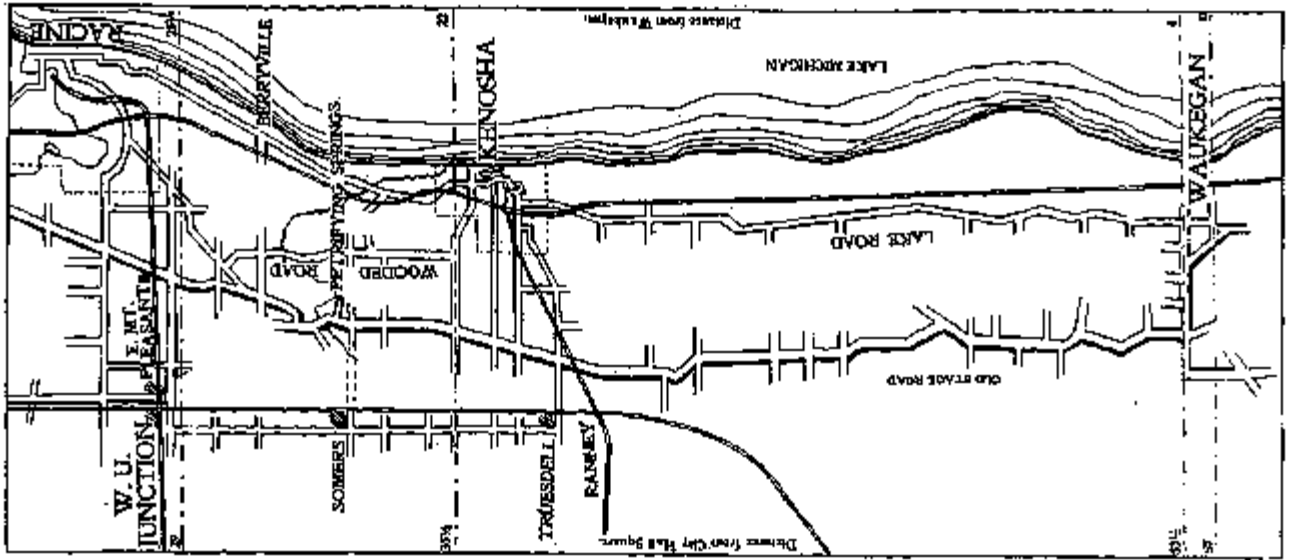
The first town south of Tippecanoe lake is New Coeln. It consists of several saloons and churches. Somewhat more than a mile south of New Coeln the road is broken. This is at the road on the line between town of Lake and Oak Creek. The rider goes about fifty feet west on the town line road and then goes straight south again. To reach Lake station on the St. Paul railway, turn west on the town line road. To reach South Milwaukee, ride east on the same road. The cross road, five miles south of here, leads to Oakwood station. One mile south of the road to Oakwood station the main road bends to the southwest, and the Root river is crossed by an iron bridge. This is at the line between Racine and Milwaukee counties. The road leads straight south from the bridge for two miles, and then swerves back slightly to the east. The cross road at the beginning of this curve, leads to Caledonia, station.

At Franksville turn to the southeast on the road south of the station and follow it to the little school house, one mile east of the town. Between Franksville and the school house the road bends slightly and runs due east and west at the school house. To reach Western Union Junction or the Plank road to Racine, turn south. One may continue straight ahead beyond the school house and enter Racine on the Rapids road. The road south from the school house to the junction is hilly for the first mile and then level. The Plank road to Racine is the first straight cross road, east and west, south of the school house. The Plank road is not considered so good a road as that a few rods south of Western Union Junction. This latter road is the one taken from Western Union Junction to Racine and Kenosha. To go to Kenosha, ride east from the junction to the old stage road, a distance of two and one-half miles, then south by the old stage road. To reach Racine, ride continue east beyond the old stage road and take the first road angling to the northwest, which is Asylum avenue.

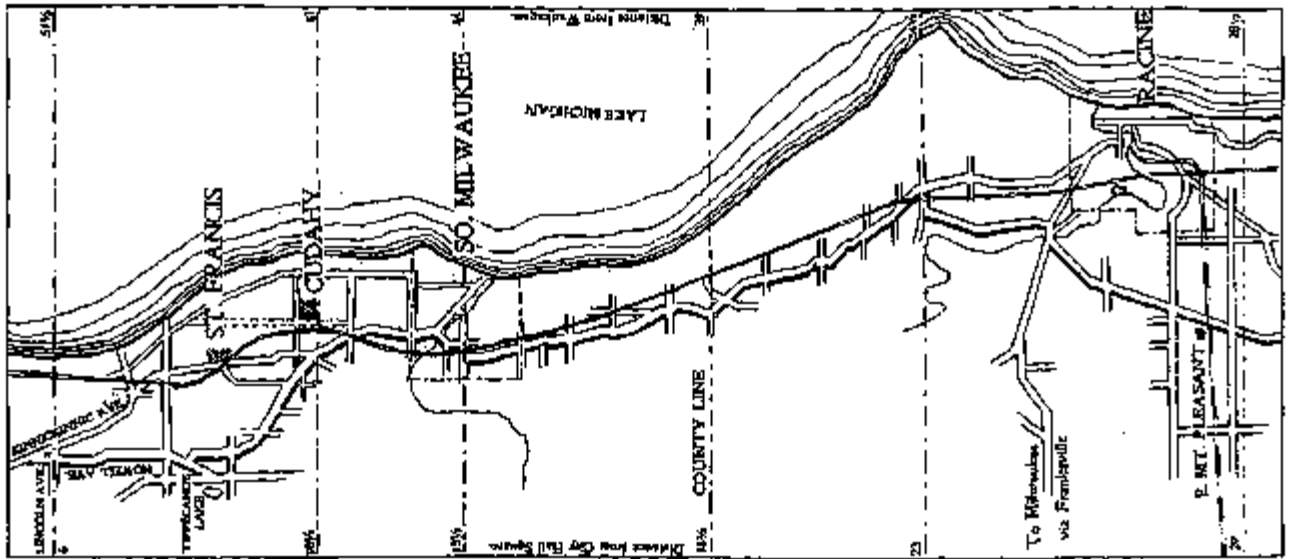
The second route to Racine is that through Cudahy and South Milwaukee. Follow the streets given above to the

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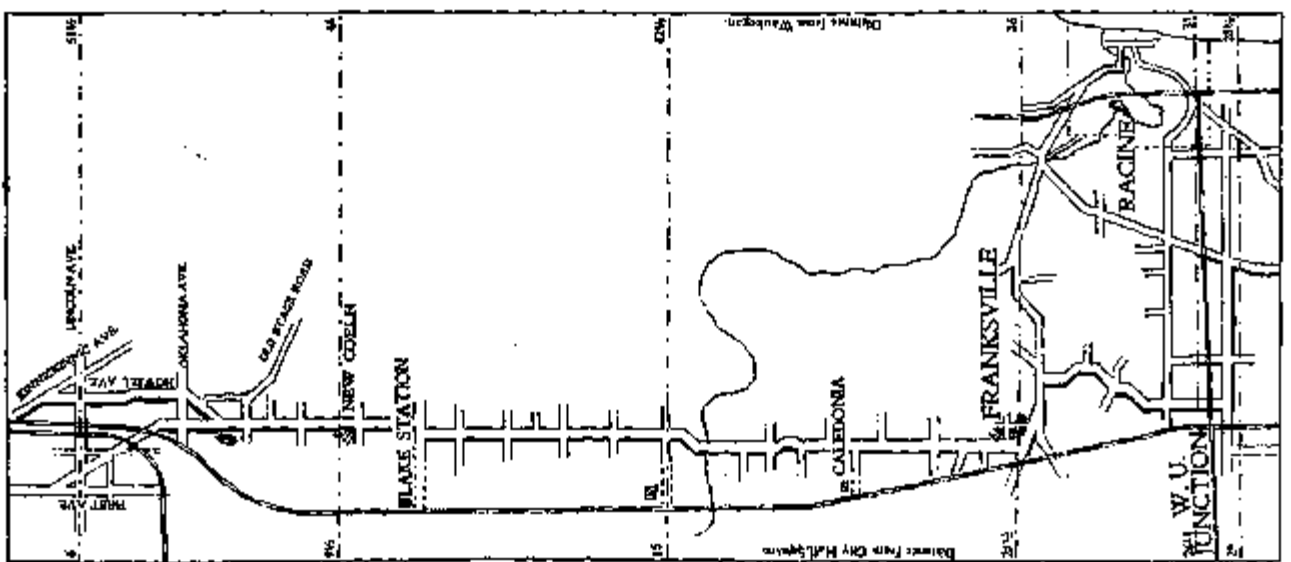
TOUR 3A MILWAUKEE TO RACINE
3B MILWAUKEE TO KENOSHA AND WAUKEGAN



TOUR 3A MILWAUKEE TO RACINE
3B MILWAUKEE TO KENOSHA AND WAUKEGAN



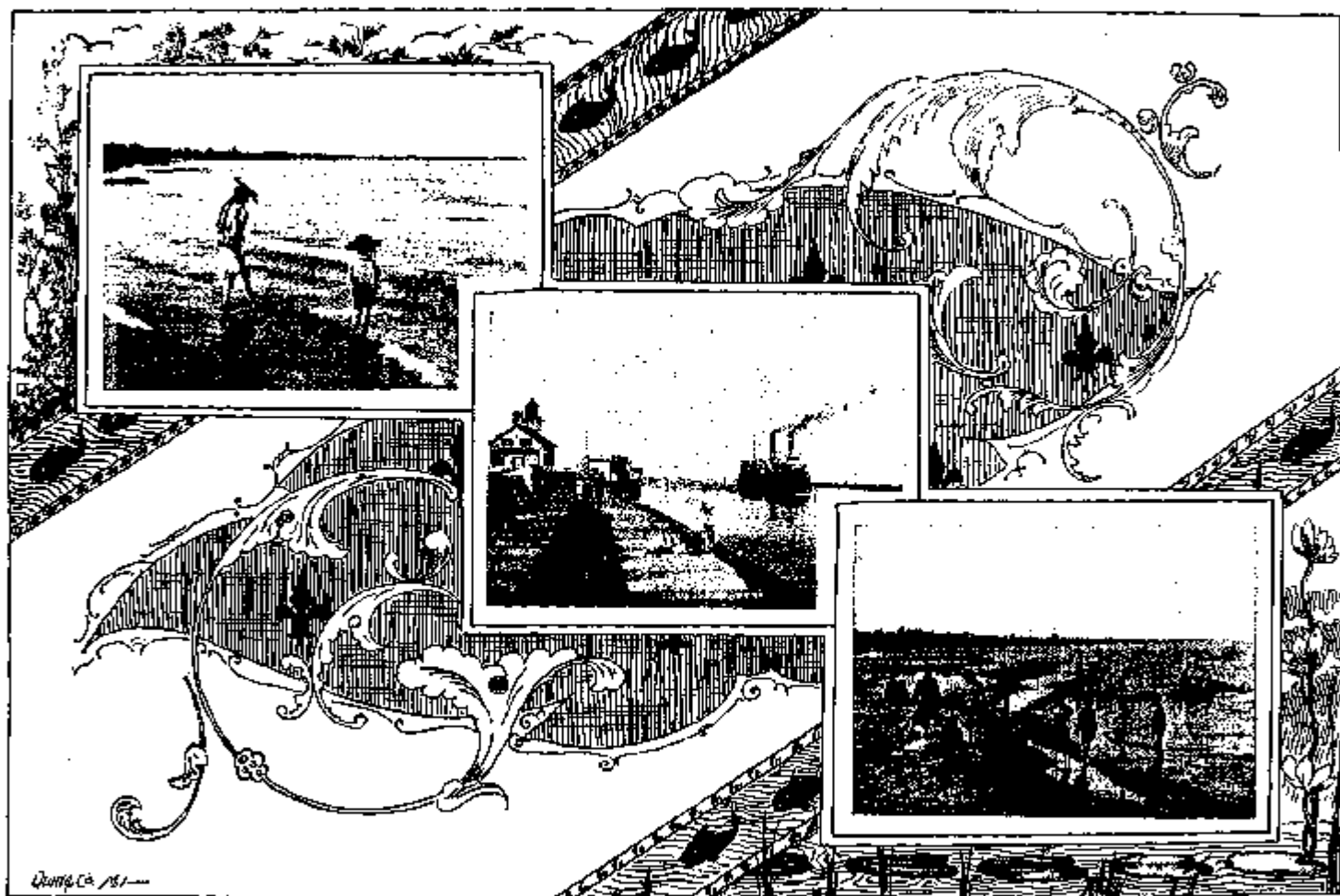
TOUR 3A MILWAUKEE TO RACINE
3B MILWAUKEE TO KENOSHA AND WAUKEGAN



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junction of Howell and Kinnickinnic avenues. Here the rider may take either avenue. If Howell avenue is taken, follow it two and one-half miles to the junction of the Old Chicago road. Turn east here and follow the old stage road southeast to Cudahy and then through South Milwaukee to Racine. If Kinnickinnic avenue is taken, follow it southeast to St. Francis and then south to Cudahy, where it joins the old stage road. The street car track is not followed all the way, as it leaves Kinnickinnic avenue and runs east on Russell avenue. One may also go to South Milwaukee along Lake avenue, leaving Bay View by Superior street. This road runs close to the lake and is sandy.

of Racine and Kenosha and about the same distance west of Waukegan. The century riders going to Chicago, turn west instead of east after turning Western Union Junction and take the first north and south road to Truesdell. Here they turn east to the old stage road and follow it south past the road leading to Waukegan, through Libertyville and Half Day to Chicago. From Waukegan one may ride into Chicago over good roads along the lake shore through Lake Forest, Highland Park and Evanston. These routes will be shown in future issues, along with routes from Kenosha and Racine to Burlington, Geneva and other points in the Fox River valley and beyond.

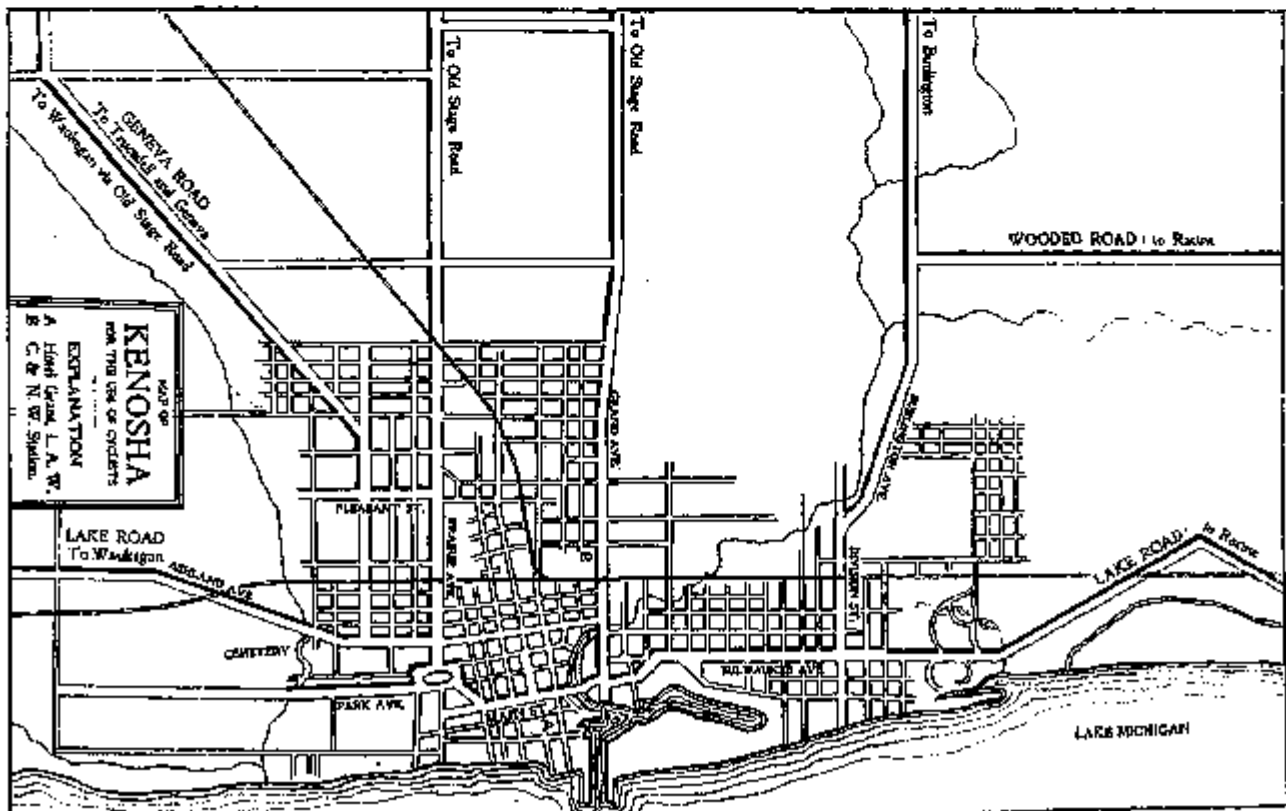
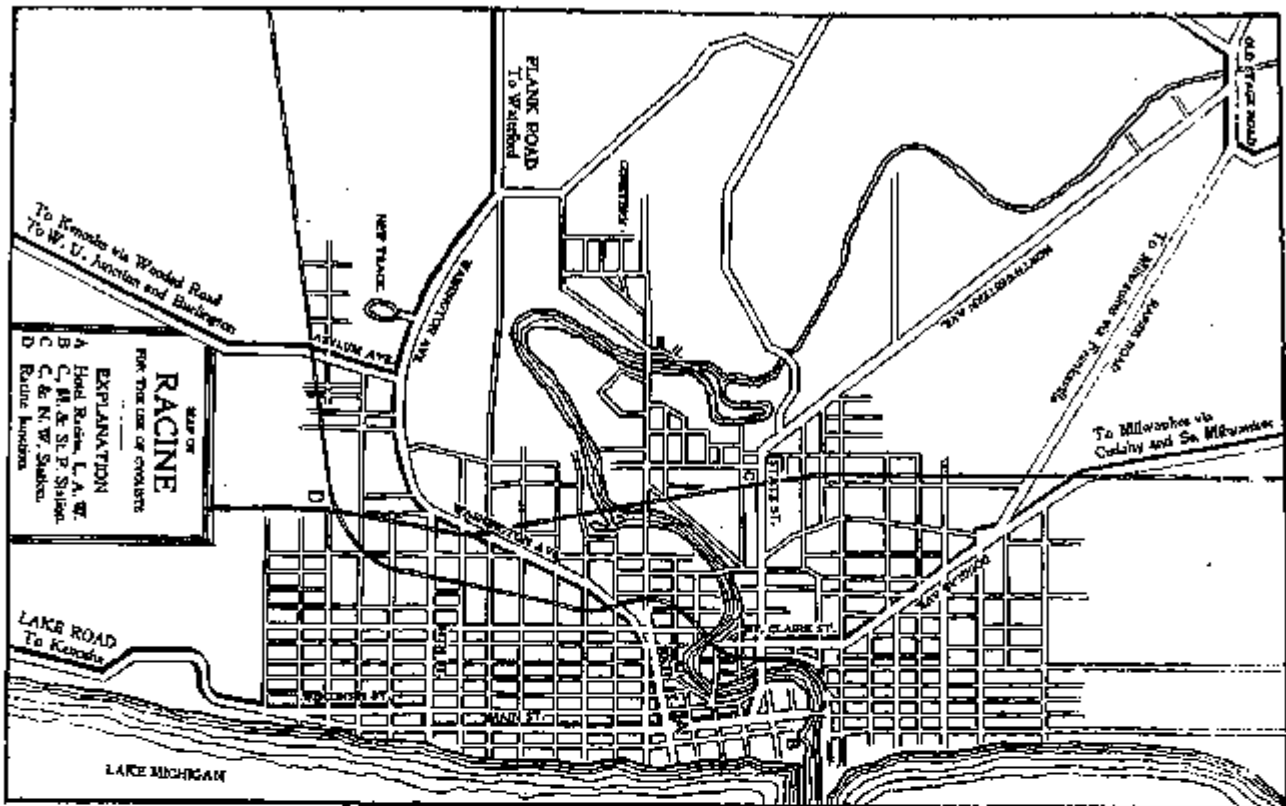


There is little choice between any of the roads about Racine and for that reason they are shown on the charts almost in full. By following the roads that are shaded in any of the charts, the wheelman will find probably the best roads, although he will not have poor roads if he follows any that are shown. The new bicycle path between Racine and Kenosha follows the Lake road. A favorite ride between the two cities is the wooded road leaving Racine by Washington and Asylum avenues and entering Kenosha on Burlington avenue. The old stage road lies five miles west

Maps of Racine and Kenosha.

The maps of Racine and Kenosha and their vicinities, have been prepared especially for **THE PNEUMATIC**, in view of the interest that now centers in Racine as the State Meet city. The roads usually followed by cyclists, are shown very wide and the portions used in passing through or leaving the city are shaded. The places reached by each road are printed upon the maps. **THE PNEUMATIC** is the first to give prominence to cities and how to pass through or around them in riding from town to town.

THE PNEUMATIC.



General Road Conditions.

This has been an unusually late spring and the roads are in poorer condition than usual at this time. The farmers were behind with their planting, and, as little road repairing is done until that work is finished, nearly all roads about the city are plowed up or covered with new gravel. Roads that are commonly quite good are now almost impassible and will be so for some time.

To the south of Milwaukee, the road along the lake shore to Racine is in very poor condition. The new Milwaukee, Racine & Kenosha Electric Railway is built on that road, and riders who have gone over it report that it is in poorer condition than ever before. The Chicago century run course is in poor condition all the way from Milwaukee to a point near Half Day. South of Half Day the roads are fine. Between this city and Western Union Junction the road is plowed up, long stretches are newly graveled; some portions that have not been touched are full of deep ruts.

To the west of Milwaukee the roads are somewhat better. Here is found probably the only log run that can be made with comfort. The roads of the Milwaukee-Waerstown tour, as given in the April PNEUMATIC, are in fine condition. Some very fast riding has been done between this city and Waukesha by men training for the Milwaukee Wheelmen's road race, and at nearly all points the road is fully up to its normal condition. Beyond Oconomowoc the roads are being repaired, but they are not impassible. The road to Sheboygan is in poor condition, except when nearing Port Washington. The road from the city to Cedarburg is not nearly so good as it usually is at this time, fresh, loose gravel having been piled all along the way. The north Fond du Lac road to Menomonie Falls and the Lisbon road to Butler are both in good condition for cycling.

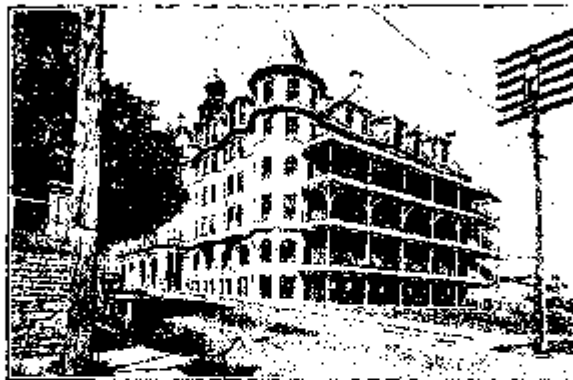
The Janesville plank road is scarcely fair, while the new Beloit road, five miles from the city, and the Mukwonago road, a few miles west of North Greenfield, are almost impassible. Riders going to Mukwonago will find it worth their while to go by way of Waukesha, as the road from Waukesha to Mukwonago is reported to be in fair condition.

The roads that are now almost impassible will, in most instances, be good riding roads within another month. There is little teaming through the country at present, and the deep ruts left early in the spring are still in the roads. Many roadmasters have been at work, but their plowing has served only to make the roads worse. Within a month or six weeks the roads will be worn into somewhat better condition.

The Racine State Meet.

Arrangements for the reception of visitors at the bicycle races in Racine the first week in July, are now complete. A large committee has been appointed and all trains and steamers will be met. Visiting wheelmen should all bring their wheels with them, as ample accommodations for checking and storing have been prepared.

The Ladies' Auxiliary of the Racine Athletic Association offers a cordial welcome to fellow wheelwomen who may attend the races. There will be many things to interest fair riders of the wheel, and the Racine ladies hope that many from all over the state will attend. In addition to ample hotel accommodations, many private houses will be open. There will be ample facilities for checking wheels and all interested in cycling will be more than pleased if they accept the hospitality of the Racine ladies.



HOTEL RACINE—FACING THE LAKE.

In connection with the state meet, M. C. Rotier, Chief Consul of the Wisconsin Division, is endeavoring to secure a convention of all Local Consuls of the state. There are over 150 of them, and a conference with the national officers who are expected to be present at Racine at this time would result in a great impetus to L. A. W. work in Wisconsin. Every local consul should make it a point to attend the meet if possible.

Entries, both amateur and professional, are beginning to come in and the prospects are that every racing man of note in the country will be there. The purses are large, and the prizes for amateurs will be of full value.

The best professional mile open race will be the sixth race on Saturday, July 3. The Racine wheelmen have a special sanction to make the first prize in this race \$150 and this money will bring the leading "flyers" in competition for it.

The amateur team race will probably have as contestants from Wisconsin, teams representing the bicycle clubs of Milwaukee, Oshkosh, Appleton, Green Bay and Racine. There is great rivalry among the different clubs in the state for the possession of the trophy offered in this race, as in a measure it will be of more value than any state championship.

Arthur Gardiner of Chicago, who recently lowered the Michigan mile record to 1:49 $\frac{3}{4}$, is entered for all professional events at Racine, for three days, and letters received by the management of the races from points as far east as Boston, indicate the interest that will be felt in the 10-mile race with Gardiner and Michael as competitors.

The Wisconsin League for Good Roads is to have a good roads demonstration during the meet which will be

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addressed by three or four of the leading good roads men of the country, including Mr. Volney Foster, of Chicago, president of the Sheridan Drive Association; Mr. John M. Stahl, secretary of the Farmers' National Congress, and Gen. Roy Stone, of Washington, the head of the Bureau of Roads Inquiry under the Agricultural Department.

The Official Program and Souvenir of the State L. A. W. Meet at Racine, is out and can be had by addressing Henry Van Arsdale, Racine, Wis. This program contains full information in regard to all events and the full program of entertainment which the Racine wheelmen propose to offer all visitors.

The steamer lines entering Racine are alive to the business to be secured by the state bicycle meet, and are offering low rates in addition to excursions which will be run to all points. As both the Goodrich and Huron lines of steamers carry wheels free, they will be very popular with the Milwaukee and Chicago riders, as the roundtrip rate from Milwaukee to Racine will not exceed 25 cents, and from Chicago to Racine \$1.25.

Gen. Roy Stone, of the Bureau of Road Inquiry, of Washington, D. C., has telegraphed the state officials of the L. A. W. that he will be present at the mass meeting of wheelmen to be held during the state meet at Racine on July 1.

All interest in Wisconsin cycloedom now centers on Racine. On the three days preceding our great national holiday the Belle City will be the Mecca of all lovers of cycle racing. The Wisconsin State Meet, an event of no little importance, will be combined with National Circuit races, and some of the finest sport to which Wisconsin has ever been treated may be confidently predicted. The Racine Athletic Association is composed of 250 of the leading citizens of Racine. It was organized in the early part of 1896 and succeeded the different organizations in the city, such as the Bicycle Club, Boat Club, Baseball Club, Football Club, etc., thus getting under one head all amateurs who are interested in any sport.

Walter C. Sanger, the great unpaced rider and one of the best known men on the American racing path, has signed with the Outing team for 1897.

The New Bicycle Track.

In nothing has the enterprise of the men who have in charge the State Meet at Racine been shown so clearly as in the construction of the new bicycle racing track. Every detail in the arrangements for the meet has received the same careful attention, but the track is something material that can be seen and tested by everyone. It has attracted wide attention and has won no little praise for the Racine Athletic Association, although their other preparations will meet with equal favor when visitors to the meet realize the labor that has been expended to provide a first-class meet in every respect. The cement track is now complete and is, beyond doubt, the finest quarter-mile cement track in America.

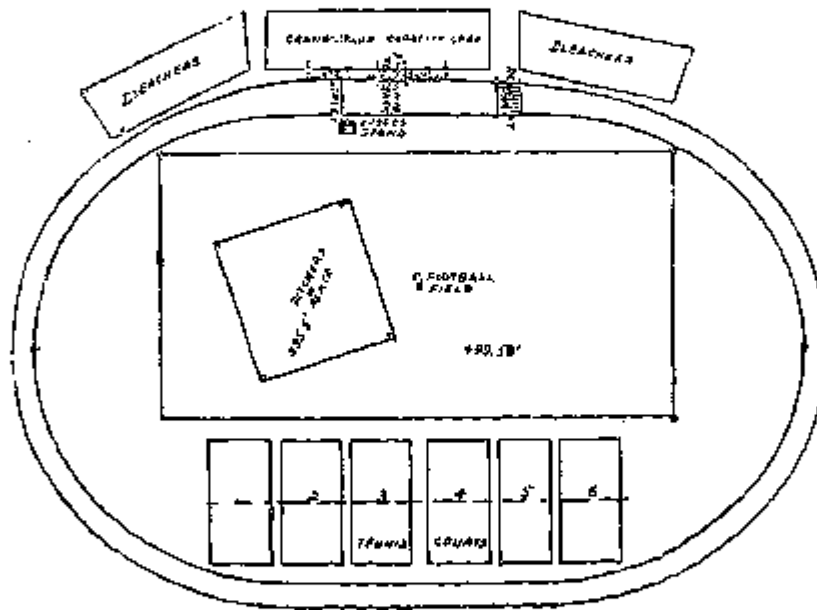
The superiority of the cement track over any other kind is conceded by the majority of racing men and is very popular with them. Although the first cost is high, this is made up in the long run, as little or no expense is necessary for

repairs if the track is properly constructed, and it affords an additional advantage of always having a uniform and even surface which rain cannot affect.

The Racine track is a four-lap track and is a close copy of the Manhattan Beach track, being slightly modified in construction as experience has shown to be desirable. The Manhattan Beach track is considered the safest and fastest in the world and was designed by C. E. Hawley of New

York. Mr. Hawley is also the designer of the Racine track. He says that the Racine track is an improvement on the Manhattan Beach track and, in his opinion, will be the fastest track in the world.

The length of the Racine track is exactly one-fourth mile (1,320 feet), measured on the pole line 18 inches from the inner edge of the track. The tangents or straights are 153.6 feet in length. The turns are on a curve of a regular circle of 136 feet radius and the lengths of the turns are each 181.8 feet. The sharp turns from the tangents into the regular curves are overcome by easements. The radius of each end of the tangent is 212 feet, which shortens gradually to the radius of the regular curve. This long radius of 212 feet makes it easy to get from the tangent into the curve. These easements, being part of the continuation of the tangents or straights, are each 162.3 feet long.



RACINE CEMENT TRACK.

Thus the length of the track is made up as follows: Two tangents of 153.6 feet each, four easements of 102.3 feet each and two regular curves of 181.8 feet each.

The slopes are figured mathematically so as to secure such an inclination as will keep a bicycle being ridden at the speed of one mile in one minute and fifty seconds exactly at right angles to the surface at all times.

In construction of the track great care has been taken to have a solid foundation for the concrete. The track is constructed with an earth embankment upon which is put sixteen inches of cinders. The cinders are brought up to the subgrade of the cement work, which is $4\frac{1}{4}$ inches thick and consists of $3\frac{1}{4}$ inches of Alpha Portland cement concrete and $\frac{1}{4}$ inch of finishing material.

On the inside of the track the paddock will be levelled off even with the grade of the track and sodded. The cost of the track alone will be about \$5,000. In addition to this, a magnificent grand stand, 144 feet by 43 feet in size, capacity 1,200, and two bleachers with a capacity of 500 each will be built, at a cost of \$2,000. Dressing rooms and bath rooms will be placed under the grand stand and will be equipped with water, electric lights, etc. The approach to the track is under the center of the grand stand and is 18 feet wide. The dressing rooms will be on either side of this entrance.

The entire work is done according to specifications drawn up by John C. Quade. The construction of the track was in charge of a committee composed of Wm. M. Lewis, president, E. H. Smieding, secretary, J. R. Jones, Jr., and Henry Van Arsdale.

The track is the only exclusive cycle track in the state, and besides being the fastest in the country, enjoys the distinction of being the only one owned by wheelmen.

Promoters of the Meet.

HENRY VAN ARSDALE.

Henry Van Arsdale was one of the first L. A. W. members in Wisconsin. He joined the League in 1886 and has

been prominent in its work ever since. He has been vice-consul for several terms and is now a state representative on the board of officers of the Wisconsin Division. He was largely instrumental in getting the meet for Racine and with President Lewis is practically managing the whole meet. He has charge of the Bureau of Publicity and has been able in the conduct of that department. Mr. Van Arsdale is strongly spoken of as a candidate for chief consul.

WILLIAM LEWIS.

William Lewis, president of the Racine Athletic Association, is a graduate of Harvard and during his college

life was prominent in track and field athletics. He is a man of fine physique and a leader in every line of sport. He has done a great work in building up the association and carrying out the extensive preparations for the meet. He disposed of nearly all the new stock needed to build the cement track.

E. H. SMIEDING.

E. H. Smieding is secretary and treasurer of the Racine Athletic Association, and his name is not so well known outside the city as those of some of the other young men connected with the state meet. He quietly carries on the office work at headquarters and his modest way has won him many admirers. He is systematic and thorough and his business-like conduct of affairs has done much to win the confidence of business men who are promoting the meet.

J. ROWLAND JONES, JR.

J. Rowland Jones, Jr., Chairman of the State Racing Board, is known as "Senator" Jones, and has had the title for many years. He joined the L. A. W. in 1888 and has never missed a state meet. He is widely known through the state and is an influential figure at every gathering of the L. A. W. in Wisconsin. He did some hard work to get the meet for Racine and has done harder work in preparing for it. He is now arranging a state circuit and indications are that he will organize the most successful one ever attempted in the Badger state.



HENRY VAN ARSDALE.



WILLIAM LEWIS.



E. H. SMIEDING.



J. ROWLAND JONES, JR.

Otto Dorner.

Otto Dorner, chairman of the National Highway Committee of the League of American Wheelmen, is perhaps the best posted man in Wisconsin on roads and road building. It is also said to his credit that he has done more good and efficient work in the interest of better highways than any other one man of his years in America. The energy exhibited by this young man is something remarkable. He is a quick and ready writer and, with his wide knowledge on the subject of good roads, he is at all times ready to dash off an interesting article on the subject or rush off to a Farmers' Institute and deliver a charming and instructive address. While the cause of good roads has grown to be almost a hobby with him, he is modest in the extreme, and from his pen emanates some very clever matter, the credit for which he allows to go elsewhere. He is the author of a syndicate letter on good roads, which is accepted as authority by leading editors of the country. He has accumulated a vast library of valuable books and documents on the subject of roads, no small part of which is scrap-books containing clippings from publications of every character.

It is said that Mr. Dorner never sees a new piece of macadam paving that he does not gather up a few pieces of the broken stone and look into its composition. He can look at a piece of broken stone and tell how long it will last under certain wear before it is powdered and blown away. Once, when in an Eastern city, he came upon a new patch of street paving which happened to be cedar blocks, and in an instant his eye caught the imperfect foundation at points where recent water pipe trenches had been dug; although a stranger in a strange city, he hunted up the paving inspector and pointed out the danger of such negligent work. His opinions and views on the best methods of country road building are frequently sought, as well as his recommendation as to the best machinery adapted for such work.

His recent report as Secretary of the Wisconsin League for Good Roads indicates, in a modest way, what he has accomplished for the cause in his own state. He is the personal friend and confidant of Gen. Roy Stone, at the head of the United States Bureau of Road Inquiry, Washington, D. C., John M. Stahl, secretary of the Farmers' National Congress, and other men well known in the cause of good roads.

As an enthusiastic wheelman Mr. Dorner delights in long runs over good roads. He is extremely popular with President Potter of the L. A. W., as well as with Sterling Elliott of *The Bulletin*, A. Cressy Morrison, Abbott Bassett and other national figures.

J. R. K.

The Oldest L. A. W. Badger.

The oldest member in the League in Wisconsin at present, is N. B. Lindquist, Marinette. His L. A. W. number is 809. He has a record of having attended every state meet held in Wisconsin and is now one of the state representatives on the Division board of officers.

Go Free, But Not as Baggage.

The Wisconsin Central railway began to carry bicycles free June 10. The company is careful to specify that the wheels will not be taken as baggage, but merely as an accommodation to the owners, and that they are carried at the owners' risk. Upon purchasing a regular ticket the wheelman is given a contract tag with a wire fastening, the conditions imposed being printed upon it, and this the wheelman must sign so as to release the company in the event of any injury to the wheel, and must himself affix it to the wheel. He must carry his wheel to the baggage car door and give it to the train baggageman, who will give him a receipt or check in exchange for it. Upon arriving at his destination the wheelman must be on hand at the baggage car door to receive the wheel, the train baggageman retaining all but the perforated end of the tag that has been fastened to the wheel, and this end he forwards to the office of the company, where it is held for the company's protection.

To Entertain the Teachers.

The North Side L. A. W. club will entertain visiting wheelmen during the National Educational Association convention here next month. Racks and a check-room for 1,000 wheels will be furnished, and tours about the city and into the country will be conducted by competent guides. Volunteers for this service are wanted. The committees in charge are as follows:

On Guides—J. M. C. Walker, chairman; Misses Agnes Falsel, Paula Falsel, Louise Roth, Elsie Pierron, Catherine Schütz; Messrs. J. G. Nageler, E. A. Rothweiler, Louis Pierron, Emil Koehn.

On Racks—Louis Pierron.

Press—Louis Pierron, chairman; C. A. Kriesel, Miss Laura Walker.

Two New State Clubs.

A new bicycle club was organized last week at Superior, with these officers: A. H. Burr, president; Frank Nathan, vice president; Richmond Smith, secretary; W. J. Smithson, treasurer; H. J. Evans, captain; Arthur Miller, first lieutenant; Sid. Buchanan, second lieutenant. The club starts out with a good membership. The headquarters will be in the ordinary of the Richlieu hotel.

Chippewa Falls Wheelmen recently organized a League club, with the following officers: President, Dr. J. W. Gale; first vice president, William Irvine; second vice president, Leslie Wilson; secretary, Frank Watson; treasurer, Jerry Palmer; captain, George B. Early; first lieutenant, F. W. Jenkins; second lieutenant, J. H. Stanley. Racing board: Robert Clark, chairman; E. A. Smith, A. B. Walrath, J. R. Sharp, J. E. Havey. Board of directors: D. Buchanan, Jr., H. G. Chichester, M. A. Poznanski, M. S. Baily, W. G. Hartwell.

D. C. Franke, H. Pierron and Edward E. Harnish will represent the N. S. C. C. at the Racine state meet.

Maryland's Record-Smasher.

"Henry Smith" is an ordinary name, but Henry Smith is no ordinary speed merchant. He breaks records—breaks them good and hard—and is the special pride of the Century Cycling Club of Maryland, under the auspices of which he has recently done some really clever record work. On May 10th Smith broke the American 24-hour road record, doing over 314 miles in that time. Incidentally, he established new state records as follows: 10 miles, 30.30; 20 miles, 1.07.25; 50 miles, 2.53.00; 100 miles, 5.57.08; 200 miles, 14.34.55; 300 miles, 22.34.55; 12-hour record, 170 miles in 11.58.00; 24-hour record, 314 miles in 28.37.22. On May 30 Smith broke two more records, established two others and tied one previously made. The new records are: Hagerstown to Baltimore, 4.58.23; Hagerstown to Frederick, 1.48.00; Ridgeville to Baltimore, 2.08.53; Ellicott City to Baltimore, 34.23; Frederick to Baltimore, 3.10.00 (tied). Mr. Smith rides a Rambler with G. & J. tires.

Through the State.

The Sheboygan cycle path is nearly finished.

The De Pere Cycle Club is building a path to its park.

Chippewa Falls and Eau Claire are to be linked by a bicycle path.

Chippewa Falls, Madison, Green Bay and Kenosha will bid for the next L. A. W. state meet.

The De Pere Cycling Club will celebrate July 4th with a race meet at their local fair grounds.

Madison bicyclists want the speed ordinance relating to horses enforced as well as that relating to bicycles.

The Ashland Cycling Club has a membership of 150 and is making a vigorous campaign for better roads.

A bicycle club has been formed at Phillips, Wis., and the members intend to join the L. A. W. in a body. J. D. Gloeckler is secretary.

The Brown County Fair and Park Association will have a race meet at Green Bay, July 5. Eight amateur and several professional events have been arranged.

The club house of the Rhinelander Wheelmen, at Lake Julia, is being renovated and when completed, will be one of the finest club houses in that part of the state.

The officers of the Sheboygan club have completed arrangements with a contractor to build a five-mile cycle

path, leading northwest of the city. It will be of gravel surface and six feet wide.

The Waupun Wheelmen, with a membership of twenty-five, is officered as follows: President, W. E. Caldwell; vice-president, H. McEwan; secretary, Ray Merriam; treasurer, Clark Cuthbert.

At the annual meeting of the Wausau Cycling Tourists' Club the following officers were elected: President, Fred. Levenhagen; vice-president, Chas. Schroer; secretary, Will B. Philbrick; treasurer, Gustav Raduechell; captain, F. Scott.

Eau Claire and Chippewa Falls wheelmen have begun work on the cycle path connecting the two cities. It will be five feet wide, to cost about \$1,000. The distance is twelve miles by the east side river road. Great interest is manifested in this movement.

The Broadhead Bicycle Club has elected the following officers: Captain, Mrs. Theresa Broderick; lieutenant, Percy Fleck; color bearer, Edward Evans. A cycle path nearly four miles in length has been built around the city and is used a great deal by riders.

When two devoted admirers call at the same time upon the same young lady, it is quite a noticeable fact that the odds are generally greatly in favor of the one who has the foresight to go on a tandem.

Major Taylor, the colored lad who beat Eddie Bald at the Madison Square races in New York, has gone into training for the New England circuit. The Major, during the six-day race, got slightly off his base, frequently yelling that some one was after him with a dagger. It is to be hoped that he will not allow these little traits to become chronic. If he imagined that he was after some one with a dagger, there might be trouble on the circuit where he expects to appear.—Ex.



HENRY SMITH.

J. Rowland Jones, Jr., chairman of the state racing board, expects to have a fine circuit beginning in August. Among the cities where meets will probably be held are the following: Neenah, Green Bay, Monroe, Sparta, Oconto, Beaver Dam, Merrill, La Crosse, Appleton, Sheboygan, Racine, Wausau, Viroqua, Stoughton, Black River Falls, Kenosha, West Superior, Stevens Point, Berlin, Chippewa Falls, De Pere, Oshkosh, Waterloo and Menasha.

THE PNEUMATIC.

The Niagara Wheelmen's Race.

The first annual road race of the Niagara Wheelmen was run June 12. Leroy H. Bender, a new rider, won first place, and Bert Groesbeck, of Green Bay, won the first time prize. The start and finish at Teutonia street and the Hopkins road was witnessed by nearly 5,000 people. The roads were rough, but the weather was fine and only a slight confusion in the starting marred an excellent race. The riders got away in good form and finished in good time. The crowd at the tape could not be controlled, and had there been any close finishes by more than two riders, it would have been dangerous. The run was out the Cedarburg road and back on the Green Bay road. Many riders fell but none were injured. The race was controlled by the following officers:

Racing Board—Edward F. Kroening, L. C. Kabatsch, Frank J. Edwards, O. F. Weber, William Mueller.
 Starter—L. C. Kabatsch.
 Judges—Charles W. Frey, E. A. Kehr, Albert A. Kisinger, Henry Schinn, Emil J. Ludwig.
 Referee—H. P. Andrus.
 Thruers—H. J. Killies, Gerhard Ansen.
 Scorers—A. E. King, Christ Kuchelmayer, Fred Marquardt, Arthur H. Kosselner.
 Marshals—Forest Cowdry, Emil Kueusel, Fred Rittman.
 Cheaters—H. J. Riemenschneider, Charles Gottschalk, Otto Schultz, Ferdinand Kasech, Joseph Kabatsch, John Leiden.

Following is the order of the finish:

Pos.	Name and Club.	Edup.	Time.
1	Leroy H. Bender, city.	8:00	51:24
2	S. M. Johnson, city.	9:20	52:30
3	O. F. Weber, N. W.	3:00	47:30
4	Claude L. Granger, city.	4:00	48:51
5	Emil Goerke, North Milwaukee.	5:30	53:02
6	Richard Brandenberg, N. W.	6:00	53:30
7	Julius Hasley, W. S. C. C.	5:00	50:36
8	Norville Barkdoll, G. C. C.	5:30	51:11
9	William A. Zenilly.	6:30	52:13
10	G. P. Schindler, N. W.	7:00	52:40
11	Fred Stillmeyer, North Milwaukee.	8:00	55:00
12	Hermann Steuber, N. W.	4:00	50:03
13	Edward Klug, N. W.	5:30	51:40
14	G. F. Hetzer, South Milwaukee.	6:30	51:41
15	Frank Mulken, city.	6:00	52:16
16	Frank J. Zander, G. C. W.	6:30	52:47
17	A. W. Blodgett, Wauwatosa.	4:30	50:48
18	Bert Groesbeck, Green Bay.	Scratch	50:24
19	E. E. Harnish, N. S. C. C.	4:30	51:00
20	Oscar E. Klug, N. W.	7:00	52:21
21	Arthur Holt, G. C. C.	6:00	52:39
22	W. H. Schieweck, N. W.	8:00	54:22
23	Julius Butzer, city.	9:00	55:40
24	W. F. Roethe, city.	5:00	51:51
25	Herman A. Riebon, N. W.	6:00	52:52
26	John A. Weller, M. C. C.	3:00	50:03
27	L. A. Friesenke, city.	8:30	55:25
28	Fred J. Wood, Jr., city.	10:00	57:10
29	Fred Nelson, Chicago.	Scratch	47:15
30	C. B. Heder, S. S. C. O.	8:30	52:20
31	Robert Leidel, N. S. C. C.	6:00	53:20
32	John Schmidt, city.	9:00	50:35
33	M. H. Plank, Fond du Lac.	Scratch	47:45
34	Arthur Voss, G. C. C.	9:30	57:20
35	Charles Pollon, city.	6:30	54:45
36	Frank J. Ross, city.	8:00	56:20
37	E. F. Leidel, city.	7:00	56:25
38	John H. Manes, city.	8:30	57:00
39	C. Noll, N. W.	10:00	59:32
40	G. W. Schilberg, N. W.	10:00	58:10
41	Leonard Kramer, N. W.	7:30	56:35
42	Roderic E. Elliott, Sussex.	4:30	53:35
43	Harvey F. Steele, Chicago.	Scratch	49:14
44	Herbert Lovell, Chicago.	Scratch	49:25

45	Clarence Hanes, city.	8:30	58:00
46	Robert Kipple, city.	8:00	57:32
47	Theodore Bachholz, Cedarburg.	10:30	59:46
48	Paul Engel, N. W.	7:00	55:43
49	Joseph Peakrich, city.	4:00	53:51
50	Frank Kleist, N. S. C. C.	6:30	56:41
51	William Schmidt, city.	9:00	59:19
52	Frank Leimbach, N. W.	4:00	55:05
53	William Wandt, city.	8:00	59:51
54	George Diehl, Sheboygan.	3:00	51:45
55	Charles Jones, G. C. C.	7:00	59:15
56	G. W. Schmidt, N. W.	3:00	50:09
57	E. R. Lauer, G. C. C.	7:30	61:35
58	C. Dietz, city.	8:00	60:46
59	George Jirack, N. W.	0:00	61:59
60	W. J. Casey, G. C. C.	6:00	62:22
61	George Frohnefer, N. W.	0:30	64:53
62	William Gostzen, city.	7:30	65:30

Following are the time winners:

1	Bert Groesbeck, Green Bay, scratch.	50:24
2	Fred Nelson, Chicago, scratch.	47:15
3	O. F. Weber, N. W., 3:00.	47:30
4	M. H. Plank, Fond du Lac, scratch.	47:45

Following is the key of abbreviations used:

N. W.	Niagara Wheelmen
W. S. C. C.	West Side Cycling Club
G. C. C.	Grand Central Cycling Club
C. C. W.	Cream City Wheelmen
N. S. C. C.	North Side Cycling Club
M. C. C.	Mercury Cycling Club
S. S. C. C.	South Side Cycling Club

The Green Bay Road Race.

The second annual road race of the Pastime Cycle Club was run on a ten mile course at Green Bay on June 1. The start was at Adams and Cherry streets, near the club house, and the finish at Adams and Cook streets. W. L. Rablin won first place and Bert Groesbeck won first time. The order of finish was as follows:

Name.	Time.	Edup.
W. L. Rablin.	27:13	3
Bert Groesbeck.	28:20	1
Chas. Libert.	30:38	9
Ed. Delaporta.	30:51	5
Darrell Wheeler.	30:52	8
Frank Libert.	30:51 1/2	7
Chas. Robinson.	30:58	10
W. C. Grimmer.	30:54	11
Clarence E. Wright.	30:54 1/2	9
L. S. Wilcox.	32:58	4
A. J. Nejdlo.	33:15	6
Willie Ousko.	40:15	13
Frank Loukko.	41:27	15
Will Kinney.	43:36	17
W. T. Bates.	45:35	16
Peter Olson.	41:48	12

A Match at Marinette.

At Marinette on Decoration Day there was a match road race for a \$25 prize between Effie Gilmore and Harry Furlotte. The course was ten miles around the two cities. Gilmore won in 29:01 1/2. This match took the place of the regular Memorial Day road race.

Oshkosh Wheelmen Race.

The annual road race of the Oshkosh Cycle Club, on Decoration Day was won in 26:18. The course was eight and seven-tenths miles. Ben Hinderman finished first; Frank Sawtelle, second; Guy Chase, third. Milton Davis won the time prize.

THE PNEUMATIC.

N. S. C. C. Road Race.

Louis Pierron, one of the best known local wheelmen, won the fifth annual road race of the North Side Cycling Club, May 29. M. H. Plank, of Fond du Lac, carried off the time prize. Rough roads prevented fast riding and caused several accidents. The weather was too cold for good work, but considering the circumstances, the race was a great success. It was controlled by the following officers:

Starter—A. C. Knobel.
Judges—M. D. Jennings, George Darnier, John Phillips, John Rappel.
Referee—H. P. Andrae.
Timers—H. Stoutenier, Peter Koehler.
Marshals—(J. Stimmerling, Frank Heisl, Frank Knodack.
Scorers—John Nelek, Dr. Oscar Lang, M. B. Hayden.

Following is the order in which the riders finished:

Pos.	Name and Club.	Hdqp.	Time.
1	Louis Pierron, N. S. C. C.	8:00	81:55
2	Louis Ritter, N. S. C. C.	7:50	83:38
3	George Baker, Sheboygan.	5:00	83:05
4	Robert Falk, N. S. C. C.	7:50	85:31
5	Harman Steuber, N. W.	4:30	85:08
6	J. M. Quilty, Sun Prairie.	3:00	81:51
7	Wm. Pierron, Jr., N. S. C. C.	7:00	85:32
8	Paul Engel, N. W.	6:30	85:35
9	Joseph Schmidt, W. S. C. C.	6:00	86:11
10	Noville Backdell, G. C. C.	6:00	81:43
11	Harman S. Rehn, N. W.	6:30	84:34
12	William Casey, G. C. C.	5:30	84:32
13	J. H. Knoetchnchild, Y. M. C. A.	5:00	84:30
14	G. F. Haezer, South Milwaukee.	5:10	84:30
15	John A. Wetlap, city.	3:10	81:43
16	W. J. Morgan, city.	3:00	83:43
17	B. M. Kelly, C. C. W.	3:30	83:14
18	Edward Devkin, city.	4:00	83:15
19	William Pitor, city.	4:30	84:34
20	R. S. Elliott, Sheboygan.	5:30	85:34 1/2
21	Fred J. Wood, Jr., city.	7:30	87:36
22	S. M. Johnson, city.	6:30	86:37
23	Frank Kleist, N. S. C. C.	8:00	84:56
24	Otto J. Tank, N. S. C. C.	6:00	85:11
25	George Regnier, city.	7:00	87:11
26	H. H. Kinsau, city.	5:00	83:32
27	Samuel Beach, city.	6:30	87:01
28	John Sharfo, N. S. C. C.	6:30	85:17
29	M. H. Plank, Fond du Lac.	Scratch	81:50
30	Joseph M. Spenser, city.	7:00	87:10
31	Rud. Banobate, city.	6:30	87:05
32	W. E. Blanehard, Fond du Lac.	3:30	81:50
33	A. E. Gersch, N. S. C. C.	6:00	87:37
34	H. J. Schmitz, B. W.	6:40	86:36
35	George H. Schmidt, N. W.	1:00	82:32
36	C. B. Powers, Whitesab Bay.	5:00	87:09
37	Edward Rosenberg, city.	4:30	86:40
38	O. E. Weber, N. W.	1:00	81:22
39	Joseph Dollister, Burlington.	Scratch	87:34
40	Peter Beckholtz, Oudaby.	7:00	86:05
41	H. M. Tindel, city.	3:00	86:31
42	W. A. Zeally, N. W.	4:10	87:26
43	William Henschmidt, N. S. C. C.	Scratch	83:40
44	Charles Johnson, G. C. C.	7:00	86:48
45	Joseph Haaley, W. S. C. C.	Scratch	85:10
46	Robert Leidel, N. S. C. C.	5:00	81:02
47	Ed. Majlum, city.	6:30	81:30
48	Arthur H. Barnickel, city.	4:00	81:05
49	Henry Warnken, N. W.	3:00	80:08

The time winners are as follows:

1	M. H. Plank, Fond du Lac, scratch.	81:50
2	J. M. Quilty, Sun Prairie, 3:00.	81:51
3	George Baker, Sheboygan, 5:00.	83:05

The individual who cannot find any time to go wheeling will probably find plenty of time to be ill.—Ex.

Bicycle Road Mileage In the U. S.

An interesting study of the prevalence of long distance road riding by wheelmen of the various cities and sections of the United States is disclosed by a table of mileage, as reported by the successful winners of 3,000-mile gold souvenirs, which were offered and awarded to riders of Rambler bicycles and G. & J. tires, during 1896, by the Gormully & Jeffery Manufacturing Company, of Chicago. While the totals by states form some estimate of the comparative road riding activity within said districts, it must be borne in mind that the mileage listed is only that which was reported by riders of one make of wheel and tires, i. e.: the Rambler and G. & J. tires. Furthermore, an immense aggregate of mileage was not reported because the individual totals did not reach another full 3,000, which was necessary to entitle the contestants to another gold souvenir, to say nothing about the large number of unsuccessful contestants who almost, but not quite, covered 3,000 miles.

Souvenir mileage by states:

Michigan	525,719
New York	875,394
Pennsylvania	355,314
Illinois	239,438
Colorado	308,884
Massachusetts	182,384
California	179,293
New Jersey	130,515
Ohio	70,313
Indiana	75,900
Minnesota	68,567
Maryland	60,600
Wisconsin	62,294
Oregon	60,322
Connecticut	60,061
Nebraska	37,549
District of Columbia	31,182
Kentucky	20,370
Tennessee	21,000
Missouri	10,000
South Dakota	15,173
Montana	15,000
New Hampshire	10,000
Arkansas	0,600
Louisiana	0,195
Virginia	0,000
North Carolina	0,100
West Virginia	0,103
Arizona	0,000
Florida	3,179
Georgia	3,172
Texas	2,056
Maine	2,000
Kansas	3,000
Total in 38 states	2,874,348

It is expected that the new series of souvenir offers, announcements of which have been published by the Gormully & Jeffery Manufacturing Company, will bring out further interesting features, tending to prove that this country is rapidly working its way to the front in long distance road riding, just as she has done in track racing and record performance, notwithstanding the disadvantages of poor roads, which drawbacks, happily, seem destined to be removed in the near future.

The scorcher's Paradise—Dante's picnic grounds.—Ex.

Otto Hockritt Wins at Wausau.

The Memorial Day road race under the auspices of the Wausau Wheelmen was a success in every way, and fast time was made. The contest was over the Kelly course of seventeen miles. It was in fair condition. M. Lucia, of Oconto was twice thrown from his wheel in the first half and was slightly injured, but finished in eleventh place. A. D. Peters, of Abraham, winner of the time prize, came in on a flat tire. C. Chandler, of Waupaca, while well up, broke his chain and was forced out. The winners, finishing in order, were: Otto Hockritt, E. E. Schultz, O. Liljequist, John C. Leram, A. D. Peters, of Abraham, Wis., H. N. Briggs, Walter Mueller, W. J. Bailor, J. E. Stevens, John B. Keifer, M. Lucia, of Oconto, J. A. Schneider, Paul Bernhard, A. M. Chandler, of Waupaca, W. F. Glass, of Green Bay, Ralph Newell, I. L. Swett. Time winners: A. D. Peters, first; Otto Hockritt, second; E. E. Schultz, third. Specials to Marathon county riders: Otto Hockritt, first; E. E. Schultz, Ralph Newell.

Milwaukee Wheelmen.

The following club runs have been scheduled by the Milwaukee Wheelmen:

June 20, 7 A. M.—Whitefish Bay (ish breakfast).
June 22, 8 A. M.—Oconomowoc.
July 11, 1:30 P. M.—Four of City Parks.
July 17 and 18—Lake Geneva. Start here at 1:30 P. M. on July 17 and return July 18.

The Racing board of the South Side club is making elaborate arrangements for its road race on July 17. The board will hold a meeting this week and decide on a course. It is probable that the course over which the race was run last year will again be adopted. The course was from Caledonia on the Howell road to the city limits.

The Mercury Cycling Club is now installed in its new club house at South Pierce and Grove streets. The rooms are large and high and the home is so pleasant that many south side wheelmen are now joining the club.

The Cream City Wheelmen are installed in their new quarters at 542 Broadway. They will have a house-warming on June 21.

The South Side Cycling Club will celebrate July 4th with a flag-raising.

The Calumet Club Wheelmen will hold a road race this season.

A Coming Event.

The annual road race of the Cream City Wheelmen will be run July 6 over the Lisbon course. Steve J. Casper is chairman of the racing board. A large list of valuable prizes has been secured and a long list of entries is looked for.

De Pere Notes.

At the last meeting of the De Pere Cycle Club, May 21, the following members were appointed to compose the racing board: J. H. Gittins, W. H. Goodenough, J. Kuypers, Paul Halline, D. H. Gregory.

The following report of the committee appointed to investigate the feeling of the De Pere business men for a Fourth of July celebration, was made to the De Pere Cycle Club:

De PERE, Wis., May 21, 1897.

To the Officers and Members of the De Pere Cycling Club:

GENTLEMEN:—Your committee has entertained the business men on both sides of the river in regard to a Fourth of July celebration, and find that all, with but few exceptions, are in favor of the plan and are willing to support it financially.

Yours,

A. J. KUYPERS.
P. L. HALLINE.
J. WILLIAMSEN.
J. A. LANGE,
W. BOULET,

Committee.

Cycling Accidents.

We hear a good deal from time to time about cycling accidents. During the past year or two especially there certainly seem to have been a rather formidable number of casualties in connection with the wheel. It has often been pointed out that in the vast majority of cases it is the novice who comes to grief and, in fact, it is now almost universally admitted, except perhaps by the neophytes themselves, that inexperience and foolhardiness (criminal carelessness it might almost be called) have been responsible for a very large percentage

indeed of all the cycling accidents (with the exception of the inevitable spills on the racing path) that have ever happened. The seasoned rider, who has learned what danger is and how and when to expect it, most rarely comes to grief. In spite of the popular idea of the supposed great danger of the old high bicycle, it may be said that disaster was almost as rare then as now among the ranks of what would be called expert wheelmen.—Ex.

Grit is the best pacemaker in the world.—Ex.

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. W. & T. A. W. & T. A. W. Wholesale Druggists, Toledo, O. W. & T. A. W. & T. A. W. 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.

A SIMPLE REPAIR

TO PICK UP THE STRIP
OF PATCHING RUBBER IN-
SIDE THE INNER TUBE
(THUS CLOSING THE
PUNCTURE), GET M. & W.
QUICK-REPAIR CEMENT IN-
SIDE THE INNER TUBE.
ONLY WAY TO DO
THIS IS TO FIRST PUMP UP
THE INFLATOR WILL
NOT ENTER A FLABBY
INNER TUBE.

MORGAN & WRIGHT
CHICAGO

Official Repair Shops.

L. A. W. Members may buy sundries and have their wheels repaired at a reduced figure by the following repair men who are under contract to supply efficient service:

- Antigo—Emmett C. Laing.
 Appleton—Schlafer Hardware Company, Screen Plate Works, W. Groth.
 Ashland—C. F. Perrin.
 Berlin—Edward Bassett.
 Beaver Dam—F. Rassman.
 Bayfield—J. H. Hellweg & Son.
 Boscobel—Van Phillips.
 Baraboo—H. Schoenfeld.
 Chippewa Falls—L. W. Stapleton.
 Cambridge—W. T. Stetson.
 Clinton—E. J. Wakeford.
 Eau Claire—Herman J. Klawiter.
 Fond du Lac—Weeks & Harbut.
 Florence—C. A. Johnson.
 Fox Lake—L. E. Wilson.
 Greenwood—P. E. Peterson.
 Green Bay—Green Bay Cycle Company.
 Horicon—E. A. Rehfeld.
 Hillsboro—R. F. Myers.
 Jefferson—Fred O. Ray.
 Janesville—P. Randall.
 Kenosha—Pitts & De Berge.
 Kilbourn City—C. M. Marshall.
 Lancaster—R. H. Hyde, Brooker Bros.
 Milton—G. E. Osborne.
 Menasha—G. S. Lohman.
 Mukwonago—Mystic Cycle Works.
 Manitowoc—E. S. Baer & Co.
 Marinette—Sandlund & Olson.
 Monroe—Machine and Foundry Company.
 Madison—D. D. Warner Company.
 Marshfield—Mettelka Bros.
 Milwaukee—Pope Manufacturing Company, J. A. Holt & Company.
 New London—A. L. Smith.
 Oshkosh—Hoaglin & Chase.
 Oconomowoc—R. C. Dittrich.
 Pepin—Hiram Fuller.
 Palmyra—G. H. Randle.
 Princeton—Yahr Bros.
 Rice Lake—J. B. Putrow.
 Rhinelander—E. S. Anderson.
 Racine—Spencer Hall.
 Richland Center—Charles Blaker.
 Sparta—Thorbus & Bro.
 Stevens Point—Jessie Smith.
 Shullsburg—H. B. Chamberlain.
 Sharon—W. H. Pellington.
 Sheboygan—E. H. Rummel.
 Shawano—B. H. Sparberg.
 Stoughton—Amundson & Olson.
 Watertown—Crosby Bros.
 West Superior—Pease, Roach, Hood & Co.
 Wausau—James Montgomery.
 Waupun—W. H. Ferguson.

Trade Locals.

For the first time since the Julius Andrae & Sons Co., of Milwaukee, commenced work on their '97 outfit are they in position to promptly supply the demand for tandems. This will undoubtedly be appreciated by their agents, especially those who are behind in orders.

The American Wheelman Annual, just issued, contains the official records of all countries having recognized cycle racing governments, information for tourists, suggestions for repairing, advice for women cyclists and half-tone portraits and biographies of the fastest racing men. It is in book form, of a convenient size, the cover being a particularly handsome sample of the printers' art in three colors, and the illustrations the latest portraits of the champions of the world, nations and states. The records are compiled from the books of the different governing bodies and are in every case authentic. The price of the *Annual* is twenty-five cents; issued by The American Wheelman Publishing Co., New York.

In four of the first road races of the season Andrae riders were victorious. At Newark, N. Y., in the ten-mile open road race N. E. Odell captured first time prize, and in the Sager road race, W. Musher won first place and time prize; in the Newport road race Andrae riders won first and second places and the two first time prizes; in the eleven-mile road race held at Sturgis, Mich., on May 19, over a rough and sandy course, James VanMale won first time prize and fifth place from scratch. These many winnings on Andrae bicycles substantiate the makers' claim that the Andrae is one of the most rigid and, consequently, one of the fastest bicycles built, and amply demonstrate that it is the mount of many of the best riders in every part of the country.

C. A. Goodwin, formerly of the J. Wick Cycle Co., is on the road for the Advance Cycle Co. of this city.

South Side Cycling Club.

The pool tournament of the South Side Cycling Club was won by George W. Perrigo. John Trimborn and William Milbrath made very good showings. Following are the scores of the players who participated in the tournament:

Player	Stcp.	Won.	Lost.	Pr Ct.
George Perrigo	Scratch	10	2	.833
William Milbrath	Scratch	10	3	.833
John Trimborn	16	10	3	.833
A. L. Hoenesaus	10	1	3	.750
T. Trentloggs	Scratch	8	4	.666
J. C. Vogt	Scratch	7	5	.583
George Trimborn	10	6	7	.457
L. Rittman	10	4	8	.333
J. C. Cordas	10	3	9	.250
Gustav Peters	25	3	9	.250
D. Goldstein	25	3	9	.250
O. Thomas	20	2	10	.167
P. H. Cambler	25	3	10	.166

There is no other piece of mechanism that has in its make-up so much inherent buoyancy and exhilaration as the bicycle.

Accidents WILL Appen. INSURE IN THE Aetna Life

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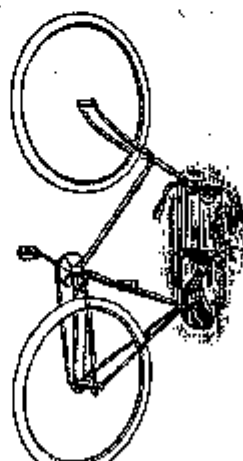
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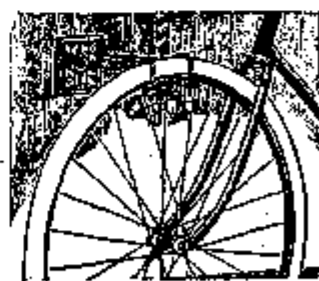
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VOL. VIII.

National Home and Milwaukee, Wis., July, 1897.

No. 4.

1897 Rambler Success AND THE "WHY OF IT!"

This season's successful sale of Rambler Bicycles and the marked degree of the public's appreciation of these popular wheels, have been phenomenal.

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McGeech Building, Milwaukee

Other Tours to Follow

Making The Pneumatic a compendium of information for cyclists.

Keep The Pneumatic for Reference

Some of Its Contents:

APRIL—Tour 1. Milwaukee-Watertown.

Chart 1—Milwaukee-Powaukee
" 2—Pewaukee-Oconomowoc
" 3—Oconomowoc-Watertown

MAY—Tour 2. Milwaukee-Sheboygan.

Chart 4—Milwaukee-Grafton.
" 5—Grafton-Cedar Grove
" 6—Cedar Grove-Sheboygan
and Plan of Sheboygan.
Map A—Watertown.

JUNE—Tour 3. Milwaukee-Waukegan.

Chart 7—Milwaukee-Racine.
(Lake Route.)
" 8—Milwaukee-Racine.
(New Route.)
" 9—Racine-Waukegan.
Map B—Racine.
Map C—Kenosha.

JULY—Tour 4. Milwaukee-Fond du Lac.

Chart 10—Milwaukee-Menomonee Falls.
" 11—Menomonee Falls-Schleislingerville.
(Concluded in Next Issue.)
Map D—Ten Miles Around Milwaukee.

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THE PNEUMATIC

A MONTHLY
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 condenses covers all the doings in cycling. Advertising rates on application.

PNEUMATIC PUBLISHING COMPANY, NATIONAL HOME, WIS.

Milwaukee Office: McBRIDE BUILDING, Michigan and Milwaukee Streets

FRANCIS MORIETTE, Editor.

M. C. ROTIER, Business Manager.

NOTICE to subscribers: This issue of THE PNEUMATIC was delayed to await the completion of the large map, "Ten Miles Around Milwaukee." Owing to several difficulties encountered in securing the data, the delay has been prolonged beyond what had been anticipated.

WILL Chicago tax wheelbarrows and box cars? Here is the issue that was dodged by her versatile attorney.

WHEN a Chicago Alderman squealed on the "gang" and skipped out to escape the grand jury, he said it was all a joke. Probably that is the position the city attorney will take when his pretty little tax scheme goes into a cocked hat. They are very funny people, those Chicago city officials.

IF Chicago and its suburbs could enforce their liberal policy of taxing all vehicles, regardless of where they hailed from, a touring cyclist would require a wallet, somewhat like that in which the city fathers carry their annual passes, to hold his licenses to move.

RESIDENTS of Wauwatosa have asked to have the new proposed Waukesha electric road run out the Watertown plank road. This might be a good thing for Wauwatosa but so long as there is one good bicycle road out of the city, the wheelmen should defend it. The Racine line spoiled one good road and so far as we have been able to learn, paid nothing for it. If electric lines are to run from city to city let them buy a right of way, or at least pay for the roads they destroy, the same as has been done by the steam roads with which they are competing.

THE hold-up instituted by some toll roads, is a mere catch-penny scheme compared with the systematic manner in which Chicago proposes to rob anyone who is unfortunate enough to own a vehicle and stray within her confines.

SINCE the local board of consuls has decided to build a path to Wauwatosa, there is an opportunity for every wheelman to show his appreciation of good streets and fine wheelways, in a substantial manner. A path to Wauwatosa will connect with the Watertown plank road, whatever route may be followed. This is the great highway to the lakes and pretty towns of Waukesha County and if the path had no other value this would make it a boon to hundreds, even thousands of cyclists. But it will also be available for a short run to one of Milwaukee's prettiest suburbs. Whether it terminates at Lisbon avenue, Vliet street or Wells street, it will be accessible to wheelmen from all parts of the city and quite central. The determination of the consuls to push out into the country is commendable. Country roads are poorer than city streets and the paths will open a great pleasure field to cyclists. All factions and all sections of the city should be able to unite in building a path to any interesting place in the suburbs. If there was nothing else to commend the action of the consuls, the fact that this will raise path building above the sectional squabbles that would surely arise if an attempt were made to build within the city, is sufficient.

Milwaukee Athletic Society.

One of the events of the season in athletic circles will be the open field day games of the Milwaukee Athletic Society at National Park, September 11. The meet will be conducted under the rules of the A. A. U. and will be open to all registered athletes. The entry fee is fixed at 25 cents. A fine list of prizes is assured. The list of bicycle events is as follows:

- 1st. Quarter mile open, scratch.
- 2nd. Half mile open, handicap.
- 2nd. One mile open, scratch.
- 4th. Two mile open, handicap.

In addition to these there will be an open amateur team race for a handsome silver trophy offered by the Pabst Brewing Company, and several races against time.

Kanaska Defeats a Pacer.

Henry Kanaska, of Milwaukee, was matched against Montgomery Ward's pacer, Eddie B., in a race at Oconomowoc, Saturday, July 17, of three half mile heats, the winner of two taking a special prize of \$100 offered by the Oconomowoc Driving Association, under whose auspices the race was run. In the first heat the pacer won by a head. Kanaska was unsteady and seemed to be afraid of the horse. The time was 1:07. The second heat he won easily by four lengths. Time, 1:06. The third he won by three lengths. The time was 1:06 1/4.

Milwaukee-Fond du Lac Tour.

One of the most interesting tours out of Milwaukee is that to Fond du Lac, a distance of seventy miles. The roads are uniformly good, and lead through a stretch of pleasant farming country, much of which is noted for its pretty scenery. Cedar Lake, a few miles west of Richfield, is only one of the numerous points of interest that attract many cyclists and pleasure seekers. The road which leads directly to Fond du Lac is used by many tourists bound for Hartford, Fox Lake, Beaver Dam and towns in their vicinity. The first section of the roadway, that from Milwaukee to Menomonee Falls, shown in the accompanying chart, is one of the most popular short runs out of the city and is used by many wheelmen daily.

Starting from City Hall Square ride south to Wisconsin street, then west crossing the bridge on Grand avenue to Twelfth street. Follow Twelfth street north to Walnut street, west on Walnut street one-half block to the intersection of Fond du Lac avenue and thence straight away to the northwest out upon the North Fond du Lac road. One may also leave the city by Jefferson street, Knapp street, Van Buren street and Holton street to North avenue, going west on North avenue to its intersection with Fond du Lac avenue near Twentieth street. The latter is really the best route to get out on the road and avoiding busy streets. Fond du Lac avenue may be reached by Twenty-seventh street, although the few blocks between North avenue and Fond du Lac avenue are not in good repair.

The North Fond du Lac road is almost straight to a point within a few miles of Menomonee Falls. Two miles before reaching the Falls the road begins to bend, but it is easily distinguished from the intersecting roads as it is very well traveled. Wattsville, a small cluster of houses with the conventional cross-road tavern, is the only settlement along the road that boasts a name. The best guide marks are the cross roads. At Wattsville it will be noticed that the section line roads form a triangle on the north side of the main road. The cross-roads each side of Wattsville meet in the same form, making three triangular patches in all. Leaving Milwaukee the first triangular intersection is that of the road leading south to Wauwatosa and of the road leading to West Granville. The second is at Wattsville and the third at the road leading north through Orinda Park to Granville. Near Menomonee Falls the roads form a fourth triangle, but it is irregular in shape. As the triangles are easily recognized by a rider, they are the most valuable guides the first time he passes over the road. The South Fond du Lac, which joins the Lisbon plank road a few miles west of the city, is a fair road and may be taken on the return trip. There are toll gates on both roads, but no charge is collected from wheelmen.

The North Fond du Lac road entering Menomonee Falls is almost due west and it crosses the South Fond du Lac road almost at right angles. At this junction the tourist turns to the right and follows the South Fond du Lac road

in a northwesterly direction. Beyond Menomonee Falls is known simply as the Fond du Lac road and the farmers north of there speak of it as the "pike" or "plank road." It is also called the "stage road" but all these terms are applied by farmers to any main traveled road. At one time or another, stages traversed a road and at some point there was a pike or toll gate. These terms are used today and while they are applied to all main roads they are valuable. Every touring wheelman has had cause to lament the ignorance or perversity of some rustic to whom he has appealed for guidance. Few of them seem to know how to reach any place more than a few miles away. As a rule, however, they know about the "plank road." A "line road" or "cross road" is the reverse of a plank road, although "town line roads" are usually well kept. By enquiring about the kind of road and where the main roads lie, one will often receive good guidance. He may not reach the right plank road but he will in all probability be guided to a well traveled road that leads somewhere—a thing that does not often befall the rider who depends on the geographical knowledge of a bumpkin.

The road from Menomonee Falls to Schleisingsville trends to the northwest. It is not straight but nearly all bends occur where there are no fork or cross roads, which makes it as easy to follow as if it were a straight road. The road is usually fair and some portions of it are very fine. The country is hilly and while the road avoids many of the highest ridges, there are some heavy grades. The road is suitable for coasting and long stretches may be covered without touching the pedals.

From Schleisingsville, the route to Fond du Lac continues in the same general direction to Theresa. The road leading north out of Schleisingsville is the one taken to Cedar Lake and West Bend. This is a good road and lies along the west shore of the lake. It is about six miles from Schleisingsville west to Hartford. The roads are good.

Ten Miles Around Milwaukee.

In this issue THE PNEUMATIC presents the first of the large maps that have been in preparation for several months, to accompany the system of touring charts, which have been running in past issues. The map, like the smaller charts, is arranged with a view to presenting the information as clearly and simply as possible. The best roads are shaded, the better class of roads are shown in continuous line, while the poorer roads are indicated by dotted lines. There are many considerations that make a map of this character difficult to arrange. What is considered a fine road in one district, would be considered a very poor road in another district. Some roads are very good under certain weather conditions, but become wholly unfit for cycling after even a light shower. Several roads, while very good throughout a great part of their length, present some obstacle at one point or another, that makes it preferable to select some other route. It was suggested that the chart be arranged to show the exact nature of the different roads,

THE PNEUMATIC.

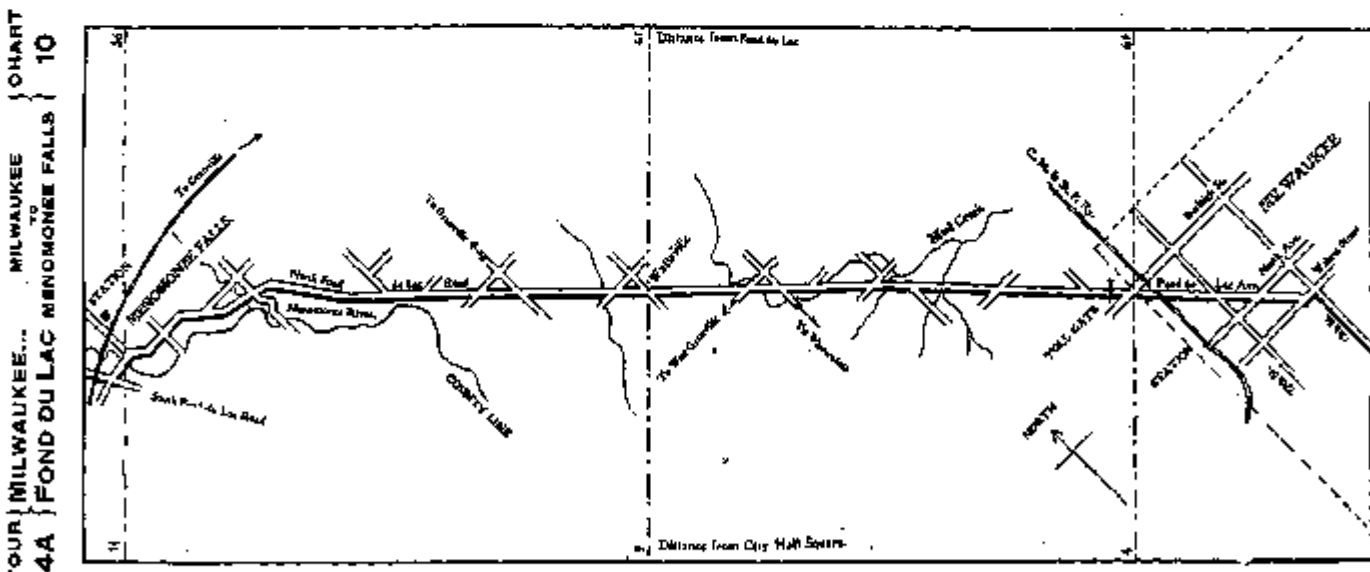
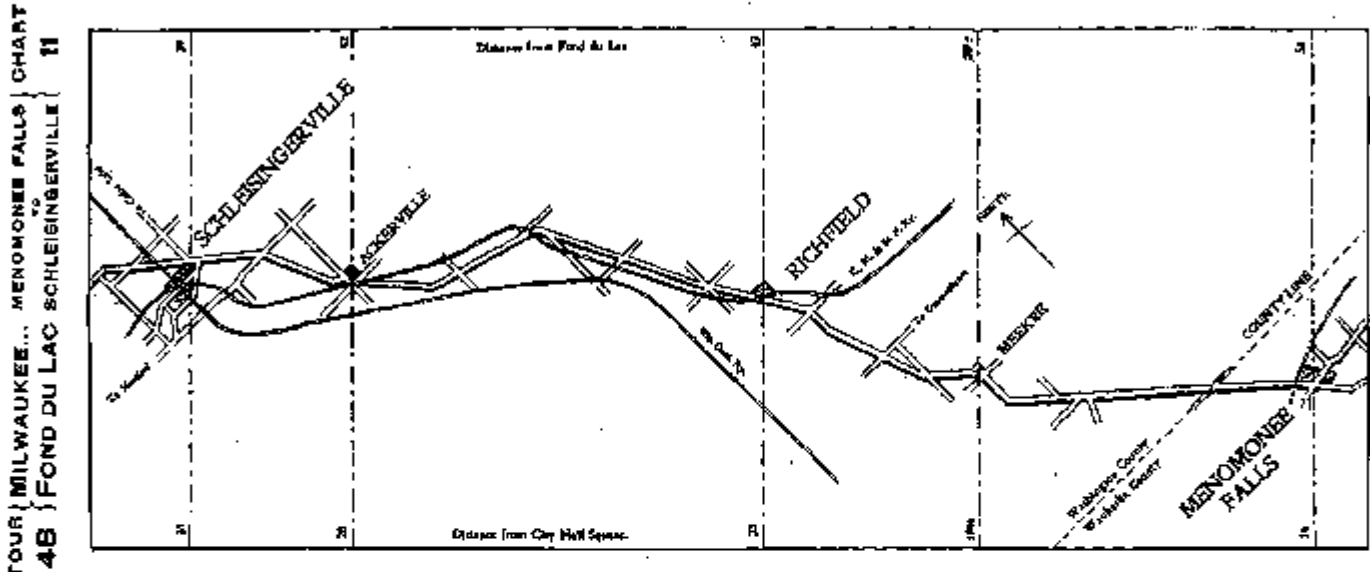
whether they were of gravel, broken stone, clay, loam or sand. A trial of this system led to its abandonment as impracticable, owing to the alternating conditions met in passing through the districts of different road masters.

After several experiments, the present system, using routes as a basis of indication, was adopted. With few exceptions, the roads most frequently used by cyclists in wheeling about the country, are shown in heavy lines. However, no roads are shown in this manner, unless they

Bay road and Cedarburg Plank road, both of which are partly graveled and have side paths.

The second class of roads, indicated by light lines, include many clay roads that are usually in poor condition for several days after a storm. Few of them have side paths. As a whole, they are well traveled roads and, after several days of dry weather, the wagon tracks afford good riding.

The third class of roads, indicated by dotted lines, include those of doubtful quality and those known to be poor.



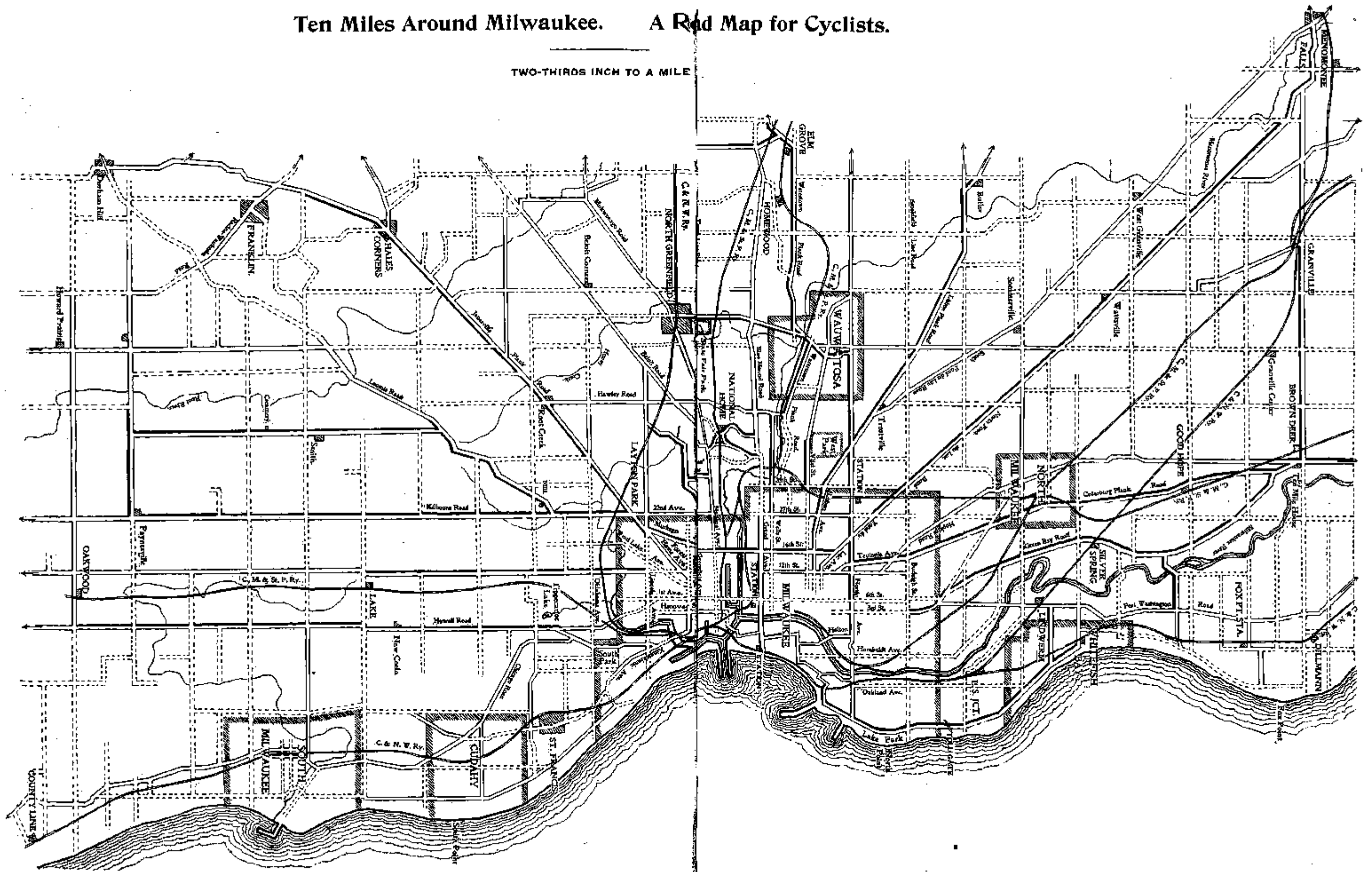
have been found to be quite good under various weather conditions. There is considerable difference between some of the roads indicated in heavy line, those to the south and west of the city being somewhat better than those to the northward. None of the roads thus shown, will be found unrideable under fair weather conditions, and as nearly all are graveled roads, a shower only improves them. The principal clay roads indicated in heavy lines, are the Green

Some of them are often in good riding condition, but as a whole, they will be found lumpy and full of deep ruts at almost all seasons. Several roads, over which there is not much travel and which have been heavily graveled this season, are included in this class, as they will not be much improved before autumn.

Henry Kanaska, Tony Stoltz and Morgan S. O'Brien will follow the state circuit for the League company.

Ten Miles Around Milwaukee. A Road Map for Cyclists.

TWO-THIRDS INCH TO A MILE



THE PNEUMATIC.

Table of Distances.

The following table shows the distances by wagon road between the principal places shown on the chart. The distance given in each instance is for the most direct route between each two places. No distances are repeated in the table. Thus, the distances between Waterville and Butler is given: "Butler to Waterville, six miles," but is not repeated as "Waterville to Butler, six miles." Accordingly, in looking up a distance in the table, find the name that would come first in an alphabetical list, in the first column of the table, and if the distance is given, the other town will be found below. Distances not shown in the table may be found by adding distances that are given. Thus, to find the distance from Hales' Corners to Granville, add the distances from Hales' Corners to Wauwatosa, nine miles, and from Granville to Wauwatosa, ten and one-half miles, a total of nineteen and one-half miles. Similarly, any distances may be quickly computed.

City Hall to		County Line to	
Brown Deer.....	11	Cudahy.....	9
Butler.....	10	Durham Hill.....	13 1/2
County Line.....	14 1/2	Franklin.....	14 1/2
Cudahy.....	7 1/2	Howard Prairie.....	10 1/2
Durham Hill.....	14 1/2	Hales Corners.....	10 1/2
Elm Grove.....	14	Lake Station.....	10 1/2
Franklin.....	11	Layton Park.....	10 1/2
Good Hope.....	12 1/2	New Coeln.....	10 1/2
Granville.....	12	Oakwood.....	10 1/2
Hales Corners.....	11	Paynesville.....	10 1/2
Homewood.....	10	Root Creek.....	10 1/2
Howard Prairie.....	10	South Milwaukee.....	10 1/2
Lake Park.....	10 1/2	St. Francis.....	10 1/2
Lake Station.....	10 1/2	Smith P. O.....	10 1/2
Layton Park.....	10 1/2	Tippecanoe.....	11 1/2
Lindworm.....	10 1/2		
L. S. Jet.....	10		
Manomonee Falls.....	10 1/2		
National Home.....	10 1/2		
New Coeln.....	10 1/2		
North Greenfield.....	10 1/2		
North Milwaukee.....	10 1/2		
Oakwood.....	10 1/2		
Paynesville.....	10 1/2		
Root Creek.....	10 1/2		
Silver Spring.....	10 1/2		
Smith P. O.....	10 1/2		
Soldiers' Home.....	10 1/2		
Sommerville.....	10 1/2		
South Milwaukee.....	10 1/2		
Spring Meadow.....	10 1/2		
State Fair Park.....	10 1/2		
St. Francis.....	10 1/2		
Ten Mile House.....	10 1/2		
Tippecanoe.....	10 1/2		
Troostville.....	10 1/2		
Waterville.....	10 1/2		
Wauwatosa.....	10 1/2		
West Granville.....	10 1/2		
West Park.....	10 1/2		
Whitefish Bay.....	10 1/2		
Brown Deer to		Durham Hill to	
Granville.....	1	Franklin.....	3
Good Hope.....	2 1/2	Hales Corners.....	6 1/2
Lindworm.....	7 1/2	Howard Prairie.....	3 1/2
Manomonee Falls.....	5	Lake Station.....	10 1/2
North Milwaukee.....	5	Layton Park.....	12 1/2
Silver Spring.....	5	New Coeln.....	11 1/2
Whitefish Bay.....	7 1/2	North Greenfield.....	12 1/2
Butler to		Elm Grove to	
Elm Grove.....	2 1/2	Granville.....	11 1/2
Granville.....	6	Hales Corners.....	8
Homewood.....	5	Howard Prairie.....	7
Manomonee Falls.....	5	Lake Station.....	6 1/2
North Greenfield.....	7 1/2	Layton Park.....	6 1/2
North Milwaukee.....	8 1/2	New Coeln.....	6 1/2
National Home.....	7	Wauwatosa.....	2 1/2
Troostville.....	1 1/2	West Park.....	6 1/2
Wauwatosa.....	5 1/2		
West Park.....	6		
Waterville.....	6		
West Granville.....	4 1/2		
Granville to		Franklin to	
Good Hope.....	4 1/2	Hales Corners.....	3
Manomonee Falls.....	4	Howard Prairie.....	8
North Greenfield.....	12 1/2	Lake Station.....	10
North Milwaukee.....	6	Layton Park.....	8 1/2
Troostville.....	4 1/2	New Coeln.....	11
Waterville.....	4 1/2	Oakwood.....	9 1/2
Wauwatosa.....	4 1/2	Paynesville.....	7
West Granville.....	4 1/2	Root Creek.....	6 1/2
West Park.....	4 1/2	South Milwaukee.....	11 1/2
Hales Corners to		Howard Prairie to	
Homewood.....	3 1/2	Lake Station.....	9 1/2
Howard Prairie.....	7 1/2	Layton Park.....	12 1/2
Lake Station.....	8 1/2	National Home.....	12 1/2
Layton Park.....	10 1/2	New Coeln.....	10 1/2
National Home.....	8	North Greenfield.....	13
New Coeln.....	10 1/2	Oakwood.....	4 1/2
North Greenfield.....	6	Paynesville.....	4 1/2
Oakwood.....	11 1/2	Root Creek.....	8
Paynesville.....	11 1/2	Smith P. O.....	11 1/2
Root Creek.....	13	South Milwaukee.....	11 1/2
Smith P. O.....	13	St. Francis.....	13
South Milwaukee.....	11 1/2	Tippecanoe.....	13 1/2
St. Francis.....	13	Wauwatosa.....	9
Tippecanoe.....	13 1/2		
Wauwatosa.....	9		
Homewood to		Lake Station to	
National Home.....	4 1/2	Layton Park.....	6 1/2
North Greenfield.....	4	New Coeln.....	1
Wauwatosa.....	2 1/2	Oakwood.....	4
Howard Prairie to		Lake Park to	
Lake Station.....	9 1/2	Lindworm.....	5
Layton Park.....	12 1/2	Lake Shore Jet.....	2 1/2
National Home.....	12 1/2	North Milwaukee.....	7
New Coeln.....	10 1/2	Silver Spring.....	7
North Greenfield.....	13	Ten Mile House.....	13
Oakwood.....	4 1/2	Whitefish Bay.....	3 1/2
Paynesville.....	4 1/2		
Root Creek.....	8		
Smith P. O.....	11 1/2		
South Milwaukee.....	11 1/2		
St. Francis.....	13		
Tippecanoe.....	13 1/2		
Wauwatosa.....	9		
Lake Station to		Layton Park to	
Layton Park.....	6 1/2	National Home.....	3 1/2
New Coeln.....	1	North Greenfield.....	4 1/2
Oakwood.....	4	Oakwood.....	12
Paynesville.....	5 1/2	Paynesville.....	9 1/2
Root Creek.....	7	Root Creek.....	3
Smith P. O.....	11 1/2	Smith P. O.....	6 1/2
South Milwaukee.....	11 1/2	South Milwaukee.....	6 1/2
St. Francis.....	13	St. Francis.....	6 1/2
Tippecanoe.....	13 1/2	Tippecanoe.....	13 1/2
Wauwatosa.....	9	Wauwatosa.....	7 1/2
Lake Park to		Lindworm to	
Lindworm.....	5	North Milwaukee.....	2 1/2
Lake Shore Jet.....	2 1/2	Silver Spring.....	2 1/2
North Milwaukee.....	7	Ten Mile House.....	7 1/2
Silver Spring.....	7	Whitefish Bay.....	1 1/2
Ten Mile House.....	13		
Whitefish Bay.....	3 1/2		
Layton Park to		Manomonee Falls to	
National Home.....	3 1/2	National Home.....	15
North Greenfield.....	4 1/2	North Milwaukee.....	10
Oakwood.....	12	Sommerville.....	8
Paynesville.....	9 1/2	Ten Mile House.....	8 1/2
Root Creek.....	3	Troostville.....	10 1/2
Smith P. O.....	6 1/2	Waterville.....	0
South Milwaukee.....	6 1/2	Wauwatosa.....	12 1/2
St. Francis.....	6 1/2	West Granville.....	10 1/2
Tippecanoe.....	13 1/2	West Park.....	11 1/2
Wauwatosa.....	7 1/2		
Lindworm to		National Home to	
North Milwaukee.....	2 1/2	North Greenfield.....	3
Silver Spring.....	2 1/2	Root Creek.....	4 1/2
Ten Mile House.....	7 1/2	South Milwaukee.....	13
Whitefish Bay.....	1 1/2	State Fair Park.....	2 1/2
Manomonee Falls to		North Greenfield to	
National Home.....	15	Root Creek.....	4
North Milwaukee.....	10	South Milwaukee.....	13
Sommerville.....	8	State Fair Park.....	2 1/2
Ten Mile House.....	8 1/2	Wauwatosa.....	2 1/2
Troostville.....	10 1/2	West Granville.....	10 1/2
Waterville.....	0	West Park.....	11 1/2
Wauwatosa.....	12 1/2		
West Granville.....	10 1/2		
West Park.....	11 1/2		
National Home to		North Greenfield to	
North Greenfield.....	3	Root Creek.....	4
Root Creek.....	4 1/2	South Milwaukee.....	13
South Milwaukee.....	13	State Fair Park.....	2 1/2
State Fair Park.....	2 1/2	Wauwatosa.....	2 1/2
Wauwatosa.....	2 1/2	West Granville.....	10 1/2
West Park.....	11 1/2	West Park.....	11 1/2
North Greenfield to		North Milwaukee to	
Root Creek.....	4	Silver Spring.....	2
South Milwaukee.....	13	Sommerville.....	3 1/2
State Fair Park.....	2 1/2	Troostville.....	5
Wauwatosa.....	2	Waterville.....	4 1/2
North Milwaukee to		South Milwaukee to	
Silver Spring.....	2	St. Francis.....	4 1/2
Sommerville.....	3 1/2	Tippecanoe.....	5 1/2
Troostville.....	5		
Wauwatosa.....	7 1/2		
West Park.....	6		
Whitefish Bay.....	4 1/2		
Oakwood to		State Fair Park to	
Paynesville.....	3 1/2	North Greenfield.....	4 1/2
Root Creek.....	12	Wauwatosa.....	2 1/2
Smith P. O.....	7		
South Milwaukee.....	6 1/2		
St. Francis.....	10 1/2		
Tippecanoe.....	10 1/2		
Paynesville to		St. Francis to	
Root Creek.....	9 1/2	Tippecanoe.....	2
Smith P. O.....	4 1/2		
South Milwaukee.....	7 1/2		
St. Francis.....	11		
Tippecanoe.....	8 1/2		
Root Creek to		Troostville to	
Smith P. O.....	5 1/2	Waterville.....	4 1/2
South Milwaukee.....	11	Wauwatosa.....	8 1/2
State Fair Park.....	4 1/2	West Granville.....	10 1/2
St. Francis.....	7 1/2	West Park.....	11 1/2
Tippecanoe.....	5 1/2		
Wauwatosa.....	7		
Silver Spring to		Waterville to	
Ten Mile House.....	5	Wauwatosa.....	10 1/2
Waterville.....	4 1/2	West Granville.....	10 1/2
West Granville.....	7 1/2	West Park.....	11 1/2
Whitefish Bay.....	3 1/2		
Smith P. O. to		Wauwatosa to	
South Milwaukee.....	6 1/2	West Granville.....	7 1/2
St. Francis.....	0	West Park.....	2 1/2
Tippecanoe.....	7 1/2		
Wauwatosa.....	12 1/2		

THE PNEUMATIC.

Where the Roads Lead.

The following summary will be useful to persons desiring to make trips to towns outside the district covered by the chart. The principal roads shown on the chart and the places to which they lead are as follows:

Beloit Road:

To Prospect Hill and Mukwonago. Poor.

Blue Mound Road:

Into Watertown Plank Road two miles west of Elm Grove. Poor.

Cedarburg Plank Road:

To Thiensville, Cedarburg, Grafton, Saukville, Port Washington, Sheboygan. Fair.

Ocean Bay Road.

Same as Cedarburg Plank Road north of Ten Mile House. Good.

Howell Road.

To Caledonia, Frankville, Western Union Junction, Racine, Kenosha, Waukegan and Chicago. Fair to Western Union Junction.

Janesville Plank Road.

Right fork at Hale's Corners; to Tess Corners, Muskego Center, Big Bend, Mukwonago, East Troy, Waterford, Rochester, Burlington, Geneva, Beloit and Janesville. Good.

Left Fork at Hale's Corners; To Durham Hill and thence south on the county line into Waukesha County, to North Cape. Fair.

Lisbon Plank Road.

North fork through Butler, to Marey, Lannon, Sussex, Merton and North Lake. Good.

Loomis Road.

Through Durham Hill to south end of Muskego Lake and Wind Lake. Poor.

Port Washington Road.

To Mequon, Ulao and Port Washington. Fair.

Mukwonago Road.

To New Berlin, Prospect Hill and Mukwonago. Fair.

North Fond du Lac Road.

Joins South Fond du Lac at Menomonee Falls, thence northwest to Richfield, Ackerville, Schleisingerville, Cedar Lake, Theresa, Lomira and Fond du Lac. Fair. The branch road on the county line, one and one-half miles west of West Granville, leads in a northwesterly direction to Germantown, West Bend, Barton, Kewaskum and Fond du Lac.

Racine-Waukesha Road.

To the northwest through Tess Corners and Prospect Hill to Waukesha; to the southeast to Raymond and Yorkville and through Thompsonville and Frankville to Racine. Fair; poor between Franklin and Tess Corners and in northern part of Racine County.

South Fond du Lac Road:

See North Fond du Lac Road.

Two Line Road:

A good road from State Fair Park to a point three miles west of the county line. Fair to Waukesha.

Watertown Plank Road:

To Brookfield, Waukesha and Pewaukee; Hartland, Okankee, Oconomowoc, Watertown, Eagle, Whitewater, etc. Fine paths to Oconomowoc.

Kilbourn Road:

To Thompsonville and Ives.

Chicago Road:

To Tabor, Ives Grove, Racine, etc.

Henry Van Arsdale, of Racine, has accepted the position of manager of the Beebe Manufacturing Company, makers of the Beebe wood wheel. This position is a responsible one as the company, aside from building bicycles, manufacture heavily in other road vehicles. Mr. Van Arsdale is now in the East in the interest of the firm.

The Appleton Cycle Club has \$500 in the treasury. It recently contributed \$50 to the fund for building cycle paths through the Lawrence University grounds. There are three foot paths on each side of four of the principal walks.

The Fraternal Alliance Wheelmen and the N. S. C. C. will spend Sunday, August 8, in Chicago, leaving Saturday night on the Goodrich boat.

Walter C. Sanger, Milwaukee's greatest rider, passed several days at home recently. "Wally" is in fine condition and is now at Philadelphia at the National L. A. W. Meet. It is understood that he will ride with Hamilton and Coulter, for an Indiana manufacturer.

The Aldermen Have Wagons.

A slight stir was caused in wheeling circles last month by the Oldenberg resolution, which was designed to inaugurate a tax of \$2 on bicycles. City Attorney Howard Van Wyck was asked for an opinion, and held that if bicycles were taxed, all vehicles should be taxed, or the resolution would be illegal. The matter has been dropped.

A Bicycle Failure.

The Elmwood Cycle Manufacturing Company is in the hands of a receiver, appointed by Judge Sutherland. The company is an outgrowth of the Huseby Cycle Company, which failed about a year ago. Application has also been made for a receiver for the Wisconsin International Water Cycle Company, a kindred corporation.

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The State Meet.

July 1 to 3 saw probably the most successful state meet yet conducted in Wisconsin. Racine had made elaborate preparations for the gathering of cyclists and everything was carried out as planned. The attendance was large, the weather fine and some very fast riding was done on the fine new cement track. The battle for the next state meet has fairly begun and after the example set by Racine, a high bid will be required to secure the prize.

Following is a summary of the races:

FIRST DAY, JULY 1.

One mile novice—W. Hufschmidt, first; Ed. Harnish, second. Time, 2:41 1-5.

One mile open, amateur—C. R. McCarthy, first; F. J. Morse, second; E. W. Penbody, third. Time, 2:18 1-5.

Quarter mile open, professional—E. D. Bald, first; Cooper, second; Cabanne, third; Gardiner, fourth; Mertens, fifth. Time, 32 2-5 seconds.

Two mile state championship—Chas. Muss, first; H. E. Lucia, second; A. M. Mueller, third. Time, 8:04 2-5.

One mile open, professional—Mertens, first; Cooper, second; Gardiner, third; Bald, fourth; Fred Hicks, fifth; Cabanne, sixth. Time, 2:11 2-5.

One mile team race—Milwaukee Athletic Society, 11 points, first; Racine Athletic Association, 4 points, second; Woodlawn Cycling Club, Chicago, third. Time, 2:50 2-5.

Half mile state championship—A. R. Bauman, first; A. D. Fish, second; Con. Reiske, third. Time, 1:19 2-5.

SECOND DAY, JULY 2.

Half mile professional—Cooper, first; Bald, second; Gardiner, third. Time, 1:00 1-5. Equals world's record.

One mile amateur state championship—C. Muss, first; Con. Reiske, second. Time, 2:20 1-5.

One mile open, professional—Bald and Cooper tie for first; Mertens, third; Gardiner, fourth. Time, 2:05 2-5.

One mile handicap, amateur—E. Llewellyn, 30 yards, first; C. Muss, 25 yards, second; Nat. McDougall, 20 yards, third; F. J. Morse, 25 yards, fourth. Time, 2:37 1-5.

Quarter mile state championship—Chester Allen, first; Con. Reiske, second. Time, 31 4-5.

Two mile handicap, professional—A. C. Mertens, scratch, first; A. M. Wetzig, 135 yards, second; A. P. Bingenheimer, 90 yards, third; Tracy Holmes, 65 yards, fourth. Time, 4:28 2-5.

Ten mile open, professional—Mertens, first; Wetzig, second; Rob. Walther, third. Time, 32:41 2-5.

THIRD DAY, JULY 3.

Half mile open, amateur—C. Muss, first; McCarthy, second; Penbody, third. Time, 1:10.

One mile open, professional—Cooper, first; Walther, second; Cabanne, third. Time, 2:15.

Two mile handicap, amateur—W. D. Baker, 165 yards, first; W. Davis, 90 yards, second; J. Schweidner, 250 yards, third. Time, 4:33.

One mile, 2:15 class, professional—O. F. Bohman, first; Fred Hicks, second; John Nelson, third. Time, 2:15.

One mile handicap, professional—John Nelson, 90 yards, first; A. J. Wetzig, 80 yards, second; O. B. Vorum, 60 yards, third. Time, 2:06 2-5.

One mile open, amateur—McCarthy, first; E. W. Penbody, second; A. M. Chandler, third. Time, 2:23.

Five mile state championship—Con. Reiske, first; H. M. Plank, second; A. D. Fish, third. Time, 12:12.

Juneau's First Meet.

Juneau will have a ten mile road race August 28. In the afternoon there will be track races on the half-mile course. This is the first year's racing for the town. The prizes will be headed by an Andrae bicycle.

B. A. Clifford, the well known cycle dealer, has decided to seek fortune in the Klondike region. He will be accompanied by several other Milwaukeeans.

Chippewa Falls Meet.

Entry blanks for the races on Bicycle Day at the Northern Wisconsin State Fair, have been received. The fair will be held at Chippewa Falls in September, and Tuesday, September 14, has been set aside for the cycle races. The entry fee is low and a fine list of prizes is offered. Entries for the handicaps close September 9 while entries for the open races close at midnight of the day before the races. The races are under the management of Robert B. Clark, of Chippewa Falls and will be governed by L. A. W. rules.

The program of events is as follows:

- 1st. One mile novice.
- 2d. One mile open, professional.
- 3d. Half mile open, amateur.
- 4th. Half mile open, professional.
- 5th. Quarter mile open, amateur.
- 6th. One mile handicap, amateur.
- 7th. Two mile handicap, professional.
- 8th. Two mile handicap, amateur.

Aside from the racing features of this meet, the Chippewa League Club is going to make it pleasant for all wheeling visitors. Chippewa's hospitality is so well known that wheelmen generally are looking forward to this event with a great deal of pleasure.

Will Demand Guide Boards.

Reports from different sections of the state indicate that the campaign for guide boards instituted last spring, is beginning to yield results. New guide boards are being put up in many localities. The Milwaukee Board of Councils are organizing a strong local movement and will insist upon the erection of guideboards wherever they are wanting. In the town of Milwaukee boards have just been contracted for by the town chairman, Charles Wussow.

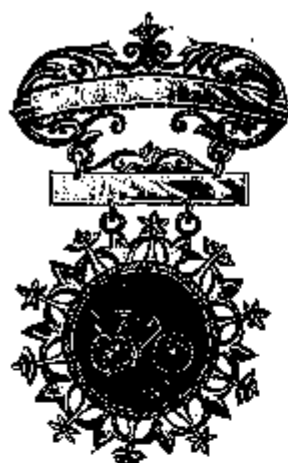
The Tour Book and Maps.

The new tour book of the Wisconsin Division, L. A. W., compiled under the direction of Secretary Sam Ryan, of Appleton, has been completed and is now being sent to all members of the division. It contains about 600 tours and is far more complete than any heretofore issued. The division is making a great effort to secure all possible information of interest to wheelmen and issue it in compact form. The road maps of the state are meeting with great favor by the wheelmen. A key map, furnishing an index to the different sections, has been prepared and will be forwarded with the next sections issued.

Have a Long Way to Go.

George Meier and C. P. Fretwell, two Baltimore wheelmen who are making a 25,000 mile tour, were in the city several days last week. Fretwell had a bad fall in Chicago and the stop was made to allow his knee, which was badly wrenched, to heal. They had ridden 3,096 miles.

At the next meeting of the Associated Cycling Club, steps will be taken to organize a stock company to own and control a bicycle track in this city.



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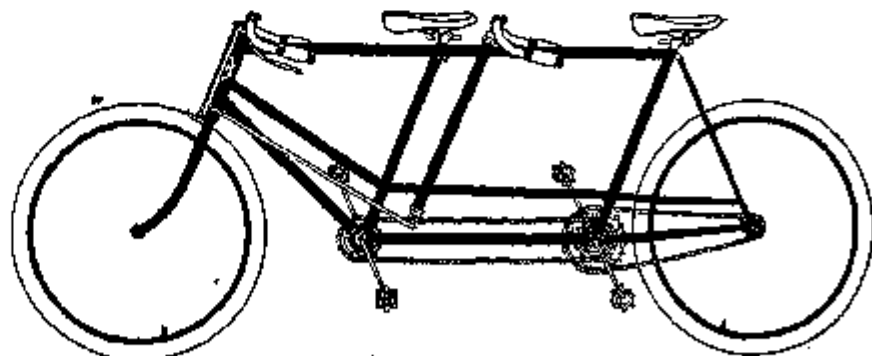
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THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

VOL. VIII.

National Home and Milwaukee, Wis., August, 1897.

No. 5.

Rambler "18 Year Old" BICYCLES

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A REDUGED PRICE!

Rather than carry over 1897 Ramblers, which we shall continue to manufacture in order to keep our mechanics busy until we start on 1898 Ramblers, we will, while they last, sell 1897 Ramblers at next year's reduced price.

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Milwaukee Office: McGEORH BUILDING, Michigan and Milwaukee Streets

FRANCIS MORIETTE, Editor.

M. C. ROTIER, Business Manager.

THE Watertown course is a hoodoo for record smashers this season. A new route is needed.

THE man who prophesied that fashion in wheels was past, will wonder when he sees "the '98 chainless."

JUDGE TULEY has settled Chicago's city attorney and now we await the news that some court has brought the mayor of Oshkosh to his senses.

THE Texan who invented a locomotive to run on the smooth (?) ice of the Yukon between the Klondike and the coast, has evidently not heard of the bicycle and its possibilities in that direction.

OSHKOSH is in need of a well organized L. A. W. club. An injunction would not have cost much and it would have stopped Mayor Ideson's horse play. L. A. W. organization is effective for just such emergencies.

THE announcement that Ramblers' selling price of 1898 bicycles will be \$65.00 next year has once more set the cycling world agog. The high reputation of this machine and the manufacturers' determination to maintain it, is evidence that the best bicycles can be sold for that price and at a fair profit.

THE average rider doesn't care a snap for local records or who won the road race at Podunk. He wants to know the country and the best roads. THE PNEUMATIC was one of the first cycling papers to give attention to this information and the fact that it is on the right tack is shown by an unprecedented increase in circulation and a big demand for back numbers. The great drawback is that the tours cannot be compiled rapidly enough to satisfy everybody at once.

A. CRESSY MORRISON is the logical successor of I. B. Potter as president of the L. A. W. Eastern papers admit this but argue that his removal to the East destroys his chances, as the next president should be a western man. This is good so far as it goes, but the western delegates supported Mr. Morrison for his excellent qualities more than for his geographical situation. When the delegates who can see no fitness in a candidate except his position on the map, get to quarreling about the East and the West at the next election, the qualities that brought Mr. Morrison near the presidency a year ago, will elect him. The geographers will mark him as an Eastern man and the West will get another vice-president and several good offices. The situation is not so puzzling as the Eastern writers pretend.

THERE seems to be nothing that would yield more benefits to the Wisconsin Division, L. A. W., than to secure the National Meet for 1899. The division is growing rapidly and the steps that are being taken to secure more recruits, indicate that the division will be well qualified to care for the visitors. The Racine state meet was a strong recruiting factor but the national meet would mean thousands of new members for Wisconsin. The influence of the meet in different directions, is valuable. Whenever a national meet is held the wheelmen receive more consideration thereafter. The meet brings out the wheelmen in full force. It is an exhibition of strength and when 13,000 cyclists gather, as they did in Philadelphia, the tendency to legislate against the interests of wheelmen is greatly diminished in that locality.

PROBABLY there never was a crime committed, so gross and brutal as not to awaken in someone a sense of satisfaction, a feeling that some advantage had been gained. When the rich man is robbed, only the rich shudder. The righteous are grateful that they have nothing of which they can be robbed, and the envious view the rich man's loss as a victory. When the crime is of lesser moment in view of the property it may destroy, not a few who would be indignant at the commission of a felony, quietly calculate the advantage they may gain. Perhaps the advantage is indirect or only fancied, but it dulls the sense of justice and even leads to open approbation of the felony. When Angiolilli assassinated Canovas, the world shuddered, but all knew that somewhere there were those who approved the crime and whose approval led to its commission. The ignorant, weak minded murderer, was no guiltier than the associates who could fancy that in the death of a premier was victory for their foolish tenets. The same approbation lurks behind the crime that was committed when some yokel buried the puncturing instrument in the path on the Green Bay road. The rank cowardice of the act betokens a mind easily prejudiced and led into doing a malicious act. He probably did the trick to hear the satisfied comment of the "bicycle hater" when the wheelmen were discomfited.

Perhaps the "bicycle hater" would not countenance the deed directly but it is his influence that leads to such acts. We do not believe anyone could lay a trap of the type used, unless they felt their action would be applauded in some quarter. It was a plain case of maliciousness without one feature that would stamp it as an unfortunate joke. The influence of the "bicycle hater" is showing itself in many directions: In adverse bicycle legislation, opposition to good roads and persecutory arrests. The way to treat him is to turn him down wherever you find him. Don't allow him to run until he can concoct deeper schemes. "When you see a head just hit it." Many a wheelman has heard some crusty "bicycle hater" reel off his nonsensical tirade against the wheel, and has endured it rather than be impolite enough to interrupt. Many a wheelman has, by his silence, endorsed the sentiment that bicycling is idiotic. It is not. It's business for some, healthful pleasure for others and fine sport for anyone. Stand up for it and silence the "bicycle hater."

THE CYCLING SEASON.

With September begins the long autumn of our latitude, the period of unexcelled pleasure for the cyclist. With ripening fruits, dropping nuts and brightening woodlands, there comes a new interest in country riding. The long tours that are attempted in vacation give way to shorter runs into the surrounding country. The search for nuts and the orchards that yield the best fruitage, is more conducive to companionship than the long rides over dusty, summer roads. There are no records to break, no stated distances to cover. Almost any cycling party can travel in harmony on a crisp autumn morning. The laggards are fully alive and the exhilaration makes the scorcher more condescending in the pace he sets. One may see what never is to be seen in summer, whole flocks of cyclists pedaling leisurely along and chattering like magpies. Perhaps it is the same influence that causes more suicides in the warm months that leads wheelmen to rush headlong through country lanes to turn up a large mileage or break some local record when the thermometer is at its highest. At any rate the cyclist is more sociable in the fall. The "fiend" never can be tamed. He scorches twelve months in the year and attempts century runs in the dead of winter. But the average fellow with a new wheel has scorched enough by fall and slows down to enjoy himself. The roads are in the best condition of the year. It may be a slow season for the dealer but it is the cycling season from the riders' standpoint. The person who stores his wheel in September, or who fears it is too late to begin to ride, loses the best part of the whole year, October, and the first days of November.

Mrs. H. C. De Nio has been appointed a sub L. A. W. consul at Baraboo. Mrs. De Nio is deeply interested in League work and has greatly helped to add new members to the Baraboo ranks the past season.

New Route to Waukesha.

A fine road to Waukesha, which bids fair to rival the Watertown Plank Road in popularity when it is better known, has been discovered by Mr. F. P. Van Valkenburgh. The new route may fairly be classed as a discovery for the few riders who are known to have used the road before, spread such persistent reports of its poor condition, that for several seasons it has been shunned by cyclists. The route leaves the city by North avenue and leads straight west to the Fox river, due north of Brookfield on the Watertown Plank road. The road passes through the northern outskirts of Wauwatosa and one mile north of Elm Grove. The Prairie du Chien division of the Chicago Milwaukee & St. Paul Railway is crossed one and one-half miles west of the county line and the La Crosse division of the same road is crossed a half mile further west. The road lies about two thirds of a mile south of the railway station at Brookfield Junction. One mile west of the road leading to Brookfield Junction, the Fox River is crossed and just beyond it, the Prairie du Chien division of the Chicago Milwaukee & St. Paul Railway. Beyond the river the road bends away to the southeast, following the course of the Fox river. It crosses the Watertown road near the Wisconsin Central track, near their crossing with the tracks of the Chicago, Milwaukee & St. Paul Railway a quarter of a mile south of the Watertown road. From this point the road is level and lies along the river bank beside the railway. It passes the Hadfield quarries and enters Waukesha at the Chicago Milwaukee & St. Paul station.

There are a few hills but none are steeper or longer than those on the Watertown Plank road. There are no hills like the Stone Quarry hill and that in Wauwatosa. The hill down to the Fox river is more than a mile long. It is a series of gentle descents and level stretches that may be coasted in safety. The scenery at many points is fine, especially on the run down the valley of the Fox. The road is well graveled the entire distance. Much of the gravel was put on last season but there is five or more miles of fresh gravel. This is what unfits the road for general riding at present, but it will make the road one of the best next season. It may even be considered a fine road now for no rider of experience would find the newer gravel troublesome in its present condition.

THE PNEUMATIC has been unable to secure accurate measurements at this writing but an estimate of the distance, is as follows: City Hall Square to city limits on North avenue, $4\frac{1}{2}$ miles; to the county line, $5\frac{1}{2}$ miles; to the Fox river, 5 miles; to the Watertown road, 2 miles; to Waukesha, 4 miles; total distance, 21 miles. The distance by way of Wells street and the Watertown Plank road, is 19 miles.

Want to See Signs.

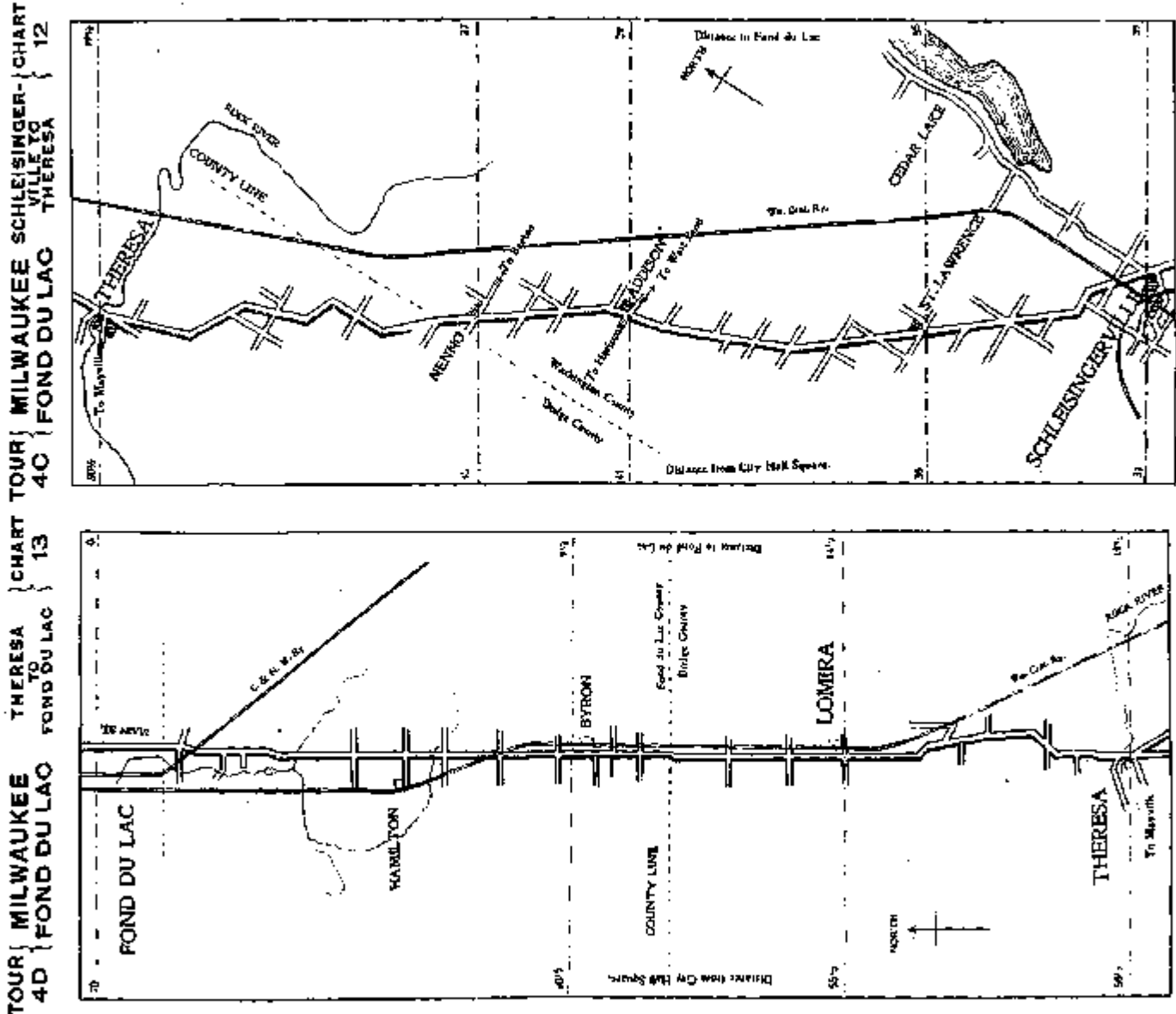
The Board of Consuls is striving industriously with the township authorities of Milwaukee to secure the erection of sign boards.

Milwaukee-Fond du Lac Tour.

(Continued from Last Issue.)

The section of the Fond du Lac tour between Schleisingerville and Theresa, a distance of 19½ miles, is more interesting than the first portions of the tour. The road is somewhat hilly and at several points, progress is slow. Beyond Schleisingerville, and at some points south Holy Hill may be seen over beyond Hartford. There are two roads to Hartford from Schleisingerville, either one of which

The road beyond Schleisingerville makes a turn to the west and then back to the northwest. This occurs where there is no cross road and no confusion can arise. The first town beyond Schleisingerville is St. Lawrence, a mere hamlet where the farmers receive their mail. Addison, the next town, six miles beyond is somewhat larger. Here the road from Horicon to West Bend crosses the Fond du Lac road. Horicon lies about 15 miles west from Addison and the road between the two towns is not more than fair. Many riders



is in fair condition although both are hilly. The road from Schleisingerville to Cedar Lake leads directly north, winding along the west shore of the lake for several miles. The Wisconsin Central railway runs within a mile of the lake, and there is a platform at the cross road at the south end of the lake where trains stop to pick up passengers from the lake. Cedar Lake is a popular resort and many picnics are held there every year.

prefer to go to Horicon by way of Hartford or Ashippun. The road from Addison to West Bend, ten miles east, is quite good and not very hilly. This road passes within a mile of the north end of Cedar lake and is joined by the road from Schleisingerville past Cedar lake.

Two miles beyond Addison is Nenuo. The road east from here leads through Barton to West Bend, but it is not so good as the road from Addison. The balance of the road

to Theresa is good. There are several heads but they occur between cross roads. The distance to Theresa is 50 1/4 miles from Milwaukee and can be ridden in five hours.

It is nineteen and one-half miles from Theresa to Fond du Lac and over a large portion of the road there is some fine riding. Between Theresa and Byron several large hills are met, but beyond Byron the road is comparatively level. The entire distance from Milwaukee to Fond du Lac is seventy miles, the whole road running through a prosperous farming country. The hills crossed between Schleisingsville and Byron are part of the ridge dividing the Mississippi water system from that of the great lakes. Theresa on a branch of the Rock river, is in the Mississippi basin, while Byron lies on the other side of the divide. The range is crossed diagonally, which gives a long succession of hills. Few other routes near the lake present so many hills, and for this reason many riders prefer to go to Fond du Lac by way of Watertown and Waupun. This route lies along the level country west of the Horicon marshes, but is very circuitous. Few of the hills on the route shown are excessively steep or long, in fact, the largest hills, like Holy Hill, are to one side of the road. The Wisconsin Central railway, which leaves the main road at Schleisingsville, is met again at Lomira. There is a station at Theresa about one mile east of the town. Byron and Hamilton have stations within a few rods of the main route. The road enters Fond du Lac from the south on Main street, which leads directly to the center of the city.

A Municipal Travesty.

Mayor Ideson of Oshkosh issued an order to the chief of police, to enforce the laws relating to propelling vehicles on the sidewalks. To this, "the Honorable, the Mayor," without the aid of the common council, attached an edict forbidding cyclists to trundle their wheels along the sidewalks, warning them to ride close to the curb and ordering them to keep to the right side of the street. The Lord Mayor, decreed that on streets where there were car tracks wheelmen should ride with the tracks "always on the right." How to keep on the right side of the street by riding to the left of the tracks, is an enigma to the local wheelmen. The police began to enforce the edict vigorously and many cases of petty persecution were reported. One officer tried to arrest persons who left their wheels on the sidewalks before buildings. Boys carried their wheels along the sidewalks of the main streets and jolted the blue coats. The whole affair has made the mayor the laughing stock of the town.

Morrison at the Head.

A. Cressy Morrison, whose excellent work did much to build up the L. A. W. in the West, is temporarily in control of the National body. President Isaac B. Potter is in Europe on a pleasure trip and during his absence the vice-president is supreme.

Cycle Path Construction.

The committee appointed by the Local Board of Consuls to select the best route for a bicycle path to Wauwatosa, reported in favor of North avenue, and it has been decided to follow that route. The proposed path will begin at the intersection of North and Lisbon avenues and extend two miles west to Wauwatosa avenue in the new city. North avenue and Lisbon avenue are central for a large portion of the city and there are other reasons which made this route appear best for the first work in path building. The heavy hills on Grand avenue and Wells street are serious drawbacks, while Vliet street is unsatisfactory on account of its condition inside of the city limits. One feature of the North avenue route, that won consideration for it, is the fact that it will pave the way for a path circuit through Wauwatosa and the Soldiers' Home to the South side.

It is proposed to build the path of cinders and make it eight feet wide. A petition for a right of way has been addressed to the Town Board of Wauwatosa and the promoters have some assurances that favorable action will be secured. Many of the leading manufacturers have been asked to co-operate by furnishing cinders. Those who have so far agreed to give cinders free are: The Fuller-Warren company, The Edward P. Allis company, The Pabst Brewing company, and The Schlitz Brewing company.

The work is in charge of the following committee: Dr. D. B. Wythe, chairman, Seventh Ward; W. G. Birkhauser, North side consul; W. E. Van Altena, Eighteenth Ward; Peter Wanecek, Sixth Ward; G. Y. Wilkinson, Second Ward and Wm. Hake, Eighth Ward.

Will Soon be Everywhere.

The following local consuls have been appointed by Chief Consul M. C. Rotier:

Cumberland—W. N. Fuller.
Cedarburg—Paul Lehman.
Lake Geneva—H. A. Burdick.
Minnesota Junction—H. C. Krouse.
Menasha—S. H. Vaughn.
New Richmond—J. W. T. Ames.
Oregon—Anton Rasmussen.
Portage—Frank E. Rhyme.
Port Edwards—O. W. Dodge.
Waterloo—W. N. White.

Have a Circuit of Their Own.

A team of young women is traveling through Wisconsin giving six day exhibition races. They are now at Chippewa Falls, and will ride at Oshkosh next week. Their races have drawn a large attendance and advices from Chippewa Falls, where they rode recently, state that they are all fast riders. They carry a fourteen lap track. Miss Bessie Lee rode 240 miles in twelve hours riding two hours a day. The other riders are the Misses Selma Ward, Davis, Swift, Williams, Christianson and Calgren. Miss Ward is disabled at present, having dislocated her shoulder during the races at Chippewa Falls.

The Old Timers Alive.

The veterans turned out Sunday, August 29, for a run to Whitefish Bay in the good old style. The gathering was on invitation of F. Terry Andrae and at the Bay a fish breakfast was served. Terry Andrae, Henry Andrae and John Schmidtbauer rode ordinaries, while H. J. Rotier used his antiquated "Star." A large number of veterans whose old mounts were "strayed, lost or stolen," followed on the safeties, some of which bore only a slight semblance to the trim racers of this season.

For A Silver Trophy.

A committee headed by Alexander Emery of the Mercury Cycling club, chairman of the A. C. C., is making preparations for the team races for the handsome silver trophy offered by the New Brunswick Tire company. Each cycling club of the city is to be represented in the races by a team of three riders, two substitutes being allowed. The first race will be run September 11 over the Waukesha course, the second race, September 18 the Whitefish Bay course, and the third race, September 25 over the Lisbon course. The club scoring the highest number of points in the three events will hold the trophy for one year. The trophy becomes the property of any club that holds it for three consecutive seasons. The prize was first offered to the A. C. C. but owing to a lack of interest, it was withdrawn by H. P. Andrae, who represents the New Brunswick Tire Company in this city, and the committee led by Mr. Emery volunteered to conduct the races. The members of the committee are: Alexander Emery, chairman; O. A. Borth, secretary; G. G. Gehrz, W. A. Krasselt, A. Bunke, P. Cambier, S. S. Cramer and F. Hahn.

Put Out of the Game.

Fred Sickinger, Joseph Sickinger and Frederick Nellis of Monroe, and F. Pierce of Monticello, have been suspended under the L. A. W. racing rules, for riding in an unsanctioned race at Monroe. At the same time they have been transferred to the professional class for competing for a cash prize. The suspension is to September 17, thirty days.

Race By Electric Light.

The Beloit Cycling Association is conducting weekly meets in the evening. On August 21 Leon Chilcott, local champion, defeated George Smith in a mile open race. Smith is a promising rider and came very close to capturing the event.

Endeavorers Take a Spin.

The Christian Endeavor Society of the Church of Christ, Hanover and Washington streets, gave a very successful "wheeling party" August 19. After a run through the principal streets of the South side, the sixty-five cyclists who took part were received by Mr. and Mrs. Noel R. Byron at 379 Florida street. Among those present were: Messrs. and Mmes. N. B. Byron, Dr. J. O. Newell, C. G. McNeill, J. B. Wildish, Charles Hastings; Mmes. Patton, Hanson, Harper; Misses Driscoll, Marion Budd, Meta and Alma Furig, Barkley, Birdie Barkley, Nellie Trout, Lulu Trout, Verna Harper, Olive Tucker, Ida Ferrigo, Mattie Knapp, Lizzie Hake, Myrtle Byron, Clara Byron, Nettie Burns, Mattie Lindsay, Mabel Eckhardt, Frida Schwannecke; Messrs. E. Peterson, William Miller, W. Arnold, A. E. Koerner, A. Brook, George Ellarson, Lawrence Stewart, Delbert Hickox, Harry Williams, Berger Larson, Harry Atherton, Edward Atherton, Bert McKillop, J. V. Isenring, Grand Dinkle, Frank Hanson, Harry Bennett, B. H. Sealock, George H. Trout, Charles Byron, and A. S. Farnham.

Wheelmen at a Picnic.

The South Side Cycling club had its annual outing and field day at Nashotab, Sunday, August 29. Many rode out on their wheels, leaving the club house at 7 o'clock while a large party took the St. Paul train at a later hour. At the grove there were games and contests and twenty prizes were awarded.

Trouble On A Steamer.

Several members of the North Side Cycling club became hilarious on a Huron boat returning from Chicago several weeks ago and were arrested on their arrival in this city. They damaged a stateroom to the extent of \$18.75 and worried their fellow passengers. The Huron officers declined to settle on payment for the material damage done and the cases are now pending in court. Officers of the N. S. C. C. say that action looking toward their expulsion has been taken.

For the National Meet.

Frank P. Van Valkenburgh, chairman of the transportation committee of the Wisconsin Division, is out of the foremost in the agitation for securing the L. A. W. National Meet in 1899. The meet can no doubt be secured for Milwaukee if a strong effort is made to secure it and many members are already actively engaged in working up a strong sentiment in favor of it.



A Bicycle Baggage Success.

A woman member of the L. A. W. in this city has secured a material reduction in the rate charged for carrying bicycles on the dummy line to Whitefish Bay. The rate was formerly 25 cents for each wheel but the L. A. W. woman has induced the officers of the company to reduce the charge to 10 cents. It was formerly optional with the conductor as to whether or not he would take a wheel on the train. It is now agreed that all wheels shall be carried when presented.

There Will be Good Racing.

The bicycle races to be run during the Northern Wisconsin State Fair at Chippewa Falls, September 14, promise to be very interesting. There have been some entries received and a good list is assured. The prize list is attractive. L. A. W. rules will prevail. Robert B. Clark is in charge.

Another Race Scheduled.

The delegates to the Associated Cycling Clubs propose to run a road race September 12, entries being limited to delegates, and as nothing has been said about handicaps, the question naturally is, who will race? Terry Andrae and P. H. Cambier are the only delegates who have won fame as speedy riders. They have not been on the track recently but could no doubt surprise their colleagues in a spin over the pike road.

This May Be a Record.

Miss Mary Dempsey, of Chicago, says that she made the run between that city and Milwaukee in five and one-half hours, a very good performance for a woman. Her admirers are now trying to verify the record in order that it may be made official.

Held By a Freight Train.

George Schmidt of the Century club, rode over the Watertown course August 21 to establish a record below the seven hour mark. He probably would have succeeded had he not been delayed at Waukesha by a freight train. He was held fifteen minutes. He finished in seven hours and twenty-two minutes but the last part of the run was made with a knowledge that he was behind time.

Off for the Pampas.

A. L. Richards of the Badger Wheelmen left August 18 to ride to the Argentine Republic in 200 days on a wager. He proposes to ride through Mexico, go by boat to Peru and then ride across the country to Buenos Ayres.

Hitched a Tandem Team.

A tandem and four singles made up a bridal party that called on Justice of the Peace McWhorter August 26. The tandem riders were married and the party returned to Chicago on the Whaleback. Their identities are still hidden.

Through the State.

The proposed meet at Berlin on the state circuit, was abandoned.

The Line City Wheelmen, of Beloit, conducted a closed race August 13.

The Interstate Cycling Club, of La Crosse, ran a club race August 12.

L. A. W. members from Baraboo will be admitted free to the races next month.

The Mercury Cycling club will conduct a club race over the Whitefish Bay course September 5.

Cudahy, the new city, has an ordinance limiting the speed of cyclists and requiring them to carry bells.

It was the news that Oshkosh had sidewalks and paved streets, more than the self assurance of her mayor, that attracted attention to his impudent edict.

J. M. Quilty, won first time in the road race at Juneau, August 28, and R. Lueck, a seven minute man, crossed the tape first. The course was eleven miles. Track races followed the road event.

Several riders who entered an unsanctioned race at Pewaukee, have heard from Chairman Mott and are barred from racing until September 17. They are: Jake Shaer, Pewaukee; D. N. Hughes, Nashotah; R. S. Elliott, Sussex.

Wisconsin has now reached the 2,500 mark in L. A. W. membership. This is an increase of 1,000 members in one year. It is confidently expected that 3,000 will be enrolled by the end of the year. The new L. A. W. maps of the state which are now completed add a great deal to the worth of a membership.

Short Local Notes.

The Mercury Cycling club will hold its annual club race at Whitefish Bay, September 5.

The North Side Cycling Club will have a run to Cedarburg September 12, and another to Hales Corners, September 26.

Anton Stoltz rode a mile in 1:57 at National Park recently. He was paced by single riders on three quarters and rode the last quarter unpaced. This is the best mile riding ever done here by a local rider.

Circuit Chasers at Oshkosh.

The state circuit meet at Oshkosh August 25 was very successful. There was an attendance of 2,500 and some good riding was done. The winners were: One mile novice, Orlando F. Weber, Milwaukee; half mile handicap, Milton Davis, Oshkosh; one-third mile open, Earl Peabody, Chicago; two mile local handicap, Ben Hinderman, one mile open, Charles Muss, Milwaukee; five mile handicap, Ben Hinderman, Oshkosh.

Milwaukee Board of Consuls.

The Milwaukee Board of Consuls is now complete. It consists of one delegate from each ward and delegates from the surrounding towns. The personnel of the board is as follows:

DIVISION CONSULS.

Joseph J. Brenk, East Side.
J. M. J. Keogh, South Side.
R. H. Wieben, West Side.
W. G. Birkhaeuser, North Side.
Local Attorney, E. F. Byron.

EAST SIDE CONSULS.

Eighteenth Ward—W. E. Van Altena, 930 Newhall street.
Third Ward—E. L. Andrews, 240 Michigan street.
First Ward—Dan Terhorst, Ogden and Van Buren streets.

Seventh Ward—Dr. D. B. Wylie, 134 Biddle street.
Whitefish Bay—O. M. Drebert.

WEST SIDE CONSULS.

Fifteenth Ward—Leo F. Nohl, 263 Eighteenth street.
Sixteenth Ward—Joseph Behling, 256 Twenty-seventh street.
Fourth Ward—George V. Wilkinson, 870 Broadway.
Wauwatosa—F. L. Morton.

SOUTH SIDE CONSULS.

Fifth Ward—Oscar Fishedick, 419 Hanover street.
Eighth Ward—William Hake, 460 Mineral street.
Eleventh Ward—Theo. J. Illing, 544 Fifth avenue.

Twelfth Ward—Clarence Christensen, 573 Greenbush street.
Seventeenth Ward—O. B. Zimmerman, 622 Oljen street.
West Milwaukee—Adolph Gropper, 850 Twenty-eighth avenue.

NORTH SIDE CONSULS.

Thirteenth Ward—Walter Stoddart, 860 Buffum street.
Sixth Ward—Peter Wanecek, 630 Seventh street.
Ninth Ward—J. M. Bandtel, 1103 Cherry street.
Nineteenth Ward—J. M. C. Walker, 732 Twenty-ninth street.
Tenth Ward—J. P. Zetteler, 661 Twelfth street.
Twenty-first Ward—F. O. Immler, 1109 Sixth street.
Williamsburg—Emil L. Roethe.

R. W. Turner, of Petaluma, Colorado, passed through Milwaukee August 7 en route for New York. He exchanged his wheel for an Andrae.

"Pneumatic."

(With apologies to Mr. W. S. Gilbert.)

A charming maid sat on a stile by the road,
Sighing 'matic, pneumatic, pneumatic;
She seemed as if on her mind was a load,
Oh! 'matic, pneumatic, pneumatic.

The air from her tire had gone like sea foam,
Too late came her vow, that no more would she roam
And leave the inflator and outfit at home,
Oh! 'matic, pneumatic, pneumatic.

She felt that she wanted to have a good cry,
Oh! 'matic, pneumatic, pneumatic.
When a dashing young gentleman came riding by,
Oh! 'matic, pneumatic, pneumatic.
He turned and saw that the maiden was fair,
So he stopped and had very soon made a repair,
Now she calls him Tom, and he calls her Claire,
Through that 'matic, pneumatic, pneumatic.

—The Wheelwoman.

Original and Otherwise.

In cycle racing at least, it is no disgrace to "travel" in fast company."

A stopped watch is right twice a day,
but a bad wheel is always wrong.

"Was Smith's language furious when he collided with the dray?" "It was sulphurous."

The fellow who knows the route is more valuable on a cycle tour than the son of the millionaire.

Many a woman will mend a punctured tire while every male member of her family is wearing punctured socks.

Parson: So your friend has gone to that better home. I hope he carried a good record with him there. Skivens: I think he did; 2:03½ unpaced flying start.

The cyclist who acts as though he owned the earth is generally two or three months behind on the installments which he has agreed to pay on the purchase price of his wheel.

A punctureless tire is the latest invention in bicycle circles, but, says an exchange, the crying need of the hour is for a tire that will explode the moment the rider begins to scorch and blow him into kingdom come.

When riding in the country a wheelman who has been "turned around" may easily get his bearings. All he has to do is to point the hour hand of his watch toward the sun, when half way between the hour hand and the figure 12 will be south.—Ex.

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 pilling 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 J. C. Cheney & Co., Toledo, O., is the only constitutional cure on the market. It is taken internally in doses from ten drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials.

Sold by Druggists, etc.

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

**MORGAN & WRIGHT TIRES
ARE GOOD TIRES**

OUR GUARANTEE
REMAINS THE SAME
AS IT HAS BEEN
IN THE PAST.

MORGAN & WRIGHT
CHICAGO

6,000 Mile Trophies.

After considerable thought and competition between a number of artists, the Gormully & Jeffery Manufacturing Company have finally accepted a design for their 1897 6,000 mile souvenir. The souvenir is made of solid gold, of same fineness as the 1896 souvenir, and instead of having an irregular edge, as in the '96 souvenir, the new one will be an exact circle. The new souvenir is the same size as a newly minted 25 cent silver piece. The obverse side shows a neat monogram "G. & J." above the word "trophy," the whole surrounded by a neat laurel and oak leaf wreath. The reverse side will contain a ribbon scroll with this inscription: "Awarded to Richard Doe for riding 6,000 miles on a Rambler Bicycle (or G. & J. tires as the case may be) 1897." The ladies' souvenir will be similar except that the mileage noted will be 4,000.

Souvenirs for riders of wheels other than Rambler, but fitted with G. & J. tires will be duplicates of the Rambler souvenir changed in wording to meet conditions. The material will be sterling silver ($\frac{925}{1,000}$ fine) and will be so stamped.

Communications from all parts of the country indicate greater enthusiasm if possible than that which followed our souvenir offer of 1896, as a result of which the Rambler people were called upon to distribute almost 900 solid gold souvenirs.

The factory of the A. D. Meiselbach Company, at North Milwaukee, will be greatly enlarged after September 1. A large four story building adjoining the present works has been leased and will be fitted up with new machinery and appliances.

On the Wisconsin circuits all important events were won on Andrae cycles by such riders as Chas. Muss, Arthur Weiler, W. C. Schrader, John Muss, Al. Schmidtbauer and H. B. Lucia. Two Andrae triplets are following the circuit and are being used successfully to establish new track records in every city in the circuit.

The Crown Princess of Sweden, *nee* Princess of Baden, has purchased a ladies' Rambler bicycle from the Baden Rambler agent. Evidently the German prejudice against American made wheels does not extend beyond the German bicycle trade circles. This information was received in a private letter from Germany.

We clipped the following from *Cyclers News*, of England: "At the Putney Velodrome, on Thursday last, August 6, F. Guy Lewin and F. Albone broke all tandem records, from 6 to 10 miles, on G. & J. tires, over a minute being taken off the previous best. The same evening J. Ledgerwood won the Ramsden challenge cup on G. & J. tires.



More Tours to Follow

Making The Pneumatic a compendium of information for cyclists.

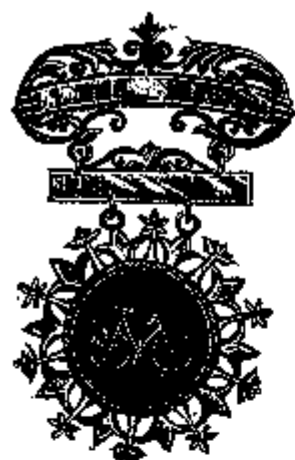
Keep The Pneumatic for Reference

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Nashota	9	Weedon	6
Neno	12	Wilson	8



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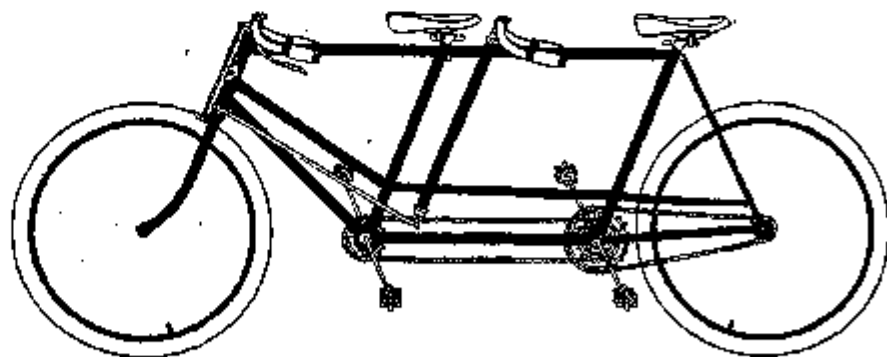
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THE PNEUMATIC

A JOURNAL OF CYCLING LITERATURE
AND TRADE NEWS.

VOL. VIII.

National Home and Milwaukee, Wis., September, 1897.

NO. 6.

"A good thing, push it along."

Rambler

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NATIONAL HOME, WIS.

Milwaukee Office: McGEORH BUILDING, Michigan and Milwaukee Streets

FRANCIS MORIETTE, Editor.

M. C. ROTIER, Business Manager.

MILWAUKEE spends about \$25,000 a year to keep her streets as clean as they are kept. How much of this is chargeable to cycling?

THE Park Board is preparing to spend a neat sum for a river "drive." How about a cycle path? Just a little one as an evidence of good faith.

THE '98 models are under way. Now for another deluge of crank inventions designed to make wheels run up hill and stop them from running down.

THE bicycle tramp is becoming too common. He wagers to go a long distance without a cent in his pocket and thrives on the generosity of his fellows.

A CYCLE path to Waukesha is one of the things that ought to be constructed early in 1898. Once the first few miles are successfully built, the rest will follow rapidly.

THE fact that there are fewer L. A. W. members in the West, is one very good reason why the National Meet should not be held in the East year after year. One big, booming meet would put the Western membership way up.

THE L. A. W. *Bulletin* suggests that there should be two National Meets each year—one for the East and another for the West. There is no need of a second meet. The West can take care of the "big" meet and win more new members than were secured at Philadelphia.

WE give in this issue an article on the advantages of the L. A. W. clipped from a recent issue of *The Sentinel*. It is worth reading several times. Use the facts to win L. A. W. members and if you are not a member, consider whether or not the L. A. W. is not a good thing to join.

IT is estimated, roughly, that there are 30,000 cyclists in the city and, ignoring the mileage liar, that they ride an average of 500 miles each during the year, a total of 15,000,000 miles. How much has this cost the city for street repairs? Not one cent, it is safe to say, for, excluding asphalt, every street is improved by the rubber tires.

NOT a few wonder why the L. A. W. should oppose Sunday racing. We wonder why the L. A. W. has anything to do with racing but we see one reason why Sunday racing is opposed. Saturday afternoon is the great cycle racing time. Fully ninety per cent of all road races and a large proportion of track races are run Saturday afternoons. Each year sees more firms giving their employes a half holiday at the close of the week and the races tend to increase the custom. The afternoon is a legitimate holiday and for conducting a race, offers every advantage that is urged in favor of Sunday. Probably the retail stores never will close on Saturday afternoons, but Saturday racing should not be abandoned for this reason. The day is growing in importance and to begin Sunday racing is only a step toward losing it.

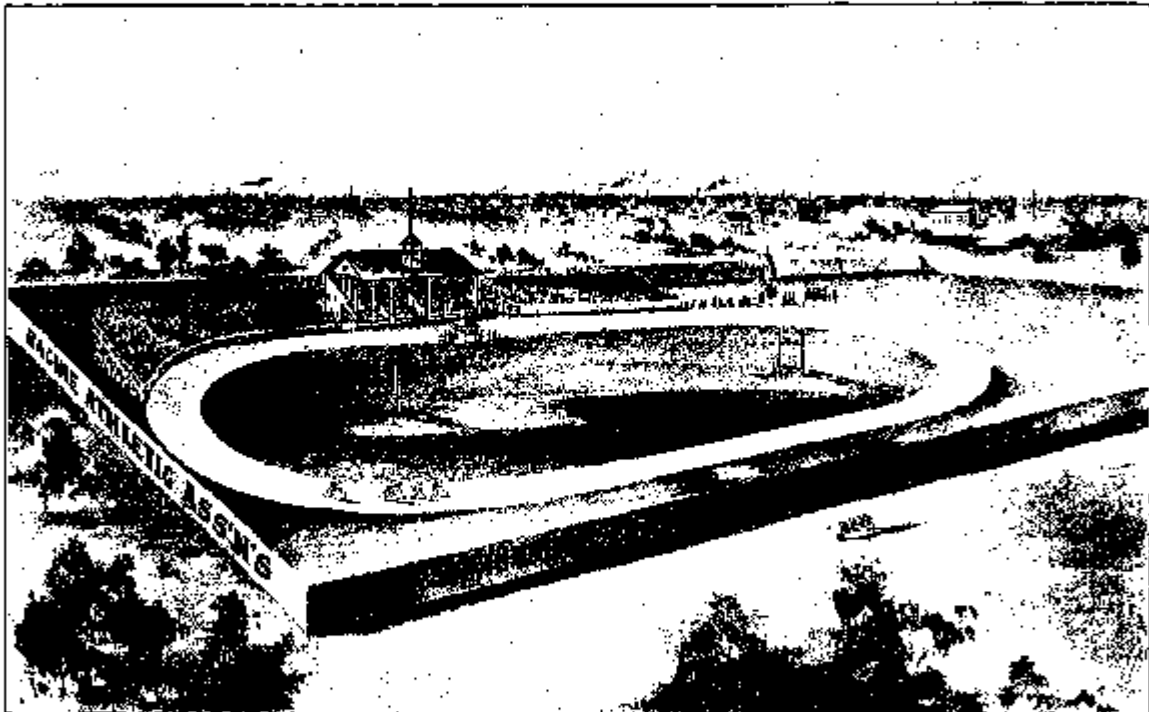
ONE of the evils of our road building is the system of working out road tax. The farmers cannot work when the roads should be repaired. Many of them farm out their tax to some shifless fellow, "just to help him along." These tax workers are useless to a roadmaster. They are invariably lazy and insubordinate. It would be well if no one were allowed to work out a tax, but one reform should be instituted immediately. No one should be allowed to work out any tax except his own. There is too great a field for thievery and tax dodging. Mr. A. hires Mr. B. at \$1.00 a day to work out the tax. Mr. B. fondles a shovel, very gently, and lolls about the wayside for a day. He is allowed \$1.50 by the town. The net result is that Mr. B. has a "snap" and Mr. A. pays \$1.50 in taxes with \$1.00 in cash. The town gets about fifty cents worth of crude labor out of the deal. The system is radically wrong and vicious. It is an imposition on men who pay their taxes in full in order to secure good roads. Even in the suburbs of a city like Milwaukee the "tax worker" is permitted to eat up the road tax year after year. Occasionally a good worker finds a few days employment on the roads, but this is the exception. Citizens are taxed for an alms house and this is the proper place for the average professional tax worker. If a man can find no other way of making a living than by working out his neighbors' tax, it would save expense to support him as paupers usually are supported. Every man who does not work out his own tax, should be compelled to pay in cash. The roadmaster could then employ men who were willing to work and who could be discharged if they did not work. The roadmaster would also be able to buy crushed stone and good gravel—two necessities not provided for in the "work" system.

Sanger-Bald at Racine.

The match race between Walter C. Sanger and Edward C. Bald, to be run at Racine, October 8, is attracting general attention. In all probability this will be Sanger's last appearance on the track. He began the season handsomely by defeating Hackenberger and Hamilton at Denver, but since his return East he has been in the back ground. Sanger is to-day probably the strongest unpaced rider on the circuit and he is the greatest racer Wisconsin has produced. He has declared his intention to quit the racing game when the races for which he is signed, have been ridden. His appearance on the Racine track will be his last race. Coming, as this match does, at the close of the season, Sanger will make it the race of his life for it will be witnessed by hundreds of Milwaukeeans whose favorite he has been in victory and defeat. Eddie Bald comes to the match flushed with many

to ride, a year's suspension would follow. This would be a calamity for Bald and a disgrace to Sanger at the close of his racing career.

The Sanger-Bald match is only one of an interesting series of races that will be run on the same evening. Gardiner, Kiser, Taylor, Micheal, Titus, Butler, J. S. Johnson and Newton are among the band of National Circuit flyers who will beat Racine, in addition to all the leading riders of Wisconsin, professional and amateur. Special trains will be run from Milwaukee and Waukegan to Racine Junction, a short distance from the park. The Milwaukee train will leave for Racine shortly after 7 o'clock and will return at 11 o'clock. The park is now lighted by electricity and the racing will be as clearly seen as at midday. Entry blanks will be furnished by William M. Lewis or may be had at the Milwaukee office of THE PNEUMATIC.



victories. At the close of last season he left the track America's champion. He will do so again this year for probably no defeat he may now suffer can take the honor from him. But no defeat would be more stinging to Bald, than a defeat by Sanger. Every circumstance compels Bald to make a supreme effort to win victory.

The match will be run in three heats. One heat will be paced, as Bald is best at paced work. One heat will be unpaced, giving a like advantage to the "Unpaced King." The third heat will be paced or unpaced as the contestants decide. Both men have signed to ride and a purse of \$400 has been guaranteed by the Racine Athletic Association. Neither of the racers will withdraw and only an accident or serious illness can prevent the match. Should either refuse

A Milwaukee L. A. W. Census.

A census of the League membership in Milwaukee shows a total of 563 members. The distribution by wards is as follows:

1. Sixteenth..... 74	13. Tenth..... 17
2. Seventh..... 47	14. Thirteenth..... 17
3. First..... 44	15. Second..... 17
4. Fourth..... 21	16. Eleventh..... 10
5. Fifteenth..... 4	17. Twentieth..... 7
6. Eighteenth..... 28	18. Twelfth..... 6
7. Sixth..... 39	19. Twenty-first..... 1
8. Fifth..... 36	20. Seventeenth..... 3
9. Eighth..... 35	21. Third..... 3
10. Nineteenth..... 33	22. Fourteenth..... 1
11. Ninth..... 18	

The local consul of each ward keeps a list of all League members in his district. It is hoped in this way to knit the membership more closely together and make the League more effective when concerted action is desired.

Milwaukee-Geneva Tour.

There are few more beautiful places in Wisconsin than the valley of the Fox River. The stream rises in Waukesha county among the quarries about Lannon, and flows in a southerly direction through Illinois, emptying into the Mississippi River. It is a small stream near Waukesha,



EAGLE LAKE

but the wide bayous above that city and the beautifully shaded banks near the mill make it very attractive. At Big Bend, a sweeping change in the course of the stream has given name to the little hamlet. A few miles south at Rochester and Burlington it has become a wide stream of great power and its commercial value interferes somewhat with its value as a resort for pleasure seekers. But there is an advantage to the wheelman. The flourishing business of Burlington has helped to make the surrounding farmers prosperous and with sound financial sense the farmers have expended much in the improvement of their highways. All about Burlington, Rochester and Waterford are finely graveled roads, which, combined with the beautiful scenery, makes the district a veritable paradise for wheelmen. Away to the southwest to Lake Geneva, one of Wisconsin's most widely known resorts, there are excellent roads and pretty scenes. The Wisconsin Central railway runs the length of the valley in Wisconsin and the Chicago, Milwaukee & St. Paul railway and the Chicago & Northwestern railway cross it at several points.

The first section of the run to Lake Geneva is the same as that followed in going to Beloit, Delavan, Elkhorn and Janesville, when the southern road is taken. It is the section from Milwaukee to Muskego Center and is in itself a fine run. Leaving City Hall Square ride south on East Water street to Wisconsin street, west on Wisconsin street and Grand avenue to Sixteenth street, south across Sixteenth street viaduct on Eleventh avenue to the intersection of Muskego and Greenfield avenues, southwesterly on Muskego avenue to the Forest Home Cemetery, turning into Forest Home avenue at this point. Forest Home avenue leaves the city in a southwesterly direction, through Layton Park. Beyond the city limits it is known as the Janesville Plank road. The road is not very hilly, although it is quite dusty

after a dry term. There are side paths a great deal of the way. Root Creek is a straggling collection of houses in nowise distinguished from the other little settlements along the road, except that here the mail is left by the old Mukwonago stage, a relic of the Star Route days. All along the road to Hale's Corners there are numerous gardens and taverns, with here and there a church or smithy. The road is straight from Layton Park to Hale's Corners.

At Hale's Corners there is a fork. The road passing straight ahead to the southwest from Hale's Corners leads to Franklin and Durham Hill. The tourist bound for Muskego Center turns to the right at the open common in the center of the village and takes the north fork. This runs due west for half a mile and then it gradually winds away to the southwest. Tess Corners, a few miles beyond the line of Waukesha County, is a repetition of the numerous corners passed on the earlier portions of the trip. Beyond Tess Corners, Little Muskego Lake may be seen. The road leads away to the south and skirting the southern margin of the lake enters Muskego Center from the east.

Muskego Center is truly a center for wheelmen. From this little cluster of houses important routes diverge in several directions. The north fork of the Janesville Plank road just west of the village, leads in a northerly direction along the west shore of Little Muskego Lake. It passes almost due north to Prospect Hill and thence in a northwesterly direction to Waukesha. The Janesville Plank road continues in a southwesterly direction beyond Muskego Center and is the route often taken in going to Janesville, Beloit, Elkhorn, Delavan and intermediate points. One may also ride to Waukesha in this direction, avoiding the heavy climb to the summit of Prospect Hill. On this run the rider takes the north fork at Dodge's Corners, three miles west of Muskego Center, and passes through Mukwonago. The road from



BROWN'S LAKE



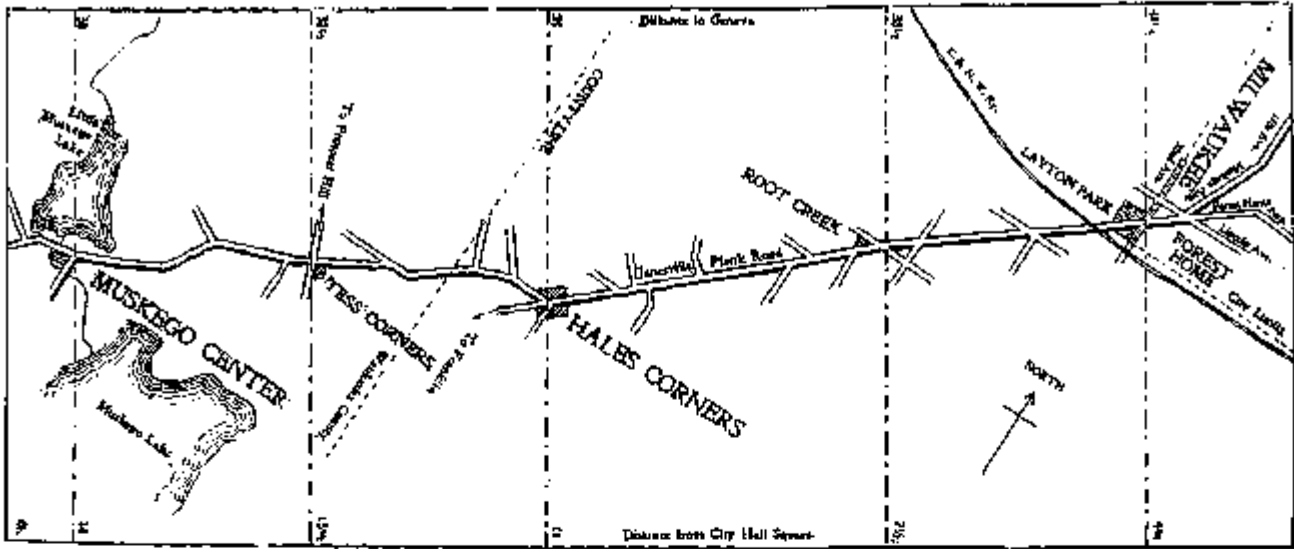
SILVER LAKE

Mukwonago to Waukesha leads in a northerly direction and enters the city from the southwest beside the tracks of the Chicago, Milwaukee & St. Paul railway. The road to Burlington and Geneva leaves Muskego to the south at right angles with the Janesville Plank road.

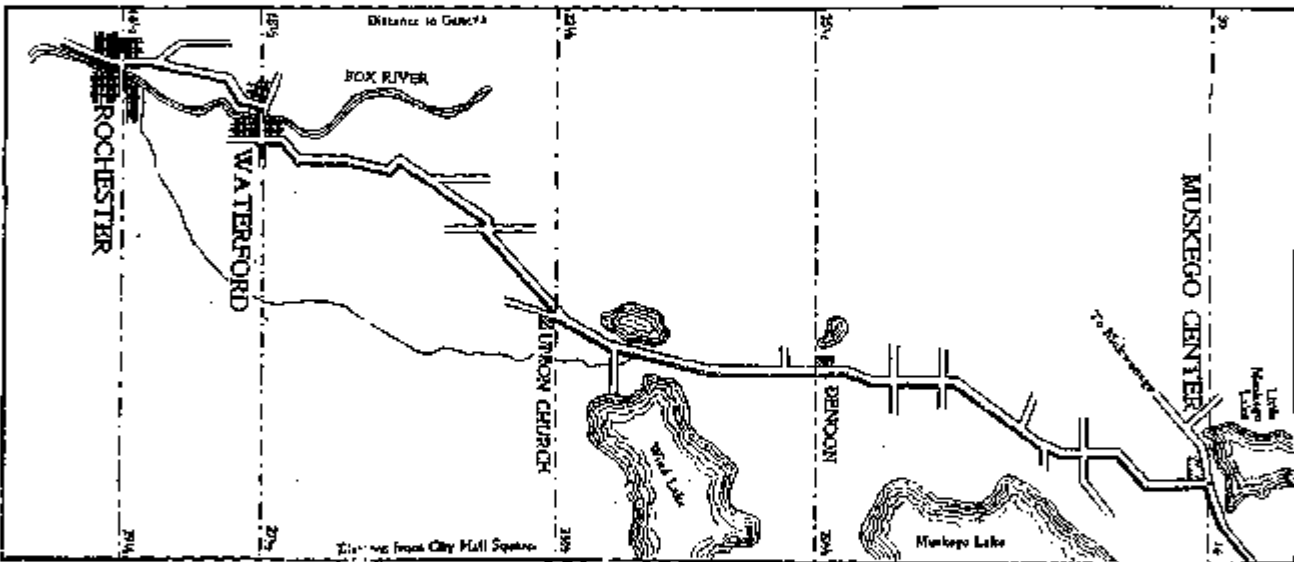
Leaving Muskego Center, the tourist finds the roads somewhat poorer than between Milwaukee and that point.

THE PNEUMATIC.

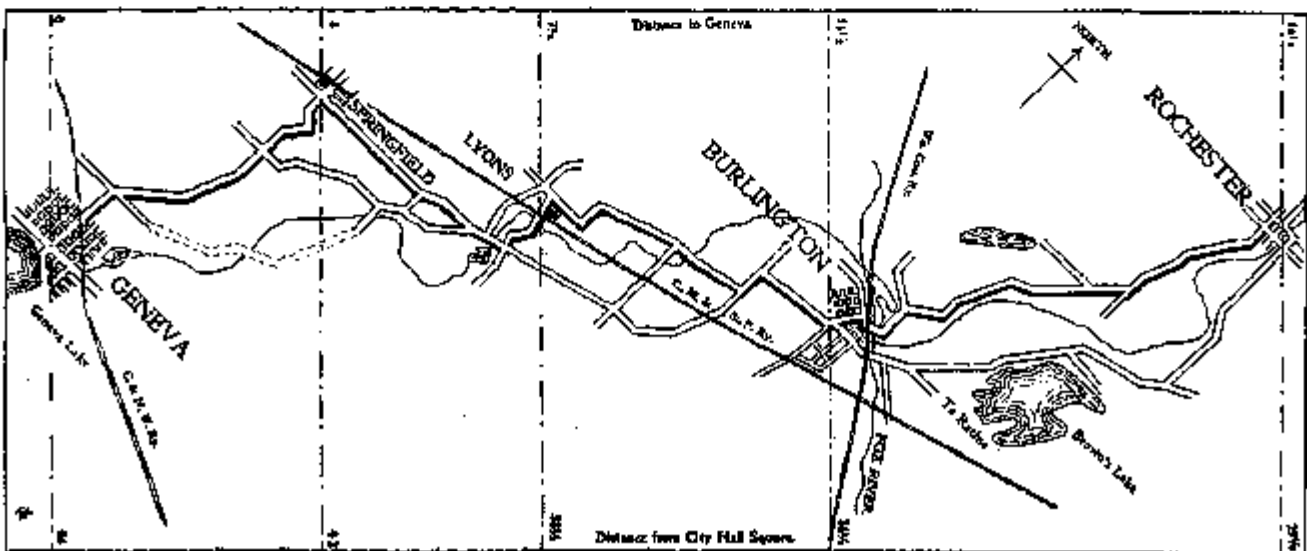
TOUR MILWAUKEE-
SA GENEVA
MUSKEGO CEN. 14



TOUR MILWAUKEE-
5B GENEVA
MUSKEGO CEN. 15
ROCHESTER



TOUR MILWAUKEE-
5C GENEVA
ROCHESTER 16
TO GENEVA



For several miles there are heavy hills and progress is very slow. But when this comparatively short stretch of poor road is passed, the fine highways of Racine County more than repay the cyclist for the discomfort he has endured. Frequently the roads between Muskego Center and Denoon are in very good condition, in fact during the greater portion of 1896 the road was equal to most portions of the Milwaukee-Watertown run. The road lies some distance west of Lake Muskego, once a favorite haunt for duck hunters. The drainage canal leading through Wind Lake to the south has reduced the once large body of water to a few pools that are inaccessible on account of bogs. A brisk fight is being waged in court between property owners and the company in charge of the drainage. The duck hunters have obstructed the drainage canal on several occasions and once they succeeded in restoring the lake almost to its old level. One decision of the supreme court of this state tends to make the drainage illegal and the lake may again be restored to its former condition.

The road from Muskego Center to Denoon leads due south with several slight deviations. At Union church,

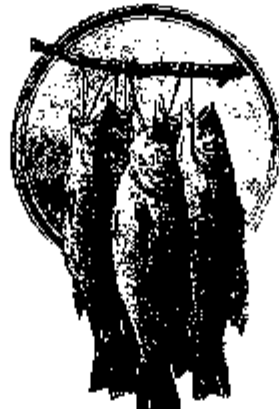
junction with Main street, and then turns west on Geneva road, or Liberty street. The Chicago, Milwaukee & St. Paul railway passes nearly a mile south of the center of Burlington and its passenger station is reached by Main street.

From Burlington the cyclist rides almost due west for a mile and a half. Here the road joins a town line road and the rider turns south. The town line road bends gradually to the west about a mile south of the junction with the road from Burlington, and passes west along the south edge of Lyons. This road is a good one and is frequently taken by wheelmen. Usually the north road, which runs west from the town line road one-third of a mile south of the junction, is followed. This runs irregularly to the southwest and runs west along the northern edge of Lyons. At Lyons the wheelman turns south on either of two roads through that village. One road lies along the east bank of the White River and the other along the west bank. Both roads join the south road above the village.

From Lyons, the cyclist again has a choice of two roads. Usually the north fork, which leads due west to the southern



LAKE BEULAH



A CATCH



MILL DAM, FOX RIVER

where the road forks, the rider takes the west fork. From here almost to Waterford the general direction is to the southwest. At Waterford the Fox River is crossed and the rider proceeds down the west bank to Rochester.

From Rochester to Geneva the route leads through one of the prettiest sections of Wisconsin. The wheelman continues south from Rochester along the west bank of the Fox River. A few miles south of the town the road leaves the river and winds away in a southwesterly direction. One mile south of Rochester a road leaves the main road on the west. This leads to Long's Lake, a pretty sheet of water about a mile north of Burlington. Burlington is entered from the north along the eastern margin of the mill pond. The White River is crossed a short distance below the mill dam and just above its junction with the Fox. The Wisconsin Central railway runs along the west shore of the mill pond. Crossing the tracks, the rider turns right on Chestnut street to the center of the city. From this point the wheelman proceeds southwest on Geneva avenue to its

edge of Springfield, is taken. From Springfield the road leads south to Geneva. The south fork leads southwest from Lyons and joins the road from Springfield to Geneva, midway between the two towns. A third road following the river to Geneva, is indicated on the chart by dotted lines.

The Geneva tour takes the wheelman into the lake region of Southern Wisconsin. The lakes about Muskego Center may be drained, and for the present at least, their value as pleasure places is destroyed. Brown's Lake, two miles east of Burlington, and Eagle Lake, six miles east of there, are popular resorts. Geneva Lake and Lake Como, northwest of it, are both widely known. Each year the Geneva run is becoming more popular, and as wheelmen become better acquainted with it, it bids fair to rival the Waukesha-Watertown run. One advantage of the Geneva tour is that the return may be made by way of Spring Prairie, East Troy, Lake Beulah, Phantom Lake and Mukwonago, making a circuit through very fine country.

What the L. A. W. Does.

"What does the League do?" is the question oft time asked by non-members of the L. A. W. There have been so many queries of this kind recently that the officers have prepared the following review of the work of the League in this state for several years past. The report follows:

In 1895 the L. A. W. created the Wisconsin League for Good Roads, which, with the League committee, has brought the good roads question prominently before all people in Wisconsin and has caused a very material improvement in the methods of road building. The Department of Agriculture, at Washington, declares that there is more interest taken in good roads in our state alone than in any three other states of the Union put together. This result has not been accomplished without the use of money, and it has cost the division several thousand dollars, that has come from the pockets of the League members throughout the state. Ought not those who derive the benefits from this be willing to help along with the small contribution that is necessary to ensure one a League membership?

From 1889 to 1893 the L. A. W. succeeded in getting the St. Paul and Northwestern railroads to carry wheels free as baggage. This was entirely the result of organized efforts. While wheelmen are paying on two railroads at the present time, one road, the Wisconsin Central, is carrying bicycles free, and it is an assured fact that the next legislature will declare bicycles baggage, if we only gather enough strength in the meantime. Our strength as an organization was manifested at Madison last winter, when our bill for the free carriage of bicycles as baggage was defeated only after the most strenuous exertions on the part of the railroad lobby working with a legislature almost owned body and soul by corporations.

Most enjoyable annual meets are given by the L. A. W. at which all state championships are competed for, with free admission to League members.

Annually the L. A. W. has conducted a circuit of race meets in the state, which have redounded to the good of each city in which they were held, and the L. A. W. control of racing in this state has kept it pure, making it a most manly, clean and interesting sport.

In 165 towns in the state a local consul has been secured to give information and assistance to members and to act to secure legislation, local and state, favorable to wheeling interests.

In 146 Wisconsin cities we have provided League hotels, with reduced rates to League members.

In 192 townships in the state new guide boards have been erected at all prominent cross roads, entirely through the efforts of the local consuls of the League who are located in every town in the state. If a wheelman tours at all, he must certainly appreciate this work. The state law on guide boards is an old one and was not heeded until resurrected by the L. A. W.

Wisconsin was never able to boast of a map of her entire territory that gave the public roads, until the L. A. W.

took hold of the matter in 1894, and through the aid of local consuls, county surveyors and post masters and at the cost of \$800, produced a set of twelve sections covering the entire state and showing the best roads for cycling with their condition marked. The benefit of this work is confined exclusively to L. A. W. members. The amount of labor it has entailed is beyond calculation and whatever information is obtained from it, its source can always be traced to the L. A. W.

Aside from this and independent of the maps, the League issues annually a tour book, giving descriptions of the most interesting tours, radiating from two hundred of the principal towns in the state.

In Milwaukee the L. A. W. has waged a systematic campaign for the improvement of city streets and by weekly reports from ward consuls and members has been able to file complaint with the board of public works. As a result many streets, about the condition of which vigorous protest was made, are improved.

Three years ago in Milwaukee, the L. A. W. successfully contested a lantern ordinance, introduced into the council, on the grounds that bicycles should not be singled out from other vehicles.

This year the L. A. W. succeeded in prevailing upon the city authorities to see the unreasonableness of special taxation on bicycles.

In Milwaukee the L. A. W. and the Associated Cycling Clubs were instrumental in obtaining the enactment of an ordinance regulating the speed of bicycles and raising the limit from six to ten miles an hour.

In the same city, on three different occasions, the L. A. W. secured the repair of Grand avenue bridge, which became unfit to ride over with a wheel. Would an individual have done this?

In Milwaukee, in 1895, the L. A. W. successfully opposed the charge of toll over the Watertown and Milwaukee toll road. Could this have been done without organization?

In Milwaukee the L. A. W. curbed the public park policemen in making unnecessary and officious arrests, by making complaint to the commissioners and contesting several cases.

In Milwaukee the L. A. W. assisted the Associated Cycling Clubs in the enactment of the glass and tack ordinance and has entered many complaints against the police for their laxity in the enforcement of this law.

In Wisconsin the L. A. W. has furnished legal protection to its members and has secured settlements for seven of its members during the past year.

In many of the smaller towns of the state the L. A. W. has successfully contested obnoxious and unreasonable bicycle ordinances.

Devere Ballard has been appointed local consul at Ashland to succeed Merton H. Potter, resigned. Mr. Potter was an enthusiastic worker and resigned on account of the press of other business.

Wisconsin L. A. W. Election.

Interest in the annual election of officers of the Wisconsin Division, L. A. W., is now awakening. The election, which will be by mail ballot, opens October 11 and closes November 15. The committee of tellers, which will have charge of the election, has been appointed by Chief Consul M. C. Rotier, as follows:

Consul J. M. J. Keogh, Milwaukee, chairman.

Consul Adolph Gropper, Milwaukee.

Consul W. G. Birkhauser, Milwaukee.

There will be no contest for the general offices as two of the present officers were renominated at Racine, without opposition. They are Chief Consul M. C. Rotier of Milwaukee and Secretary-Treasurer S. J. Ryan of Appleton.

The contest will be between H. Van Arsdale, Racine and Ben Park, Madison for the office of Vice Consul and over the selection of twelve state representatives. There are twenty nominees for the places and the result of the election will practically determine where the next state meet is to be held. The nominees are as follows:

G. A. Yule, Kenosha; F. A. Gates, Racine; W. B. Palmer, Racine; S. C. Newman, Kenosha; W. H. H. Murray, Kenosha; H. E. Redmond, Racine; H. P. Andrae, Milwaukee; F. J. Schroeder, Milwaukee; H. E. Pomeroy, Appleton; William Harmon, Green Bay; F. L. Schaller, Sparta; N. E. Lindquist, Marinette; D. S. Baird, Neenah; Ben Hooper, Oshkosh; Louis Reed, Ripon; F. L. Snyder, West Superior; Albert Moyer, Milwaukee; Ben Park, Madison; F. J. Morawetz, Milwaukee; Louis Pierron, Milwaukee; Geo. K. Mead, Sheboygan.

Racine and Kenosha have six nominees, Racine is anxious to secure the state meet again for next year and counts upon the election of representatives from the southeastern part of the state to win her point. Green Bay, Oshkosh and Chippewa Falls are also after the meet and representatives of those cities are at work to secure the defeat of Racine's candidates. Before the polls open the issue will be clearly defined and the views of the nominees pledged to support one or another of the rival cities. A proposition to hold two state meets has been advanced and the completion of the new board of representatives will have an important bearing on that question. The annual meeting of officers, where a decision on the state meet will be reached, will be held in Milwaukee in December.

Dr. D. S. McArthur, of La Crosse; W. L. Simonds, of Milwaukee, and A. B. Fontaine, of Green Bay, who also were nominated at Racine, have withdrawn from the lists and the chief consul will make appointments to complete the required number of state representatives after the election.

Wheelman Wants Damages.

Tracy L. Paine has begun suit against the city of Milwaukee to recover damages for injuries sustained by riding into an excavation at Newberry boulevard and Whitefish Bay avenue, early in August. The boulevard was being paved at the time and the workmen left a ditch at the end of the finished pavement, without a warning light. City officials assert that Contractor Charles Forrestal, who had charge of the paving, is responsible for the accident and that he, instead of the city, will be made defendant when a hearing is had. Several other riders fell on the same evening Mr. Paine was injured and other suits will probably follow.

Cedarburg Bicycle License.

Justice of the Peace Jochem of Cedarburg has decided favorably in the case of Local Consul Paul Lehman of that place, who was arrested recently for violating the license ordinance. The council of Cedarburg passed an ordinance several months ago, imposing a tax of fifty cents on bicycles. There are twenty-four bicycles in Cedarburg and it is said that the tax has been collected on eighteen of them. When Consul Lehman was requested to pay, he refused to do so and his arrest followed. Chief Consul M. C. Rotier and F. P. Van Valkenburgh for the Rights and Privileges committee, were in court September 6 when Lehman was tried. Mr. Van Valkenburgh argued that the ordinance was defective and unconstitutional as it imposed a tax the council was not qualified to levy. As was expected, Justice Jochem released Consul Lehman as practically no case could be made by the city. Had there been an adverse decision, the Wisconsin Division, L. A. W., would have appealed to higher courts.

Want to Build a Road.

Several wheelmen have advanced the proposition that the Wisconsin League for Good Roads and the Wisconsin Division of the L. A. W., join hands in building several miles of permanent roadway as an object lesson in road building. No definite action has been taken in regard to the proposition but the agitation that is now going on will probably lead to action in that direction.

\$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 local druggists. Address: F. J. CHENEY & CO., Toledo, O.

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OUR GUARANTEE
REMAINS THE SAME
AS IT HAS BEEN
IN THE PAST.

MORGAN & WRIGHT
CHICAGO

Wauwatosa is Improving.

The supervisors in the town of Wauwatosa have been particularly active this summer in bringing the roads of that section into better condition. Vliet street has been macadamized from the city limits to West Park, the north Fond du Lac road has been heavily graveled so far as it lies within Wauwatosa, and National avenue is being covered with a foot or more of gravel on crushed stone, from Twenty-second to Thirtieth avenues. On National avenue a side walk has been laid from the city to the Soldiers' Home. The L. A. W. is growing in the suburbs and will become a factor in securing more of the same class of improvements.

Some dealers complain that trade is poor, and they will continue to complain so long as a shrewd customer can buy a second hand wheel for \$10 and have it taken in exchange for a new wheel at \$25.

The Sylph and the Sonnet.

Quick, I must write a sonnet, for I see
My Lady Beautiful upon her wheel,
On which she sits at her best, it seems to me,
And is of all fair riders the ideal;
And I have got just fourteen lines to fill,
No more, no less, and she loves sonnets, too,
With condensation they're more apt to thrill,
Which wide range poems mostly fail to do.

The poetry of words to tell her grace
Would overreach a sonnet's scanty space,
Describing half would fill a page alone—
Horrors! before these hath plumbed a wing,
Ere I've begun to write a single thing,
The fourteen lines are full—and she is frown'd—Exc.
A. W. BALLAW.

The factory of the League Cycle Manufacturing Company, at Fifteenth street and St. Paul avenue, is to be enlarged this fall.

Good roads are a permanent economy.

KEEP THE PNEUMATIC FOR REFERENCE

More Tours to Follow

Making The Pneumatic a compendium
of information for cyclists.

Some of Its Contents:

APRIL—Tour 1. Milwaukee-Watertown.

Chart 1—Milwaukee-Pewaukee
" 2—Pewaukee-Oconomowoc
" 3—Oconomowoc-Watertown

MAY—Tour 2. Milwaukee-Sheboygan.

Chart 4—Milwaukee-Grafton.
" 5—Grafton-Cedar Grove
" 6—Cedar Grove-Sheboygan
and Plan of Sheboygan.
Map A—Watertown.

JUNE—Tour 3. Milwaukee-Waukegan.

Chart 7—Milwaukee-Racine.
(Lake Route.)
" 8—Milwaukee-Racine.
(New Route.)
" 9—Racine-Waukegan.
Map B—Racine.
Map C—Kenosha.

JULY—Tour 4. Milwaukee-Fond du Lac.

Chart 10—Milwaukee-Menomonee
Falls.
" 11—Menomonee Falls-
Schleissingererville.
Map D—Ten Miles Around
Milwaukee.

AUGUST—Tour 4. Milwaukee-Fond du Lac.

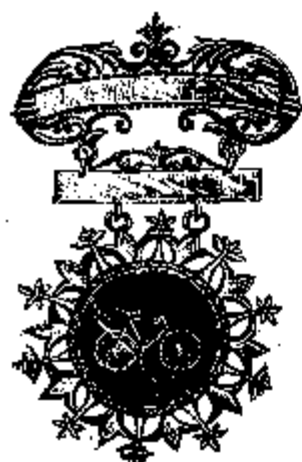
Chart 12—Schleissingererville-Theresa.
" 13—Theresa-Fond du Lac.

SEPTEMBER—Tour 5. Milwaukee-Geneva.

Chart 14—Milwaukee-Muskego Center.
" 15—Muskego Center-Rochester.
" 16—Rochester-Geneva.

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Appleton, Wisconsin

M. C. ROTIER, Chief Consul
McClellan Building, Milwaukee

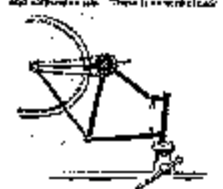


MISCELLANEOUS

PRACTICAL POINTS

Make the most of your time and money. Get the most out of your work. Do it right the first time. Do it with a purpose. Do it with a plan. Do it with a system. Do it with a method. Do it with a result.

Get the most out of your time and money. Get the most out of your work. Do it right the first time. Do it with a purpose. Do it with a plan. Do it with a system. Do it with a method. Do it with a result.



Make the most of your time and money. Get the most out of your work. Do it right the first time. Do it with a purpose. Do it with a plan. Do it with a system. Do it with a method. Do it with a result.

Make the most of your time and money. Get the most out of your work. Do it right the first time. Do it with a purpose. Do it with a plan. Do it with a system. Do it with a method. Do it with a result.



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Slumber,
quiet nerves, sound, refreshing sleep, are
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The "Best" Tonic

"Sanger-Bald" Match Race

FOR A PURSE OF \$400.00...

This will be the Meet of the Season. All the National, State and Local Stars will compete on the finest track in the Northwest. The Sanger-Bald match will be part of a fine race program for the evening of October 8. The track is as light as day. Special trains from Milwaukee, Kenosha and surrounding towns, going and returning in the evening.

BOTH MEN ARE SIGNED..

Buffalo, August 27, 1897.

Wm. M. Lewis, Esq., Racine, Wis.

My Dear Lewis: Yours came to me some few days ago, and have been holding off expecting to hear from Sanger. I think your proposition is fair and think he will accept. You can depend on me and I expect the same from him.

Sincerely,

E. C. BALD.

Madison, August 31, 1897.

Mr. Lewis,

Dear Sir: I hereby accept your terms to ride for \$400 purse in match race with Bald on either 8th or 9th of October, 1897. Best two in three heats, distance one mile.

Yours truly,

W. C. SANGER.

SANGER, BALD, COOPER, KISER, GARDINER, MERTENS, McFARLAND
W. W. HAMILTON, FRED. HOYT, JOHN S. JOHNSON and fifteen others.....

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THE
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we conduct a department entitled "Reliable Trade News," which is of inestimable value to all up-to-date dealers..

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we have recently started a "Mechanical Department," which will cover the subject of bicycle construction thoroughly .. This department will eventually become the most widely read and appreciated feature of the "Cycling Gazette," as the superintendents of the largest manufacturers will contribute articles of general interest from time to time .. In fact, there is no person at all interested in cycling, who cannot gain more than ten times in value of information as compared with the cost of a yearly subscription (\$1.00) to the "Cycling Gazette."

Address

The Cycling Gazette.....

CLEVELAND, OHIO.

THE PNEUMATIC

AND Cycling Review

Vol. VIII.

MILWAUKEE, OCTOBER, 1897.

No. 7.



1898
Agents Wanted.

**"We have our
new lasso out=="**

for more agents for 1898, and now is the proper time for responsible, interested business men to open up correspondence with us, so that our new list may be completed before December 1, 1897, when our travelers will be hard at work showing samples of 1898 Ramblers.

You should see '98 Ramblers—
They're the best we have ever made.
We have always proved it when we claimed that.
The price—well,
Will be all right, and interesting.
You'll remember, we have been right, heretofore.
Our competitors are now saying that we were.
We have competitors, you know,
But Rambler agents had little competition last year—
You remember that, don't you?

**WE HAVE ONLY 3,000 RAMBLER AGENTS,
AND THERE ARE 10,000 cities in which
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A few in 1897 were unsatisfactory.
We want to hear from every point.
If we can improve matters, we will.
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Catalogue for the Asking.

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MADE BY

JULIUS WICK CYCLE CO.

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SAVE 50 %

People can't afford to pay \$100 for a wheel. They can't afford to pay the manufacturer \$50 for his office expenses, his racing team's expenses, the agent's commission. We have no racing team, agents and other expenses, which the purchaser of other high-grade bicycles are compelled to pay for. We build bicycles and sell them direct, thus saving the rider 50 per cent.

..The Standard..

is as good as any bicycle made, its easy running qualities, rigidity, strength and durability keep it in the front rank of high-grade bicycles. The reason we sell it cheap is because we sell direct from the factory to the rider.

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Our facilities for storing wheels are unexcelled. We keep them in perfect condition throughout the winter and deliver them in spring ready to mount.

We have a number of Cleveland Bicycles that we will sell at half the former price. A bargain for a business man.

The room for improvement in skates has interested us, and we will soon place a skate on the market that will interest you. Watch for it.

W. L. CANDEE

146 MASON STREET.

Mention The Pneumatic and Cycling Review.

The Pneumatic and Cycling Review

A JOURNAL OF CYCLING LITERATURE AND TRADE NEWS.

Vol. VIII.

MILWAUKEE, OCTOBER, 1897.

No. 7.



Wisconsin Circuit.



STANDING OF THE CIRCUIT CHASERS.

AMATEUR.

	First.	Second.	Third.	Points.
1. Nat. McDougall, Milwaukee.....	8	4	2	48
2. W. A. Bremer, Milwaukee.....	8	4	2	47
3. R. W. Peabody, Chicago.....	8	4	1	46
4. Will Howie, Milwaukee.....	4	3	1	33
5. Albert Mueller, Milwaukee.....	4	3	1	32
6. A. M. Chandler, Waupaca.....	2	2	1	23
7. Chas. Muss, Milwaukee.....	2	2	1	22
8. C. H. Grulee, Keshosha.....	2	2	1	21
9. J. M. Quilty, Sun Prairie.....	2	2	1	20
10. Clarence Chandler, Waupaca.....	2	2	1	19
11. J. E. Gattatelo, Kewaunee.....	1	1	1	18
12. Con. Reinke, Milwaukee.....	1	1	1	17
13. Ben. Hinderhuan, Oshkosh.....	1	1	1	16
14. Milton Davis, Oshkosh.....	1	1	1	15
15. J. H. Hewlett, Waupaca.....	1	1	1	14
16. H. Bennett, Merrill.....	1	1	1	13
17. H. E. Lucia, Oconto.....	1	1	1	12
18. C. Sheppard, Rhineland.....	1	1	1	11
19. J. P. Burnett.....	1	1	1	10
20. Geo. Ludeneyer.....	1	1	1	9
21. Emil Anderson.....	1	1	1	8
22. A. Arndt, Milwaukee.....	1	1	1	7
23. W. W. Wilson, Wausau.....	1	1	1	6
24. Hugo Fitz, Manitowoc.....	1	1	1	5
25. A. H. Walcott, Appleton.....	1	1	1	4
26. Leo Darrague.....	1	1	1	3
27. Al. Flaith, Chicago.....	1	1	1	2
28. Fred. Jenkins.....	1	1	1	1
29. Henry Bell, Wausau.....	1	1	1	1
30. Peter Ole, Racine.....	1	1	1	1
31. A. Barmickel, Milwaukee.....	1	1	1	1
32. Chas. Ward, Oshkosh.....	1	1	1	1
33. Ed. Llewellyn, Chicago.....	1	1	1	1
34. Joseph Deering.....	1	1	1	1
35. E. A. Newall, Wausau.....	1	1	1	1
36. G. W. Moore, Kewaunee.....	1	1	1	1
37. E. S. Baer, Manitowoc.....	1	1	1	1
38. Otto Gudenschwager.....	1	1	1	1
39. W. A. Sprague, Janesville.....	1	1	1	1
40. Ole Olson, Stoughton.....	1	1	1	1
41. Torkel Olson, Stoughton.....	1	1	1	1

* Professionalized August 25th.

PROFESSIONAL.

	First.	Second.	Third.	Points.
1. D. R. Vinnu, Milwaukee.....	3	1	1	15
2. J. E. Bird, Minneapolis.....	3	1	1	14
3. A. J. Welton, Milwaukee.....	3	1	1	13
4. J. Bowler, Chicago.....	3	1	1	12
5. A. F. Bingenheimer, Milwaukee.....	2	2	1	11
6. Chas. Muss, Milwaukee.....	2	2	1	10
7. D. S. Cronichat, Milwaukee.....	2	2	1	9
8. W. F. Sanger, Milwaukee.....	2	2	1	8
9. John Fisher, Chicago.....	2	2	1	7
10. Anton Stoltz, Milwaukee.....	2	2	1	6
11. A. Kennedy, Chicago.....	2	2	1	5
12. C. Hofer, St. Paul.....	2	2	1	4
13. John Muss, Milwaukee.....	2	2	1	3
14. H. Richter, Chicago.....	2	2	1	2
15. E. H. McCleary.....	2	2	1	1
16. William De Cady, Chicago.....	2	2	1	1
17. M. S. O'Brien, Milwaukee.....	2	2	1	1

Baraboo, September 30.

J. B. Bird, of Minneapolis, carried off the cream of the events at Baraboo, September 30. The track was in good condition, and the weather was excellent. A large number of people came to the park to witness the races, which were a success in every way.

SUMMARIES.

Half-Mile, Novice—O. G. Blakeslee, first; Guy Dutcher, second; James McGuan, third. Time, 1:51 1/2.
One-Mile, Professional—B. B. Bird, first; William De Cady, second; A. F. Bingenheimer, third. Time, 3:17 1/2.
One-Mile, Amateur—Nate McDougall, first; W. A. Bremer, second; Otto Gudenschwager, third. Time, 2:43.
Half-Mile, Open—R. B. Bird, first; A. F. Bingenheimer, second; D. S. Cronichat, third. Time, 1:54.
Two-Mile, Handicap, Amateur—W. A. Bremer, first, 120 yards; Leo Darrague, second, 220 yards; Nate McDougall, scratch, third. Time, 5:01 1/2.
Quarter-Mile, Open, Professional—Charles Muss, first; B. B. Bird, second; A. F. Bingenheimer, third. Time, 35 seconds.
Two-Mile, Handicap—D. S. Cronichat, first, 35 yards; Charles Hofer, second, 50 yards; Anton Stoltz, third, 130 yards. Time, 4:51 1/2.

Stoughton, October 2.

The State circuit closed with the meet held at Stoughton, October 2. Although the track was in very poor condition the racing was spirited and gave the spectators an opportunity to witness some of the choicest sport of the season.

SUMMARIES.

One-Mile, Novice—R. W. Wright, Beloit, first; Torkel Olson, Stoughton, second; James L. Stokes, Watertown, third. Time, 2:43 1/2.
Half-Mile, Open—Will Howie, Milwaukee, first; Nat. McDougall, Milwaukee, second; W. A. Sprague, Janesville, third. Time, 1:50 1/2.
Boys' One-Mile—H. T. Mack, Fort Atkinson, first; Ross Ryland, Stoughton, second; Alfred Bredesen, Stoughton, third.
One-Mile, Open—Nat. McDougall, Milwaukee, first; Will Howie, Milwaukee, second; W. A. Bremer, Milwaukee, third. Time, 2:30 1/2.
Two-Mile Handicap—J. M. Quilty, Sun Prairie, first; Alfred Flaith, Chicago, second; W. A. Bremer, Milwaukee, third. Time, 4:58 1/2.
One-Mile Tandem—J. M. Quilty and Will Howie, first; Nat. McDougall and W. A. Bremer, second; Ole O. Olson and Torkel Olson, third.
Five-Mile Handicap—J. M. Quilty, first; J. L. Stokes, second; Otto North, third. Time, 1:22.
Dane County Championship—J. M. Quilty, Sun Prairie, first; Ole O. Olson, Stoughton, second.

STANDING OF THE POT HUNTERS.

Including all open races held in Wisconsin not on the Circuit.

AMATEUR.

	First.	Second.	Third.	Points.
1. Nat. McDougall, Milwaukee.....	3	2	2	18
2. Con Reinke, Milwaukee.....	3	2	1	17
3. Albert Mueller, Milwaukee.....	1	3	1	14
4. Chas. Muss, Milwaukee.....	3	1	1	11
5. W. A. Bremer, Milwaukee.....	2	3	3	9
6. Ed. Llewellyn, Chicago.....	2	1	1	8
7. Will Howie, Milwaukee.....	1	3	1	7
8. H. H. Mason, Milwaukee.....	1	1	1	6
9. A. R. Bauman, Racine.....	1	1	1	5
10. Leroy Bender, Milwaukee.....	1	1	1	4
11. Clarence Chandler, Waupaca.....	1	1	1	3
12. A. H. Walcott, Appleton.....	1	1	1	2
13. A. H. Barmickel, Milwaukee.....	1	1	1	1
14. Wm. McNichol, Shawano.....	1	1	1	1
15. Bert Grossbeck, Green Bay.....	1	1	1	1
16. O. V. Weber, Milwaukee.....	1	1	1	1
17. E. A. Clifford, Milwaukee.....	1	1	1	1
18. W. W. Rowland, Milwaukee.....	1	1	1	1
19. Chas. Pierce, Neenah.....	1	1	1	1
20. E. M. Warden, New London.....	1	1	1	1

Jefferson, October 6.

Nat. McDougall, Will Howie and W. A. Bremer, captured every place from a large field of riders in the races, held at Jefferson, Wis., October 6. The track was in poor condition, but, nevertheless, the races were spirited and attracted a large attendance.

SUMMARIES.

One-Mile Open—Nat McDougall, first; W. A. Bremer, second; Will Howie, third. Time, 1:30.
 Half-Mile Open—Nat McDougall, first; Will Howie, second; W. A. Bremer, third. Time, 1:22.
 Two-Mile Handicap—Nat McDougall, first; Will Howie, second; W. A. Bremer, third. Time, 3:04.

Racine, October 8.

About 2,000 people braved the cutting wind and cold air to witness the night meet, held at Racine, October 8. The program included four events, and with the exception of the match race, between A. R. Bauman and Peter Olle, were hotly contested.

SUMMARIES.

One-Mile, 2:00 Class, Professional—H. B. Freeman, first; J. Fisher, second; Watson Coleman, third. Time, 2:10 1/2.
 One-Mile, Open, Professional—A. I. Brown, first; Chas. Hadfield, second; Watson Coleman, third. Time, 2:11.
 One-Mile, Open, Amateur—E. W. Peabody, first; J. L. Hart, second; Nat McDougall, third. Time, 2:30.
 Match Race, Best Two in Three Heats—A. R. Bauman, first; Peter Olle, second.

Racine, October 9.

The meet, held on Saturday, October 9, was not the success from a point of attendance that the races of the previous evening were, but, nevertheless, a fair number of people wrapped in cloaks and overcoats came to the park. Bald easily captured the mile open, by defeating Nat Butler. Joe Dollister won the two-mile handicap from 135 yards, keeping a lead throughout the race.

SUMMARIES.

One-Mile Open, Professional—Bald, first; Nat Butler, second; Aker, third. Time, 2:17 1/2.
 One-Mile Open, Amateur—Peabody, first; Morae, second; Grulse, third. Time, 2:33 1/2.
 Two-Mile Handicap, Amateur—J. Dollister, 135 yards, first; A. H. Barnickie, 100 yards, second; C. H. Grulse, 100 yards, third. Time, 4:43 1/2.
 Two-Mile Handicap, Professional—F. C. Hoyt, 85 yards, first; Wells, 115 yards, second; Welles, 105 yards, third. Time, 4:44 1/2.

RAMBLING WITH THE RACERS.

In Holland, where Jap Eden is very popular, many things, such as cigars and tobacco are named after him.

At Paris on October 3, Tom Linton defeated Constant Hinret in a 50-mile match race, riding the distance in 1:42:30 2-5.

Lenna, who recently arrived in France after a successful sojourn in America, intends to return to America next season.

A new amateur hour record of 28 miles 1,158 yards was recently established by Ray Dun of the Parkside Wheel Club of Buffalo.

Frank Waller will endeavor to establish a new American twenty-four-hour record on one of the indoor tracks late in the season.

Teddy Hale, winner of last year's six day race at Madison Square Garden, will shortly come to America and ride in the coming contest.

Chief Consul O'Brien, of the Nebraska division, L. A. W., has just announced that Omaha is out of the race for the 1898 national meet. This gives Indianapolis the pole.

The American Cycle Racing Association proposes to hold bi-monthly race meets at Madison Square Garden, New York, during the winter. The races will be both amateur and professional.

Monio, the Italian; Gougoltz, the Frenchman, and Newport, the Belgian, three famous foreign riders, will visit America the coming winter and incidentally try their speed with the Americans.

On the Willow Grove track at Philadelphia, Thursday, October 8, Eddie McDuffee lowered Jimmy Michaels' American paced mile record to 1:35 2-5 and equalled the world's record held by Stocks.

GOOD ROADS.

In delivering an address recently before the Farmers' National Congress, Otto Dörner, chairman of the National Committee for Highway Improvement, advanced some arguments which created a favorable impression and will be long remembered by all who attended. Mr. Dörner said in part:

"I am glad of an opportunity to appear before a body of representative farmers from all parts of the country thus to outline briefly the aims of our organization in our work for better roads. We want your assistance and co-operation in this great work in which your direct interest is far greater than our own. We feel that the farmers should have a great deal, yes, nearly everything, to say about road building methods, and our organization places itself at your disposal to assist in bringing about any desired practical reform which shall truly accomplish the purposes aimed at. State aid seems pretty clearly to be the goal towards which the reform in road building is tending, but we are equally glad to give our support and that of our large and rapidly growing membership to any needed legislation which shall accomplish the same result on either line. What is most called for, however, it seems to me, is a discussion of the good roads problem. This problem is of sufficient importance and of enough interest to be taken up at every agricultural gathering. We will find that the country press and the agricultural papers are gladly opening their columns for a discussion of the subject, and we feel that all of us, farmers and wheelmen, city and country alike, should help in arriving at practical and logical conclusions on the subject, which may take the form of practical and more economical road building methods than have been employed.

"The country road has been much neglected. When we began to build railroads in this country, state and county taxes were levied that bonuses might be given to railroad prospectors. Cities made large appropriations, and, not content with this, went heavily into debt to aid in railroad construction. Congress subsidized most of our large railroad systems by large grants of public lands. Canals have been similarly encouraged by city, county, state and nation. It is customary to subsidize almost every new steamboat line. Yet nothing of the sort has been done for the common public road. It has been the step-child of a great nation. Equally important in its way with the railroad, it has been left to shift for itself, while the steel highway, which spans the country from ocean to ocean, has been petted and pampered until it has grown fat at public expense. It is this injustice to the common road that the League of American Wheelmen is trying to remedy, and in this effort it looks for assistance from those who are most directly interested in the subject—the farmers of the United States. Farmers are beginning to appreciate this and hence it is that our work for state aid is continually gaining support among them. I am confident that the combined efforts of our organization and of the agricultural societies and granges will, in a few years, bring about state aid to roads in the greater part of the United States."

At a recent meeting of the Business Men's Association of Green Bay, Wis., a committee was appointed to confer with the officials of the town of Eaton, the object in view being the grading of the road between these two points. The present condition of the highway renders it impossible to travel, and the business men of Green Bay and the farmers of Eaton realize that it is causing considerable injury to their welfare. It is to be hoped that the road will be improved, which will then convince the farmers that the good roads movement means more to them than it does to cyclists.

Good roads, says the Texas Post, mean cheap and easy hauling; they mean no breakage on the team or running gear; they mean the best possible terms on which a countryman can get to market, and this simple circumstance of farmers driving through to Houston with their cotton ought to be a full loaded argument in behalf of good country roads.



John Quilty, the speedy Sun Prairie lad, will ride an Andrae in '98.

A. E. Small has returned from a trip that took in St. Paul and Minneapolis and different points on the route.

Madison is getting right into the front line. Hardly a day passes now without a wheel being reported as stolen to the police. Of course, none of them are ever recovered and apparently no effort is made to do so.

Now that cycling is becoming very common, several of our ultra fashionables have taken to golf and may be seen any day hammering the wadding out of a poor little ball with an iron-headed club for the sake of what they call sport.

Part of the Warner factory will be used by F. D. Winkley in the manufacture of oil cups for light machines. He makes a specialty of oil cups for bicycles that are neat in appearance, absolutely dust proof, and cannot become loose and fall off. His cups are used by some of the largest manufacturers in this country.

Ben. F. and Wm. J. Oakley and Wm. Morgan recently took a long tour on their wheels covering parts of four states. Points visited were Milwaukee, Chicago, Benton Harbor and St. Joe, Mich., and places in northern Indiana. Some people at some other time may have had a more enjoyable trip, but you can't make them believe it.

The Badger Cycle Co. of this city have nothing special to announce as yet regarding their plans for '98. Mr. A. W. Marvin says the company will endeavor to make as many wheels as possible, as well as possible and as cheap as possible. If their wheels give as good satisfaction in the future as in the past, no one will doubt but that they are as well made as possible and as for the number, well — the landscape is pretty well sprinkled with them.

Owing to a lack of capital the D. D. Warner Co. has discontinued business. When the end of their string was reached they preferred to quit in an honest manner rather than be closed up. An effort was made to interest eastern capitalists and for a time it appeared as though a deal would be consummated, but it fell through. Good inducements were offered by different places in Ohio to remove the plant to those places, but without additional capital nothing could be done. A few of the stockholders of the concern have taken charge of the plant and stock and an effort will be made to make something more. It is to be hoped something can be done to keep the company going, as the '97 wheel was a splendid advertisement for next year's business. D. D. Warner, ex-president of the company, will probably job bicycles and sundries; not in Madison, however. Louis P. Holmes, treasurer, has entered a wholesale saddlery house in Chicago and has removed to that city. Allen G. Paris, foreman of the nickel plating department, has accepted a position in a wholesale music store in this city. The large retail store of the company, for so many years headquarters for all the wheelmen in southern Wisconsin, has been given up and quarters secured in the rear of L. W. Gay's tailoring establishment. Guarantee on wheels will be kept up and an effort will be made to dispose of a large stock of wheels. "Pa" Small, for so many years in charge of their repair shop, will open a place of his own.

WEST SUPERIOR WEAVINGS.

The final races of this year were held in this city October 7th, and the racers had to ride to keep warm. The summaries were:

One Mile Novice—J. F. McArthur, first; Everett Moreland, second; Wallace Munro, third. Time, 2:13.
Two Mile Open, Amateur—Joseph Deering, first; J. P. Burnett, second; W. A. Monteu, third. Time, 5:40.

Half Mile Open—W. A. Monteu, first; Joseph Deering, second; Richmond Smith, third. Time, 1:20.
Two Mile Handicap—First, W. A. Monteu, 25 yards; second, J. F. McArthur, 100 yards; third, Richmond Smith, scratch. Time, 5:59.
One Mile Open—Joseph Deering, first; Emil Anderson, second; W. A. Monteu, third. Time, 2:40.
Quarter Mile Open—Joseph Deering, first; Richmond Smith, second; W. A. Monteu, third. Time, 3:31.
Five Mile Handicap—J. F. McArthur, 150 yards, first; Richmond Smith, scratch, second; W. A. Monteu, 25 yards, third; Fred. Johnson, 25 yards, fourth. Time, 13:33.

The Superior Wheelmen close their career of '97 as they commenced it—without money. But they have during the year fathered three good race meetings and have given altogether about \$1000 in prizes, all of which they have paid for and are practically out of debt. This city is a good town for athletic amusements and will probably be well looked after during next summer.

William Bates, the trainer of the racing team of the Superior Wheelmen has been in the St. Mary's hospital for over two weeks as the result of injuries received at the driving park just before the October 7th races. Bates injured himself lifting heavy timbers, but is now considerably better. R. S.

OUR BUSY CYCLEDOM.

Greater New York claims 350,000 cyclists.

There are 1,450 cycling clubs in England.

Because his wife persisted in bicycling a Missouri physician has committed suicide.

Count Magri, who is only twenty inches high, enjoys the distinction of being the smallest cyclist in the world.

New York has a bicycle detective whose duty it is to ride about the city in plain clothes, looking for scorchers and tack throwers.

Two bicycle thieves were sentenced in the Superior court at Springfield, Mass., to not less than three or more than five years in prison.

The rapidity with which subscriptions are being secured by the promoters of the cycle path system in Minneapolis is very encouraging and the work is progressing favorably.

Orders have been issued by the management of the New York Central road, instructing baggage masters not to accept bicycles for transportation bearing detachable parts, such as lanterns, cyclometers, bells, etc., unless the forwarder first signs a form releasing the company from liability in case of loss.

The mayor of a city in France has adopted a novel but dangerous method of arresting scorchers. Police-men are stationed on both sides of the thoroughfares which are most frequented by scorchers, and when one of these reckless riders roll in eight orders are given him to stop. He seldom minds the order, but a tannet cord, held on both ends by the two policemen, checks his speed and a header is the usual result. He is then either taken to the morgue or jail.

MILWAUKEE MATTERS.

The Badger Wheelmen are looking for headquarters near the center of the city.

Edward Aldrich will endeavor to establish a 100 mile record in the near future. The attempt will probably be made on the state fair park track.

The trophy, donated by the New Brunswick Tire Co., to the club securing the greatest number of points in a team race, has been won by the Niagara Wheelmen.

Henry Zerbel will soon leave the city and endeavor to overtake A. L. Richards, who is on his way a wheel to Buenos Ayres. He expects to overtake Richards in the northern part of Mexico.

On Thursday, October 21, Chas. L. Eline, a prominent local wheelman, made a life contract for a tandem mate. It is needless to say that all the roads they will travel are already macadamized. Our congratulations, Charlie.

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AND TRADE NEWS.

THE PNEUMATIC

AND Cycling Review.

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F. G. CRAMER, EDITOR.
LOUIS PIERRON, Associate Editor.

OCTOBER, 1897.

NEW LIFE

With this issue the name of Mr. Louis Pierron as associate editor of this paper appears for the first time. We cannot think of anyone whose assistance would be more apt to stimulate and spread the "Gospel of Cycling," the symptoms of which are so eagerly sought for by the public. Mr. Pierron is a practical newspaper man and as editor of the "BULLETIN BOARD" has gained a broad knowledge of cycling, assuring our thousands of readers that he will perform the duties of an associate editor in a manner eminently satisfactory to them. He is gifted with that wonderful "nose for news" and nothing pertaining to cycling will escape the columns of this paper hereafter. We feel that we should congratulate ourselves and our many readers on our good luck in securing for the worthy position such a worthy man as Louis Pierron.

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SUNDAY BICYCLING.

The recent resolution adopted by the Christian Endeavorers at a convention held in Appleton on October 8th, to pledge themselves, one and all, to make the Sabbath a day of absolute rest by not spending part of it on a bicycle has carried mild consternation into the ranks of cyclists. The pledge was taken on the strength of an address on "Sabbath Observance," delivered by the Rev. J. B. Davidson of Milwaukee. He said the labor organizations of the state and union had appealed to the Christian Endeavorers to help in the effort to make Sunday a

day of absolute rest, and in order to assist the labor organizations in their noble work it was necessary to avoid indulgence in anything which would not conform with a day of inactivity and lethargy. For this reason he appealed to the members of the convention to desist from taking bicycle rides on the Sabbath.

Notwithstanding the fact that a great number of the members who compose these organizations are wheelmen and that fully ninety per cent of the wheelmen are shut up in shops or offices six days of the week, Mr. Davidson would take from them the opportunity to obtain the much needed recreation which is so recuperative. Cycling, in its true form, is not a breach of the laws of the Sabbath. The truth of this assertion is very simple and obvious. In every part of the globe clergymen in the pulpit have endorsed cycling and many of them have advised the people to come to church on their wheels if more convenient. Some have even provided racks and other accommodations for the care of bicycles while the riders were attending the services. It is not necessary to state here the many reasons why cycling is as moral as walking or driving, which, by the way, are

A PARTING WORD.

The Pneumatic now merges into other hands. A consolidation has been effected with the Cycling Review and all interests are surrendered by the Pneumatic Publishing Company to the Wisconsin Publishing Company. The consolidation of these two journals, each with a prestige and character which denotes progress, is of great importance to the readers and will no doubt be fully appreciated by the advertisers. The good will of the cycling public and the trade, is, by their leave, transferred to the publishers who will assume the entire management of the consolidated papers. The plans and aims fostered by the cycling company will be ably taken care of by the men who will conduct its future affairs. They possess the patient ambition which presages a journal of distinguished merit.

PNEUMATIC PUBLISHING CO.

not turned down by the Endeavorers. That fact has been demonstrated beyond doubt and is obvious to every intelligent observer.

Nevertheless there are those who do not observe the moral rules of the Sabbath while wheeling. And there are those also who do likewise while walking or driving. Cycling offers no greater inducement to be immoral than does walking or driving, but on the other hand, tends to elevate the mind and consequently increase the observance of the day of rest. Then why should the Christian Endeavorers single out this exercise which has so many advantages and which helps man to regain that vitality which was expended in discharging the duties of six days and which will be needed the following six days? Why have they pledged themselves to ignore the advantages to be derived from a ride on a bicycle? They surely believe cycling to be a healthful exercise and as such should be indulged in whenever an opportunity presents itself. It is a duty to themselves, to their fellow beings and to their country that their health should be maintained. It is a duty prescribed by the laws of nature and is undoubtedly observed by the Christian Endeavorers. Nevertheless they

have set their faces against bicycle riding and the natural supposition would be that they are prejudiced, or that they have looked upon cycling as a sport and as such should be kept in the background on the Sabbath. But such is not the case.

The Christian Endeavorers are honest people, who are insisting with a growing determination and passion on the observance of the Sabbath. In their noble work they have judged cycling by a few of its exponents. These few do not represent bicycle riders as a class, but are those whose actions have been immoral in the eyes of religious people. These few have humiliated cycling and by these few cycling was judged by the Christian Endeavorers.

It is safe to assume that were the good people who compose this organization successful in making the few outlaw cyclists, by whom all were judged, observe the Sabbath, they would deserve the blessing of all mankind. They would thereby cleanse cycling and place it among the most moral of recreations and one which could not be attacked from any point. But they cannot attain this end by putting both feet on Sunday riding.

ORBITING.

Having the past month purchased the business of "The Pneumatic" we commence with this issue to carry out all unexpired subscriptions and advertising contracts of that paper. In the transfer of the Pneumatic to the Wisconsin Publishing Co., not only do we secure the business but the prestige of a paper which has been published continually for six years. A bibliography is not necessary to acquaint our thousand of readers with the character of the Pneumatic. It was conducted on a conservative policy, and in its endeavor to chronicle all events of importance in cycling was successful. During the six years of its existence it acquired a reputation the equal of which but few trade papers can boast of. And all this together with the good will of the retiring publishers has been transferred to us.

WISCONSIN PUBLISHING CO.

BICYCLE INSURANCE.

THE Milwaukee agents, of a so-called bicycle protective association, were recently arrested on the charge of doing an insurance business in Wisconsin without a license. Although they did not issue a document similar to the ordinary insurance policy, Insurance Commissioner Fricke, at whose instance they were arrested, held that the contract to make good the loss of a bicycle to its owner, came under the head of insurance, and therefore the business of selling such contracts required a license. The defendants, on the other hand, claim that they are not engaged in the insurance business, but merely represent a protective association, which issues contracts to replace the loss of a bicycle by theft and which cannot be classed as insurance policies. Considerable interest is manifested in the outcome of the case, inasmuch, as several so-called protective companies have swindled the public. Were they placed under the head of insurance, the issue of a license by the state authorities would be a guarantee of their business being conducted on a sound basis.

The protection of a wheelman against a possible loss, upon payment of a stipulated sum of money for

such protection, certainly comes under the head of insurance, and a decision by the courts to that effect will, undoubtedly, be rendered. While the concern in question may be sound and reliable, such a decision would be vastly for their benefit, inasmuch, as wheelmen place little confidence in these protective associations, in general, but were they working on a sound basis, backed by the guarantee of the state, there is no room for doubt that the confidence of the wheelmen would be regained and ultimately the success which a sound bicycle insurance company certainly deserves.

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THE farmers of Eaton, and the Business Men's Association, of Green Bay, are agitating the movement to improve the public highway connecting these two points, but, as yet, we have no assurances that the Pastime Cycling club is interested. Who wants good roads?

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UP to date there are no less than ten candidates for the position of state handicapper, and each one would like to secure the position merely to provide the public with better handicap races than heretofore. Is the payment of fees a secondary matter?

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THOSE members of the Century Road Club who could not ride a century within the limit set by local Centurion E. R. Buel, and thereby win a ton of coal offered by him, really can't ride fast enough to keep warm.

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THE mere fact that a great number of riders rely upon the advice of the repair man, when buying a new tire should be sufficient reason to induce the tire makers to abolish the free repair shop system.

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FOR their especial benefit the attention of L. A. W. politicians is called to the fact that a young man was suddenly killed by pulling a wire which had fallen on one of the streets of Milwaukee.

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ALORICH, the young Milwaukee professional is evidently a firm believer in the proverb, "If at first you don't succeed, try, try again."

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WHAT a slump there would be in the handicap market were the L. A. W. officials to remove the fees for handicapping.

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THIS cutting down of the guarantee to 60 days will probably make wheelmen out of the reckless class of riders.

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WILL Milwaukee have a bicycle track.

o o o

EVERY good road is a cycle path.

o o o

OSAKOSH in 1888.



Official Department.



In this column will be printed all the official and general news of the Wisconsin Division of the Century Road Club of America; and of the Badger Wheelmen, Niagara Wheelmen, South Side Cycling Club and the Associated Cycling Clubs of Milwaukee, which organizations have adopted the "PNEUMATIC AND CYCLING REVIEW" as their official organ.

OFFICIAL

ORGAN



WISCONSIN

DIVISION.

H. L. MARSHALL,

214 West Water Street,

State Centurion.

F. R. BUELL,

10 Wisconsin Street,

Local Centurion.

Those who wish to communicate with A. O. McGarrett, chairman of the C. R. C. Road Records Committee, should address him at East Orange, N. J.

Jno. M. Coates, of Milwaukee, broke Wm. D. Harper's 30 day mileage record, riding twenty centuries or 2,000 miles during the month of September.

C. M. Fairchild, secretary of the Century Road Club, has severed his connection with the Olive Wheel Co., and entered the employ of the Boston Rim Co.

Chas. E. Fay, of Boston, has been appointed state centurion for Massachusetts by President Shackle, to succeed A. O. McGarrett, who recently located in New Jersey.

P. R. Turner, paced by a triplet and tandem mounted by members of the Century Wheelmen of New York, recently rode 102 miles in the record breaking time of five hours and fifty-five minutes, including stops.

The committee on Road Records has adopted the following rule:

The Road Record Committee reserves the right, even after a claim receives approval, if it be proven that a discrepancy exists in any record, to take said record off the books and make an official announcement of such in a regular bulletin of the club.

A. O. MCGARRETT, Chairman.

On October 31st Chief Centurion Marshall, accompanied by a surveyor, will select a twenty-five mile course over the best road leading out of Milwaukee. It is their intention to place mile posts along the route at a distance of five miles apart. After the course has been surveyed, Wm. D. Harper, Geo. Schmidt and Orlando Weber will go for records.

The first annual relay run across the state will be held on November 7th. The first rider will leave La Crosse and carry the message to Sparta. The route will then be through Elroy, Reedsburg, Baraboo, Madison, Watertown, Pewaukee to Milwaukee. It is expected that the message will refer to good roads and will be sent by the mayor of La Crosse to Mayor Rauschenberger of Milwaukee. Chief Centurion Marshall has sent communications to members of the club soliciting their co-operation in making the relay a grand success.

The Washington Star does not think kindly towards century riding and its reasons for condemning it may be of interest to the members of the Century Road Club.

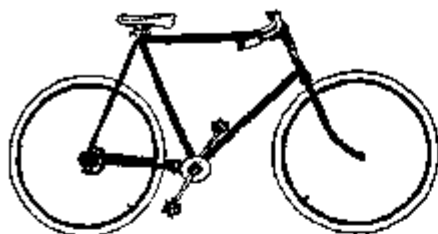
They are as follows:

The bicycle is in itself capable of affording its rider a most delightful kind and degree of exercise, and of sending him or her far into the country to enjoy the pleasures of rural conditions. It is a boon to men and women whose business and domestic duties keep them steadily within doors for many hours at a time and it affords to others a means of swift transportation without cost, save for the original investment. Its pleasureable and profitable uses are almost incalculable, but they are accompanied by dangers, not the least of which is the useless strain upon endurance exacted by the century run and similar enterprises. The mere pleasure of riding is gone after the machine has been propelled over ten miles of country roads or such a matter. At twenty miles the rider becomes fatigued and beyond that point it is probable that the rider, however accustomed to the effort, finds any real delight in the action of sending the wheel ahead with strokes that draw heavily upon the reserve forces of the system. There is no enjoyment of the scenery possible under such conditions. The appetite is whetted quite as much and far more heartily by a brisk ride of ten or fifteen miles through the country. It is a well known maxim of hygiene that it is unwise to exercise severely immediately after eating. This rule must be broken twice during the day of a century run, after the start and after the midday meal at the turning point of the ride.

Regarding the effect that the chainless wheel will have on the use of gear cases, Mr. Frost, maker of the Frost Gear Case, in a recent interview said in part the following:

"The bringing out of the chainless wheel in its perfection, has demonstrated very clearly that something must have been wrong with the former style of chain construction. A careful study of the new model convinces one that the points of superiority claimed are obtained, not by the substitution of beveled gears for chain and sprocket, but by the very complete enclosing of the running gear, thus providing a wheel that requires no attention to this most important detail. It is a demonstration of the fact with which all manufacturers are not familiar, that the natural line of improvement is in the direction of perfecting the running gear, not especially in its mechanical detail, but by securing absolute protection to the mechanical movement, whatever it may be. The points of superiority claimed for this chainless construction after careful study, seem to me to be obtained simply by this enclosing of the gear. What struck me forcibly was the fact that the points of superiority are also the points that mark the enclosed chain model. They are all obtained by enclosing chain and sprockets with our gear case. I speak now from the actual experience of nearly 2,000 riders. Of course, we felt that our gear case was perfected before we put it on the market, having given it most extensive and elaborate testing ourselves, but we found that there were points that could yet be improved upon, after we had put it in the hands of the general public. As each possible chance of improvement arose, we took advantage of it until we finally developed a gear case that is absolutely a success. In fitting 1897 models, where no gear case clearance existed, we had to use a construction somewhat inferior to our 1898 model. This 1898 model is very rigid and built for durability. We found that riders want an article possessing long life and capable of withstanding ordinary wear rather than something light and dainty, that would not stand severe shocks. I do not believe that any manufactured article can safely be claimed a success until it is subjected to the use of the general public. As our gear case will go out on 1898 machines it is one of the most durable features of the entire construction, and as nearly every manufacturer of consequence is building his wheels to take this case, it allows us to use the case in its most perfect form. It seems to me that with the great quantity of wheels that will be in the market, competition must be very sharp, and the trade will naturally drift to those manufacturers who have adapted themselves to the spirit of the times."

THE COLUMBIA CHAINLESS BICYCLE.



MODEL NO. VIEW FROM THE RIGHT SIDE.

The company has issued an illustrated catalogue, devoted exclusively to the chainless wheel, and at their many branches and agencies the beautiful models are on exhibition. The claims which are made for it in points of superiority over the chain driven type are as follows:

It will go faster and further with less effort.

It is much easier to keep clean.

Every motion is positive—no back lash.

It has no links or teeth to "catch things."

Its driving mechanism is always thoroughly lubricated.

Its motive parts are not affected by the weather—by rain, mud or dust.

Its bevel-gears actually improve with use, while a chain deteriorates from the first.

It saves repair money, work and worry, and increases the safety and delight of cycling.

It removes the one serious source of danger that every bicyclist realizes, and substitutes confidence for dread.

The weak part of a chain-and-sprocket bicycle is the chain. The bevel-gears of a Columbia Chainless will outlast any other important part of the machine.

The catalogue says further: For two years the Pope Mfg. Co. have built and tried and made model after model, more than a dozen distinct variations having been tested. All this, besides the work and worry and waiting of getting bevel-gears cut accurately, and of gathering the costly equipment needed to produce them in quantities. In all the land there was no proper machinery for cutting such gears. The machinists, as a rule, said there could be none. They were wrong. But the machines must be made; worse than that, the bevel-gear wit of the men who built the machines must first be made.

Each member of a bevel-gear is the frustum of a cone with teeth cut in its periphery. If cut in the face of an entire cone the teeth and the spaces between them would each come to a point at the apex of the cone. This tapering of the teeth and the spaces must be exactly uniform to whatever length of the cone is used for the gears, and all the teeth of both members of the gear must be precisely alike or there cannot be perfect work.

But each tooth must have other peculiarities. Its outline must be considered with the greatest care. Its lateral diameter must be increased from the face toward the axis, and by a gradual and mathematically exact swell (an epicycloid curve), so that when the teeth are in operation they will come together and then

separate with a rolling motion, with no slipping or grinding, with no friction. The point where this enlargement reaches its maximum is usually about half way down the depth of the tooth, and is called the "pitch circle." There must also be a slight clearance for the face of each tooth when fully in mesh.

The elements of the problem were easy to understand. The theory was simple enough, but putting it in practice was the difficult part. The necessities of bicycle use lifted gear-cutting from an art to a fine art.

Yet the cutting is only the beginning. To have mechanically perfect gears cut was proved to be possible, but the metal was worked in a soft or untempered state. For use in a bicycle it must be hardened. The hardening could not be done until after cutting had been accomplished. Then came the danger of warping. Any unevenness of heat, any irregularity in cooling, if it resulted only in the slightest twist or distortion, injured the product and perhaps made it worthless. Costly and elaborate methods are now in use to make this tempering of the gears certain, sure and speedy.

But the bicycle maker's worries with bevel gears do not end with having produced them. He must place them in the machine with perfect exactness. The front and the rear axle with their gear attachments should lie in precisely the same plane and exactly parallel with each other. Any failure to do this will result in binding, cramp, strain and unsatisfactory work. Not only must these conditions exist in the wheel as it comes from the workman's hands, but they must be maintained under load and shock, under the severest uses. The frame construction must be so rigid that there will be no spring or yield under any strain. For years it seemed that if bevel-gears were ever to come into general bicycle use, it must be with a much heavier machine. Yet the spirit of the time demands light machines.

Somehow when the occasion requires a man the man is forthcoming, and when there is special need for a newness in the material world it is not long in being found.

Nickel steel tubing came just in the nick of time, adding a stiffness that gives to a bicycle frame such a degree of rigidity that the nicest mechanical features can be employed without danger of being neutralized by any weaving, spring or sway of the structure.

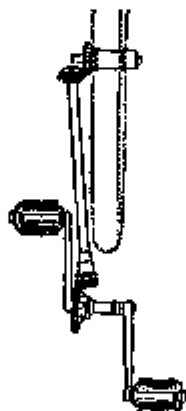
The Pope Mfg. Co. have obtained every important patent bearing on this line of work.

Out of this wealth of knowledge, this wealth of experience and this wealth of equipment, what wonder then that a revelation in chainless bicycles should come?

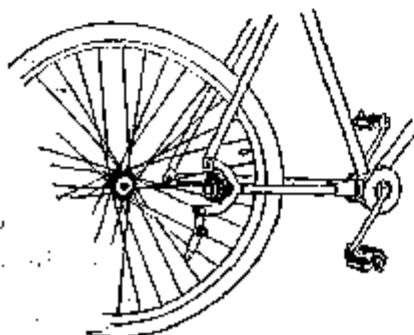
It has come—in the Columbia Chainless.



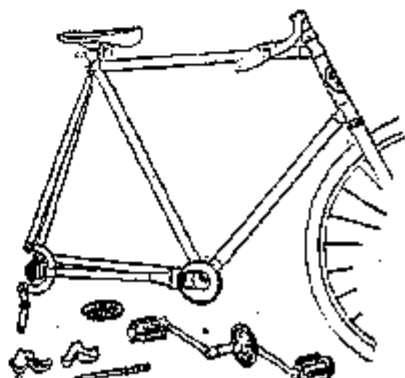
MODEL NO. 11. VIEW FROM THE RIGHT SIDE.



DRIVING MECHANISM AS IT LOOKS WHEN REMOVED FROM THE WHEEL AND VIEWED FROM ABOVE. A PLAIN VIEW.



THE REAR WHEEL IS NOW DETACHED FROM FRAME.



DRIVING MECHANISM AND PARTS REMOVED AND EXPOSED.



Thiem & Co., St. Paul, Minn., have purchased the entire plant of the Standard Brass and Electric Co., of that city for the purpose of increasing their present large plant for the manufacture of cycle sundries.

H. A. Lozier & Co., makers of Cleveland bicycles carry a complete line of parts at their store in London, which enables them to take as much care of their European riders as though they had a factory in England.

A stock company, to be known as the La Crosse Bicycle Manufacturing and Plating Co., is being organized at La Crosse, Wis., with a capital of \$50,000. The new company will purchase the plant of J. C. Holts and manufacture bicycles.

George G. Spencer, 165 Jackson street, Chicago, manufacturer of handle bars and bicycle parts, has purchased the entire plant, including the plating works of the Illinois Handle Bar Co. of Chicago. This addition to their equipment will give them a larger and more varied product than offered heretofore.

The Way Manufacturing Co., Philadelphia, has issued a booklet describing the value of Way's mufflet to cyclists and skaters. The mufflet fits snugly around the neck and protects the wearer from the chilly winter blasts. It is made in several grades and sells at \$1 upwards. The booklet will be sent free to any address.

The salesrooms of the Invincible Cycle Fitting Co., at 136 Sycamore street, Milwaukee, are being renovated and the company will soon be ready for '08 business. Mr. F. W. Stevens, the genial manager stated that the outlook for the coming season is bright, especially with his company, as their large factory at Wilmington, Ill., can supply the local branch with material on demand. They are makers and jobbers of bicycle material and sundries and local dealers would do well to visit the store and inspect the bicycle parts which are on sale.

TIRES THAT LEAK.

The Morgan & Wright single tube quick repair tire must be regarded as a distinct improvement in bicycle tire construction. It has the following advantages:

While punctures in it can be repaired with plugs, or semi-liquid injections, as well as in any other single tube tire, it can be permanently repaired by using the quick repair strip inside the tire. See cut No. 1.



No. 1.

No. 2.

No. 3.

By injecting M. & W. quick repair cement through the puncture, and then pressing down on the tire with the thumb, as in cut No. 2, the repair strip inside is picked up by the cement, thus closing the puncture as in cut No. 3.

The M. & W. single tube quick repair tire is guaran-

teed not porous. This is on account of the way in which it is made. Nearly every rider has heard of tires that "leak like a sieve." Many tires rot, because water gets into the fabric between the two layers of rubber. The Morgan & Wright fabric is proof against moisture.

Everybody knows how comfortable Morgan & Wright tires are and yet how seldom they puncture. This is due to the fabric.

Ask any bicycle dealer whether other tires last as long as Morgan & Wright tires. Ask, also, what the Morgan & Wright guarantee means. Morgan & Wright tires are repaired free of charge, at the factory in Chicago or at any of the Morgan & Wright free repair shops located in the principal cities.

N. B.—When you have a puncture, get right off. Riding a tire flat, when it has a tack or nail in it may damage it considerably.

The Lindsay Bicycle Co., La Fayette, Ind., have made arrangements with Walter C. Sauger and W. W. Hamilton, the unpaced riders to try for all unpaced records from one to twenty-five miles. The trials will be made at Denver, Colo., on Lindsay bicycles, fitted with Kangaroo tires.

It is currently reported that the Iver Johnson Arms and Cycle Works have about completed arrangements for the lease of a large warehouse and offices located in New York City.



How's This!

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

P. J. CHENEY & CO., Props., Toledo, O.—We, the undersigned, have known P. J. Cheney for the last 15 years, and we believe him perfectly honorable in all business transactions and financially able to carry out any obligation made by their firm. W. C. & T. A. X. Wholesale Druggists, Toledo, O.

WARREN, KINGS & MARVIN, Wholesale Druggists, Toledo, O. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Price 50¢ per bottle. Sold by all Druggists. Testimonials free.

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There are thousands of positions to be filled during the school term, vacant by resignation, death, etc. We have over 2,000 vacancies during the past season. Unqualified facilities for placing teachers in every part of the U. S. and Canada, at over 95 per cent of those who registered before August secured positions. One fee registers in nine others.

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Wheels Bought, Sold, Rented, Exchanged and Repaired.

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'Tis not the coat that makes the man

no; nor is it the coat of enamel that makes the bicycle. Nevertheless, a poorly enameled bicycle, be it high grade or medium grade will lose its charm as soon as the enameling has become marred by ordinary wear and tear, or faded. Our enameling has stood the test for years and we guarantee it in every respect. It is strictly high grade.



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Oldest Bicycle Enameling Establishment in the Northwest.

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Edward B. Gilmour,
Manager.

MILWAUKEE, WIS.

The "Summerson" line for '97

IS A SCORCHER,

And is being pronounced by those who are riding them as being as easy a riding wheel as wheelmen ever put their foot across. We are filling orders very fast and would like to fill yours.

Bicycle Repairing in all
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ESTABLISHED 1856.

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WEST SIDE ACADEMY:

Recreation Club Hall,
Cor. Wells and 19th Sts.

Fall term for ladies and gentlemen will begin on Tuesday, September 14th, at 8 P. M. Children: Saturday, September 18th, 2 P. M.

PRIVATE LESSONS BY APPOINTMENT.

NORTH SIDE ACADEMY:

Cor. Walnut and 8th Streets.

Fall term for ladies and gentlemen will begin on Wednesday, September 1st, at 8 P. M. Children: Saturday, September 18th, at 3 P. M.

Socials Every Monday Evening.

Hall for rent on evenings not occupied by classes, at reasonable terms.

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R. W. VIZAY, Instructors.

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Appetite
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wait on him who
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9 Sheet, Size 10½ x 7 feet,
SUITABLE FOR LARGE BILL BOARDS AND STANDS

1 Sheet, Size 28 x 42 inches,
SUITABLE FOR WINDOW DISPLAY, ALSO AS CEN-
TER OF 3 SHEET DISPLAY FOR
BILL BOARD DISPLAY.

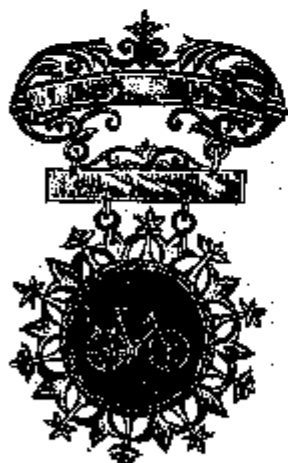
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