

Wisconsin

Tour

and

Hand

Book



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WISCONSIN DIVISION
LEAGUE OF AMERICAN WHEELMEN

TOUR AND HAND BOOK

Including

Lists of Local Consuls, League Hotels
with rates, Repair Shops, Bicycle Clubs,
Road Maps, Bicycles as Baggage, Guide
Boards, Rights and Privileges, Bicycle
Insurance, Promotion of Touring, etc., etc.



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THE LOCAL CONSULS OF WISCONSIN

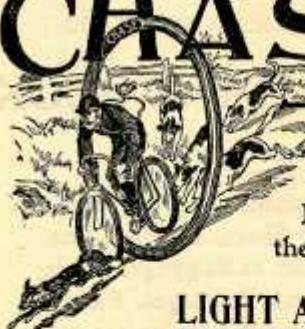
Compiled and Arranged by
SAM J. RYAN, Sec.-Treas., APPLETON, WIS.

1897.

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BICYCLE SUITS

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And in fact all needed articles pertaining to a bicycle rider. ✱ Write for catalogue. ✱ Agents wanted in every locality.

413 Grand Ave.,
Milwaukee, Wisconsin.

THE '97 TOUR AND HAND BOOK.

The first issue of the Wisconsin Division Tour Book was published June, 1896. The Secretary-Treasurer, M. C. Rotter, and the Wisconsin local consuls were occupied more than a year in the difficult work of securing and compiling an enormous, valuable and varied lot of data concerning tours, routes, and Wisconsin points of interest. As no previous work of the kind had been published in the state it was a peculiarly arduous task, but in spite of that obstacle and many others which arose on every hand, there were no errors of importance in its pages and the book was a remarkable success from every point of view.

The compiling of this volume, the 1897 Tour Book, has been followed on the same lines by the secretary, adopting the plan of the '96 edition, and adding about 150 new tours secured from the local consuls. Tours radiating from 21 towns, not published in 1896, will be found in this issue. The list of tours from Milwaukee is especially replete this year. Runs to all the city parks are carefully indicated, giving all directions as to streets and avenues. The long tours have been carefully revised and each one leads the stranger out of the city over the best streets. Many additional tours have been added, notably one to St. Paul, two to Chicago, another to Madison, two to Fond du Lac, one to Beloit and another to Janesville. Consuls now represent the Division in many towns where there was no representation last year and new and additional tours were secured therefrom. Corrections and necessary changes were made and the information relating to local consuls, League hotels, rates, League repair shops, etc., as well as to tours, is up to date.

The secretary of the Division in May, 1897, began the establishment of League repair shops in the state and while a large number of such shops are published within these covers, the list is by no means complete.

Other matters of value to the wheelrider will be found in the pages of this book.

It is believed that every wheelman in the state who rides beyond the limits of his own city will find this book serviceable and of personal advantage.

SAM J. RYAN,
Secretary-Treasurer.

HOW TO SELECT TOURS.

The purpose of having these tours radiating from so many towns is to furnish information to the immediate resident, and, at the same time enable anyone desiring to reach a certain distant point to make connections from town to town on a line as can be ascertained by the aid of any Wisconsin railroad map.

In choosing a long distance route, first connect your counties through which you must pass, then make your selection of towns on the most direct line of the place you want to reach. When you have made up your list, the index will help you out.

The contents of the book is arranged alphabetically, by counties. The towns of each county from which tours radiate, and at which they terminate are all indexed with an additional index to every town through which the tours run.

If you are starting from a town which is listed in the index from which tours radiate and cannot find what you want, find the town in the same index, if possible, to which you desire to go. If it is listed, you may get what you want reversed, but if you fail in this, refer to the town indexed to which tours run; this may give the town to which you want to go and connect you with towns enroute. A last resort is to refer to index of towns through which tours lead. Invariably it will help you out.

The list of consuls published, will permit those desiring more information to get it through correspondence.

At each hotel listed, you will find a placard posted in the office, indicating its being a League hotel. If this card cannot be seen call the proprietor's attention to this fact. Reduced rates can only be secured upon presentation of your ticket when settling account.

SAM J. RYAN,
Secretary-Treasurer.

M. C. ROTIER, Chief Consul.

National Officers for 1897 and 1898.

President—ISAAC B. POTTER, Vanderbilt Building, New York City.

1st Vice-President—A. CRESSY MORRISON, Milwaukee Club, Milwaukee, Wis.

2d Vice-President—C. FRANK KIREKER, 148 Ellison St., Paterson, N. J.

Treasurer—JOHN W. CLENDENING, 1614 Scott St., Covington, Ky.

Secretary—ABBOT BASSETT, 12 Pearl St., Boston, Mass.

Standing Committees.

Executive and Finance.

The President and Vice-Presidents.

Highway Improvement.

Otto Dorner, Milwaukee, Wis.

Racing Board.

Albert Mott, Park Heights, near Kate Ave., Baltimore, Md.

Transportation.

Burley B. Ayers, 224 Walnut St., Chicago, Ill.

Rules and Regulations.

E. Kostomlatsky, Oskaloosa, Ia.

Rights and Privileges.

Walter S. Jenkins, Erie Co. Savings Bank Bldg., Buffalo, N. Y.

Wisconsin State Division Officers 1897.

Chief Consul—M. C. ROTIER, Milwaukee.
Vice Consul—DR. D. S. MC ARTHUR, La Crosse.
Secretary-Treasurer—SAM J. RYAN, Appleton.

State Representatives.

H. P. Andrae, Milwaukee.	S. D. Baird, Neenah.
H. E. Pomeroy, Appleton.	W. H. Field, Green Bay.
Ben Hooper, Oshkosh.	H. Van Arsdale, Racine.
N. E. Lindquist, Marinette.	Louis Pierron, Milwaukee.

Standing Committees.

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F. L. Schaller, Sparta.
A. M. Patitz, 508 Galena St., Milwaukee.
W. O. Lamoreux, Stevens Point.
John J. McIntyre, Eau Claire.
L. F. Snyder, West Superior.
L. A. Hodges, Monroe.
C. A. White, Fond du Lac.
C. F. Mann, Green Bay.

Road Improvement.

Aug. Zinn, Chairman, Milwaukee.
Otto Dorner, Milwaukee.
S. C. Newman, Kenosha.

Transportation.

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

Rights and Privileges.

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

LOCAL CONSULS AND LEAGUE HOTELS WITH RATES.

Each and every local consul listed below has been duly appointed to that office and is thoroughly informed regarding League matters and the roads surrounding his town.

There is not a hotel included in this list that has not signed a contract to furnish the rates published to those showing their tickets for the current year. All hotels are instructed to give this rate to League members only.

TOWN	COUNTY	LOCAL CONSUL	LEAGUE HOTEL	RATE	
				PER DAY	MEAL
Antigo	Langlade	A. B. Millard	Hoo Hoo	\$1.00	\$.25
Appleton	Outagamie	Herman Erb, Jr.	Ritger	1.25	.35
Ashland	Ashland	Merion H. Potter	Commercial	1.25	.35
Abbotsford	Clark	A. W. Moerke			
Augusta	Eau Claire	Dr. E. M. Rogers	Park House	1.40	.35
Auburndale	Wood	Miss Agnes Connor			
Albany	Green		Central	1.40	.35
Ahnapee	Kewaunee		Wisconsin	1.00	.25
Baraboo	Sauk	B. A. Owen	Warren	1.50	
Barron	Barron	Elmer E. Kent	Commercial	1.00	.25
Bayfield	Bayfield	A. Lester Hellweg	Willey	1.50	.35
Beloit	Rock	Wm. D. Hall			
Bloomington	Vernon	Gus Morterud			
Berlin	Green Lake	W. G. Groffman			
Brandon	Fond du Lac	G. B. Weinstock	Hall's Hotel	1.00	.35
Burlington	Racine	J. M. Schroeder	Central House	1.00	.25
Boscobel	Grant	Will H. Pittman	Central House	1.50	
Brodhead	Green	F. A. Taylor	Young House	1.50	
Black River Falls	Jackson	E. Lyman Ormsby			
Beaver Dam	Dodge	A. E. Rosdl	Clark House	1.50	.37½
Beaver Lake			Interlaken	1.50	.40
Cambridge	Dane	W. T. Stetson	Cambridge H'se.	1.00	.25
Castle Rock	Grant	H. J. Johnson			
Columbus	Columbia		Hotel Whitney		

LOCAL CONSULS AND LEAGUE HOTELS WITH RATES—Continued

TOWN	COUNTY	LOCAL CONSUL	LEAGUE HOTEL	RATE	
				PER DAY	MEAL
Camp Douglas			Singleton	1.00	.25
Cedarburg	Ozaukee	Paul Lehman	Washington	1.80	.45
Cedar Grove	Sheboygan	L. C. Smith	American	1.00	.25
Chilton	Calumet	L. A. Keller	Chilton House	1.00	.25
Chetek	Barron				
Clintonville	Waupaca	A. J. Schultz			
Colby	Clark	John J. Grimes	Commercial	1.50	.40
Columbus	Columbia	Geo. C. Stevens			
Commonwealth	Florence	E. W. Hopkins			
Cuba City	Grant	L. A. Wilson			
Cumberland	Chippewa		Cumberland	1.00	.25
Chippewa Falls	Barron	Rob't B. Clark	The Taylor	1.60	.40
Clinton	Dane	Fred W. Herron	Cheesman	1.50	.35
Cleveland	Manitowoc	Nathan Frank	Cleveland House	.80	.20
Centralia	Wood	Geo. N. Wood			
Cadott	Chippewa	W. H. Beach			
DeLafield	Waukesha	R. W. Lowerre	Lowerre	1.50	.35
De Pere	Brown	L. H. Smith	Transit	1.50	.40
Delavan	Walworth	H. G. Hambricht	Bartram	1.40	.35
Darlington	La Fayette		Darlington	1.00	.25
Eland	Shawano	Francis C. Baldwin			
Eagle	Waukesha	Matt J. Bovee	Commercial	1.00	.25
Eau Claire	Eau Claire	W. W. Jackson	Eau Claire H'se.	1.50	.35
Edgerton	Rock	F. E. Ash	Commercial	1.40	.35
Elkhorn	Walworth	Will B. Lyon	Nickel Plate	1.50	.37 1/2
Ellsworth	Pierce	A. Swahn			
East Troy	Walworth	Will M. Hubbard	Buena Vista	1.00	.25
Fall Creek	Eau Claire	Otto W. Niebuhr			

LOCAL CONSULS AND LEAGUE HOTELS WITH RATES—Continued

TOWN	COUNTY	LOCAL CONSUL	LEAGUE HOTEL	RATE	
				PER DAY	MEAL
Fall River	Columbia	Chas. Tasker .....	.....	.....	.....
Franksville	Racine .....	.....	Bicycle Hotel	1.00	.25
Ft. Atkinson	Jefferson .....	.....	Higbee	1.50	.40
Florence	Florence	E. E. Wilcox .....	.....	.....	.....
Ft. Howard	Brown	Chas. S. Kerr	Commercial	1.00	.25
Fond du Lac	Fond du Lac	A. R. Keating	Palmer	1.50	.40
Fox Lake	Dodge	Henry Grady	Fox Lake Hotel	1.35	.35
.....					
Gillett	Oconto	J. J. Whitcomb	John House	.75	.25
Grand Rapids	Wood	Geo. N. Wood .....	.....	.....	.....
Green Bay	Brown	Geo. H. Schaefer	Strauble	1.50	.40
.....	.....	.....	Oakwood	2.00	..
Green Lake	Green Lake .....	.....	Spring Grove	1.70	..
Greenwood	Clark	P. E. Peterson	Begley	.75	.25
.....					
Hartland	Waukesha	G. F. Ramsay	Hillside	1.00	.25
Hillsboro	Vernon	R. F. Myers	Hillsboro	1.50	.35
Hurley	Ashland .....	.....	Burton	1.75	.50
Horicon	Dodge	Chas. W. Kleist	Horicon House	1.00	.25
Hickory	Oconto	Jas. Eliason	Kelly Lake H'se	.80	.30
Hebron	Jefferson	W. J. Pollock, Jr.	Hebron	.80	.30
Hayward	Sawyer	H. E. Rounsaville .....	.....	.....	.....
Hudson	St. Croix	E. A. Harding	Commercial	1.00	.35
.....					
Iola	Waupaca	E. W. Smith .....	.....	.....	.....
.....					
Janesville	Rock	J. G. DeLong	Myers	1.50	.40
Jefferson	Jefferson	Fred O. Ray .....	.....	.....	.....
Johnson's Creek	Jefferson	W. A. Christians	Union House	.80	.30
Juneau	Dodge	A. P. Walther	Juneau House	1.00	.25

LOCAL CONSULS AND LEAGUE HOTELS WITH RATES—Continued

TOWN	COUNTY	LOCAL CONSUL	LEAGUE HOTEL	RATE	
				PER DAY	MEAL
Kenosha	Kenosha	S. C. Newman	Grant	1.60	.40
Kiel	Manitowoc	P. O. Schubert	Grand Central	1.00	.25
Kewaunee	Kewaunee	A. S. Watrous	Erickson	1.35	.35
Kaukauna	Outagamie	Geo. H. Reese	Brothers	1.50	.40
Kilbourn	Columbia	G. M. Marshall	Finch	25% discount	
Koshkonong Lake	Jefferson		Elm Park	1.50	
La Crosse	La Crosse	Jas. H. Thompson			
Lake Geneva	Walworth		Dennison	1.50	.40
Lake Beulah	Walworth	C. H. Stevens	Beulah Cottages	20% discount	
Lake Mills	Jefferson	F. M. Seaver	Park	1.50	.35
London	Dane		Commercial	1.00	.25
Lancaster	Grant	Chas. W. Burr	Wright	1.50	.35
Little Suamico	Oconto	G. H. Wilsie	Little Suamico	.75	.20
La Valle	Sauk	C. F. Eder			
Madison	Dane	Ben. W. Park	Van Etta	1.50	.50
Marinette	Marinette	W. J. Raiche	New Dunlop	1.00	.25
Marshfield	Wood	P. J. Kraus	Thomas	1.20	.30
Medford	Taylor	Arthur Elvis	Winchester	1.60	.40
Mellen	Ashland	Louis A. Maier	Drake	1.50	.35
McFarland	Dane	M. D. Larson			
Menasha	Winnebago	S. H. Vaughn	National	1.50	
Montfort	Grant	W. R. Johnson			
Merrill	Lincoln	Hans V. Kaltenborn	Kollock	1.20	.30
Milton	Rock		Richmond	1.00	.25
Milton Junction	Rock	I. P. Hinkley	Morgan House	1.80	.40
Monroe	Green	Louis A. Hodges	Ludlow	1.50	.50
Milwaukee	Milwaukee				
East Side		Jos. J. Brenk, 136 Wisconsin St.	St. Charles		

LOCAL CONSULS AND LEAGUE HOTELS WITH RATES—Continued

TOWN	COUNTY	LOCAL CONSUL	LEAGUE HOTEL	RATE	
				PER DAY	MEAL
West Side		R. H. Wieben, Metropolitan Bldg.			
South Side		J. M. J. Keogh, 447 14th Ave.			
North Side		W. G. Birkhaeuser, New Ing. B.			
Montello	Marquette				
Mineral Point	Iowa		Globe	1.00	.55
Mukwonago	Waukesha	C. D. Palmer			
Mishicot	Manitowoc		Hotel Drews	.75	
Manitowoc	Manitowoc	J. A. Rummelle	Williams	1.50	.38
Menomonie	Dunn	Jas. T. Heller	Hotel Royal	1.80	.45
Minnesota Jct.			Maple Shade	1.00	.25
New Holstein	Calumet	Edw. Lauson	Kramer	1.00	.25
Neeenah	Winnebago	A. W. Anderson	National	1.50	
New London	Waupaca	M. T. Patchin	Elwood	1.50	.40
Neillsville	Clark	Carl Stange	O'Neill	1.50	
New Richmond	St. Croix		Nicollett	1.50	.38
National Home	Milwaukee	Francis J. Baldwin			
Nashotah	Waukesha	I. H. Bigelow	Nashotah Hotel	1.25	.35
Necedah	Juneau	C. H. Maxson	Juneau	1.50	.38
Oconomowoc	Waukesha	Chas. Osen	Jones	2.00	.50
Otesgo	Columbia	John A. Johnson			
Oshkosh	Winnebago	G. A. Comstock	Tremont	1.60	
Oregon	Dane	A. Rasmussen	Grand Central	1.50	.35
Omro	Winnebago	C. D. Bowman	Central	1.00	.25
Parrish	Langlade	C. R. Beecher	Lumber	1.00	.25
Peshigo	Marquette	Wm. Ellis, Jr.	Cholette	1.00	.25
Platteville	Grant	E. P. Grindell	Park	1.50	.40
Port Washington	Ozaukee	H. L. Coe	The Wilson	1.50	

LOCAL CONSULS AND LEAGUE HOTELS WITH RATES—Continued

TOWN	COUNTY	LOCAL CONSUL	LEAGUE HOTEL	RATE	
				PER DAY	MEAL
Portage	Columbia	F. E. Rhyme	Corning	1.50	.40
Princeton	Green Lake	Fred E. Yahr	American	1.50	.40
Plymouth	Sheboygan	W. E. Wolf	Central	1.00	.25
Palmyra	Jefferson	G. H. Rundle			
Park Falls					
Pepin	Pepin	Grant E. Pratt			
Prairie du Chien	Crawford	S. C. Beach	City Hotel	.80	.20
Port Edwards	Wood	O. W. Dodge			
Racine	Racine	W. J. Hopkins	Mohr	1.00	.25
Ranney	Kenosha				
Reedsburg	Sauk	E. G. Stolte	Stolte	1.50	.40
Rhineland	Oneida	H. M. Woodard	Fuller	2.00	.50
Rice Lake	Barron	J. W. Munnell	Tourist	1.50	.35
Ripon	Fond du Lac	Chas. S. Sharp			
Rosendale	Fond du Lac	J. S. Duicy	Rosendale	1.00	.25
Richland Center	Richland	A. W. Pier	Park	1.50	.35
Randolph	Dodge		Merchants	1.50	.35
River Falls	Pierce	Prof. J. F. Sims			
Shawano	Shawano	W. E. Hudtloff			
Shell Lake	Washburn	W. W. Watkins	Summit	1.00	.25
Shullsburg	Lafayette	H. B. Chamberlain			
Sparta	Mouroe	Fred L. Schaller	Warner	1.50	.35
Stevens Point	Portage	W. O. Lamoreux	Curran	1.25	.35
Sheboygan	Sheboygan	L. S. Williams	Grand	1.75	.25
Stoughton	Dane	Giles Dow	Grand	1.00	.25
Sun Prairie	Dane	F. C. Gibbons	Kleiner	1.50	.50
Stockbridge	Calumet	Phil Hart	Stockbridge	.75	.20

LOCAL CONSULS AND LEAGUE HOTELS WITH RATES—Continued

TOWN	COUNTY	LOCAL CONSUL	LEAGUE HOTEL	RATE	
				PER DAY	MEAL
Sturgeon Bay	Door				
Soldiers Grove	Crawford	N. A. Knutson	Headquarters	1.00	.25
Sheboygan Falls	Sheboygan	A. M. Bertram			
Tomah	Monroe	L. W. Earle	Leak	1.00	.25
Two Rivers	Manitowoc	Rob't Suettinger	Waverly Hotel	1.50	
Troy	Walworth	Will M. Hubbard			
Viroqua	Vernon	Elmer Orrison	Park	1.50	.40
Washburne	Bayfield	H. C. Prudhomme	Washburn	1.40	.35
Watertown	Jefferson	Dr. O. E. Meyer	Daub	1.60	.40
Waunakee	Dane	Henry C. Hart	Ryan	.80	.30
Waupaca	Waupaca	F. W. Spencer	Scoville	1.00	.25
Waupun	Fond du Lac	Solon A. Davison	National	1.50	
Wausau	Marathon	Dr. W. W. Wilson			
West Superior	Douglas	Geo. S. Giffin	Richlieu	1.50	.40
Waterloo	Jefferson	W. N. White	Commercial	1.50	.35
Whitewater	Walworth		Walworth	1.40	.45
Winneconne	Winnebago	W. A. Melcher	Lake View	1.00	.25
Wrightstown	Brown	Chas. J. Pope	American	1.00	.25
Waukesha	Waukesha		Park	2.00	.50
Whitefish Bay	Milwaukee	O. M. Drebert			
Windsor	Dane	Harvey L. Raymond	Windsor	.80	.20
Waterford	Racine		Fox River	1.40	.35
West Salem	La Crosse		Woods	1.00	.25
Wonegan	Juneau		Relyd	1.00	.25

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STATE TOURS.

The following are reference indexes:

Index to Counties through which tours run. (Arranged alphabetically in the book.)

Index to Towns from which tours radiate.

Index to Towns, Lakes and Interesting Spots to which tours run (or where they terminate.)

Index to Towns through which tours lead (or come in close proximity of.)

These indexes are devised for those who seek a short run in their immediate neighborhood as well as for those who want to make an extensive trip.

ASHLAND, ASHLAND COUNTY.

MERTON B. POTTER, Local Consul.

COMMERCIAL.

ASHLAND TO WHITE RIVER, 7 miles, and Marengo, 12 miles, is the favorite run of local wheelmen. Road runs nearly due south and is generally in very fair condition.

TO BAYFIELD, 18 miles around the head of Chequamegon Bay, takes in Washburn and Houghton Point and is quite a scenic trip. Both Ashland and Bayfield are summer resorts. Visiting wheelmen should not fail to have a nicely broiled side of Lake Superior whitefish.

TO ODANAH, the Chippewa Indian reservation, is 14 miles, nearly east. This is an enjoyable trip for wheelmen who desire to see the red man at home.

UPSON TO WAKEFIELD, about 25 miles, is another favorite run. Ashland wheelmen board an early morning train at Ashland, have an early dinner at Ironwood and make the run to Wakefield and return in ample time to get supper at Ironwood and the evening train home. This run takes in Hurley, Iron Belt, Ironwood, Bessemer and Wakefield.

BARRON, BARRON COUNTY.

ELMER E. KENT, Local Consul.

COMMERCIAL HOUSE.

Barron is situated in the midst of the finest roads and most charming scenery in northern Wisconsin and is surrounded by numerous cities and villages within a radius of from 12 to 20 miles; Rice Lake lies northwest 12 miles; Sumner, east about 10 miles; Chetek, southeast 17 miles; Dallas, south; Prairie Farm, southwest about 15 miles; Cumberland, northwest 20 miles, each of which has a bicycle club and many L. A. W. members.

TO ST. CROIX FALLS, 55 miles; Leaving Barron, take same route as going to Cumberland and for 3 miles to Dibble's Corner, then west, on north side of Soo Ry. around lower end of Lake Paskin, west and south to Alma about 12 miles, west and south to Turtle lake 20 miles from Barron. Roads generally good; 3 small hills. Leave Turtle lake, go west by way of Apple river bridge, Croix Falls 21 miles. First 5 miles sandy, also last 3; miles sandy. Leave Amery, going west and north to St. Croix Falls 21 miles. First 5 miles sandy, also last 3; balance good.

TO NEILLSVILLE, 132 miles, is a run that cannot fail to interest. There are two routes. The best one is: East to Cameron Junct.; south to Chetek (the famous summer resort of the northern part of the state); east by way of Twin Lakes and southeast to the old Flambeau road by way Campbell's old stopping place to Eagleton (9 miles north of Chippewa Falls and bear to the east and cross Chippewa River on so-called Big Yellow River bridge; southerly to Cadott, over a fine road; east through Boyd, Stanley and Edson Center to Thorpe, 20 miles, through beautiful scenery and over hard, smooth roads, along which refreshing springs burst from the hill-sides. From Thorpe south 3 miles; thence south 8 miles to Greenwood; thence southward to Neillsville, county seat of Clark county.

Much more might be said of the beauty of this trip, the fine roads and the sociability of the L. A. W. members found in this part of the state.

TO CADOTT, about 70 miles; To Chetek; thence south-easterly, keeping to the east of Cartwright and Bloomer to Flambeau road 12 miles north of Chippewa Falls; thence on said road to within 3 miles of Chippewa Falls at county poor farm; thence east to Cadott. Roads excellent.

TO RICE LAKE—Two routes; in wet weather go by way of Cameron. Ordinarily go east $2\frac{1}{2}$ miles; north, $2\frac{1}{2}$ miles; east 1 mile; northeast, about $\frac{3}{4}$ mile; north, $1\frac{1}{2}$ mile; east $\frac{1}{2}$ mile; north, 1 mile; east, $\frac{3}{4}$ mile; north and east, about 1 mile into Rice Lake. Roads good except in rainy season, when will find some mud.

Continuing to Bear Lake: Leaving Rice Lake on road north from depot, keeping on east side of track, going north 2 miles to river, thence northeasterly about 1 mile; north $\frac{1}{2}$ mile; east $\frac{1}{2}$ mile; north $3\frac{1}{2}$ miles; north-westerly $1\frac{1}{2}$ miles; west 1 mile to Haugen at outlet of Bear Lake. Roads good.

Bear Lake is a favorite resort for the sportsman in the fall. Game is plentiful, especially ducks, which are attracted to this lake by the fields of wild rice.

TO CHETEK is the favorite trip for local wheelmen. The distance is 17 miles. Roads always good for those that know the paths; to others apt to strike some sand to bother. From Barron east 6 miles to Cameron, road excellent, thence south 1 mile, then bear southeast $1\frac{1}{2}$ miles, thence due south $2\frac{1}{2}$ miles, thence due east 2 miles, thence south and east following railway 3 miles to Chetek, a beautiful summer resort.

TO CUMBERLAND, 18 miles northwest, is a route frequently traveled by wheelmen. Follow telephone line the whole distance. Roads are hard, but somewhat hilly.

TO DALLAS, 12 miles, over hard clay road, but rather hilly. Dallas is a favorite resort for those who delight in spending a vacation in angling for the speckled beauties.

The roads of Barron county are, for the most part, good for wheeling; where there is sand it is generally of that nature to make a hard smooth road.

CHETEK, BARRON COUNTY.

Chetek is very beautifully located on Lake Chetek and is a pleasant summer resort. The soil is sandy but the roads do not work up because mixed with clay.

TO LONG LAKE, 18 miles southeast, is a favorite run. Road fairly good. Long Lake is one of the prettiest lakes in northern Wisconsin. Its waters do not become discolored from vegetable growth during the summer. It is a favorite summer resort.

TO RICE LAKE, 16 miles north, through Cameron. Road quite level, following for the most part the railway, crossing it several times.

TO BARRON, 15 miles northwest. Road comparatively level and follows the railway to Cameron; thence west to Barron.

TO PRAIRIE FARM, 20 miles southwest. There are several routes, the best being west from C. & N. W. Ry. First part of road sandy, with several hills; from Dallas road is clay, only good in dry weather.

TO BLOOMER, 20 miles. East 6 miles, then south, over a beautifully rolling country.

RICE LAKE, BARRON COUNTY.

J. W. MUNNELL, Local Consul.

TOURIST HOTEL.

RICE LAKE TO CHETEK, about 18 miles, is a favorite run, going either via Cameron, or Sumner and Canton, the latter being an excellent run through a pleasant farming country, the road just sufficiently undulating, making a very interesting ride.

TO CEDAR LAKE, 12 miles northeast.

TO LONG LAKE, 15 miles north.

TO SHELL LAKE, north, via route to Long Lake.

TO CUMBERLAND, 20 miles west. Roads somewhat hilly, but usually in fair condition.

TO BARRON, 12 miles, by the river road, is a fine run.

BAYFIELD, BAYFIELD COUNTY.

A. LESTER HELLWEG, Local Consul.

WILLEY HOUSE.

BAYFIELD TO ASHLAND, 24 miles, is about the only run out of Bayfield. It passes through Washburn, the only other town on the route. It also passes the proposed site of the State Fish Hatchery, which, in itself, will be worth going to see, being only 5 miles from Bayfield. The roads are good except a short way before entering Ashland, which is quite sandy.

WASHBURN, BAYFIELD COUNTY.

H. C. PRUDHOMME, Local Consul.

WASHBURN HOTEL.

WASHBURN TO BAYFIELD, 12½ miles: Road fairly good; used principally by local wheelmen. Most of the country about Bayfield is pine timber land and there are but few roads fit for wheeling. Brook trout fishing can be had near by, and both Washburn and Bayfield are extensively patronized as summer resorts, being situated on beautiful Chequamegon Bay.

TO ASHLAND, 12 miles: Roads not good but being improved each year. Ashland is too well known as a thriving summer resort to need description.

GREEN BAY, BROWN COUNTY.

GEO. SCHAFER, Local Consul.

HOTEL STRAUBEL.

GREEN BAY TO BENDERSVILLE, 14 miles northwest, is a favorite run for wheelmen here. The route usually followed is to go out by the ridge road, a high graveled road, passing through the old historic places of Bay Settlement and Wequiloc, two of the oldest French settlements in the northwest, passing directly in view of the falls of Wequiloc and the cavern in the rocks known as the Caves. Bendersville, although comparatively new, is an excellent summer resort, situated on the bay shore, almost 100 feet perpendicularly above the water. The shore at this place is sandy, with excellent bathing facilities. Returning, take the bay shore road home, 12 miles, through some of the most magnificent scenery in the state.

TO THE KOLB CASCADES is an excellent run of 8 miles southeast to what is known as the De Pere Ledge, situated on a high ledge running for several miles. The place is well known as a picnic ground, situated in a grove through which a small stream winds and falls over a precipice about 30 feet high. A most excellent view is obtained from here of Green Bay far away to the northwest, over the intervening valley of East River, and also the bay with its numerous boats. Returning, take the road straight west through the valley into De Pere, and from there follow the Fox river northward to Green Bay, making the distance about 10 miles.

TO BAIRD'S CREEK, $4\frac{1}{2}$ miles east, is a nice short run. Follow the Bay Settlement Road $3\frac{1}{2}$ miles to the Cedar Creek mills, where the road forks; right hand road southeast for 1 mile over a winding road through magnificent rolling scenery, to the creek. The place is unexcelled for a picnic ground.

TO MILWAUKEE has several routes, but for one who is not pressed for time, the following is an excellent one:

From Green Bay follow the east shore of the Fox River to De Pere, cross over to west side, and keep the river road through Wrightstown, Kaukauna and Appleton, crossing the river again at this place to the south side; continue south and strike the river again at Menasha, and cross it to Neenah; turn left and take the lake shore road to Oshkosh, a distance of 52 miles, the first half of which is somewhat hilly but the rest comparatively level and the roads good.

Cross river at Oshkosh, turn right and continue southwest 20 miles to Ripon; turn south, through Brandon, Waupun, Beaver Dam and Watertown, 50 miles south of Ripon, over some of the best roads to be found in the state, and through a rich farming country.

From Watertown turn east, passing through the famous summer resorts of Ixonia, Oconomowoc, Hartland and Pewaukee; thence south to Waukesha, and east to Milwaukee, 50 miles from Watertown.

TO MARINETTE has several routes. The nearest is from West Green Bay along the bay shore road to Duck Creek, 4 miles; north to Suamico, 6 miles; north winding road to Little Suamico (most wheelmen take railroad track; it is nearer); bay shore road to Pensaukee, 10 miles; north to Oconto, 6 miles; north winding road to Peshtigo, 16 miles, good road; northeasterly road to Marinette, 7 miles.

TO CHILTON, 40 miles south, is a run made annually by Green Bay riders. Take river road to De Pere, 5 miles, keeping on same road through De Pere to Greenleaf, 12 miles, thence to Askeaton over rather winding road, 5 miles, thence to Forest Junction, 5 miles, and Hilbert, 5 miles, from which place there is a straight road for 8 miles to Chilton. Road can be easily kept, as it is traveled more than any other and therefore in the best condition of any. Roads are comparatively level and in good weather in fair condition.

WRIGHTSTOWN, BROWN COUNTY.

C. J. POPE, Local Consul.

AMERICAN HOUSE.

WRIGHTSTOWN TO GREEN BAY, 16 miles northeast. Follow road on west side of Fox river to De Pere; cross and take road on east side to Green Bay. The road is usually good and for three miles follows the windings of the river, making the ride very attractive. There are three bad hills.

FOUNTAIN CITY, BUFFALO COUNTY.

FOUNTAIN CITY TO WINONA, MINN., 10 miles south; Road slightly hilly, but nearly always in very good condition, leading along the Mississippi river and main line of C. B. & N. Ry., through some of the most picturesque scenery on the Father of Waters.

TO ALMA, 18 miles north through Prairie Point and Cochrane, is an enjoyable trip at nearly all seasons of the year.

ABBOTSFORD, CLARK COUNTY.

A. W. MOERKE, Local Consul.

ABBOTSFORD TO MARSHFIELD, 20 miles southeast, is a delightful run over smooth, shady roads, through a country of splendid farms.

TO MEDFORD, 18 miles north, over fairly smooth roads and through a level country. This is the only road for points north on the Wis. Cen. Ry.

GREENWOOD, CLARK COUNTY.

P. E. PETERSON, Local Consul.

BEGLEY HOUSE.

GREENWOOD TO NEILLSVILLE, 16 miles south, through Christie, is a favorite run of local wheelmen. Hard clay roads.

TO MARSHFIELD, 24 miles southeast, is an excellent run. The course through Loyal is 26 miles.

TO LOYAL, 7 miles southeast. The nearest course is 2 miles south, then east. Return by going 2 miles north and then west.

TO THORPE, 24 miles northwest, is a fine run over a rolling country; North to Longwood, 8 miles; west 1 mile; north 2 miles; west 9 miles; north 4 miles.

TO WITHIE, 13 miles north, on Wis. Cen. Ry.

TO COLBY, 24 miles, northeast: North 8 miles to Longwood; thence east through Green Grove to Colby, 16 miles; or east to Unity; thence north to Colby.

NEILLSVILLE, CLARK COUNTY.

CARL STANGE, Local Consul.

O'NEILL HOUSE.

NEILLSVILLE TO BLACK RIVER FALLS, 28 miles southwest; To the Dallas on Black river, 12 miles; road good; thence across river and to Black River Falls; road very sandy and poor.

TO MARSHFIELD, 30 miles, is a fine run; north $1\frac{1}{2}$ miles; east to Yellow river $21\frac{1}{2}$ miles; north to Bakersville and east to Marshfield, 7 miles; roads very good.

TO GREENWOOD, 16 miles north, is a favorite run of Neillsville wheelmen; roads very good.

COLUMBUS, COLUMBIA COUNTY.

GEO. C. STEVENS, Local Consul.

COLUMBUS TO MADISON, 28 miles southwest: To Sun Prairie, 16 miles, roads fair, some good scenery; to Madison, roads fine, also good scenery.

TO REESEVILLE, 10 miles, southeast, via Danville, 3½ miles, Lowell 8 miles. First 3 miles roads not very good; balance good, somewhat hilly.

TO FALL RIVER, 4 miles north: To forks, 2½ miles; take left hand road, (right hand road poor and sandy.)

TO WATERLOO, 13 miles southeast. Roads good with the exception of a few hills.

FALL RIVER, COLUMBIA COUNTY.

CHAS. B. TASKER, Local Consul.

FALL RIVER TO LAKE MILLS, 30 miles: route lies through Columbus and Waterloo, and very beautiful scenery, over old U. S. military road, which is very good. Lake Mills is the home of some wide-awake and energetic wheelmen. It is a favorite summer resort, and affords shooting and very good fishing.

PORTAGE, COLUMBIA COUNTY.

THE CORNING.

PORTAGE TO SWAN LAKE, 6 miles, is the favorite run of Portage wheelmen. This is a summer resort, situated on the northern branch of the C. M. & St. P. Ry. The wheelmen of Portage have constructed a cycle path 3 feet wide along the road.

NEW HOLSTEIN, CALUMET COUNTY.

EDW. LAUSON, Local Consul.

KRAMER HOUSE.

TO FOND DU LAC, 26 miles, 6 miles due west, 2 miles miles south into Marytown, then due west to military road, follow same south till Pebel's Corner, then west to Fond du Lac. Good gravel road all the way.

TO CHILTON, 7 miles. Take state road in a north-westerly direction; follow telephone line.

TO SHEBOYGAN, 25 miles. Take state road to Kiel 4 miles, thence Calumet plank road through Millhome, Ada, Howard Grove to Sheboygan, road hard gravel bed.

TO ELKHART LAKE, 9 miles. Start due south following telephone line; road good with beautiful scenery. Elkhart lake is one of the most popular summer resorts of the Northwest.

TO PLYMOUTH, 18 miles. Take state road to Kiel 4 miles, thence by the Calumet Plank Road to Millhome, 3 miles, thence due south through town Rhine over the Kettle Range to Plymouth. Hard gravel road with beautiful scenery.

TO MOUNT CALVARY, 18 miles, 6 miles west, then 7 miles south through Marytown to Wolf Lake, a favorite stopping place, thence $\frac{1}{4}$ mile west, then due south through Calvary station to the Mount. It can't be missed. You can see the Convent from Wolf Lake. The Convents on Mount Calvary are the largest on the Western Hemisphere and are well worth the trip to see them. Roads good gravel.

STOCKBRIDGE, CALUMET COUNTY.

PHIL. HART, Local Consul.

STOCKBRIDGE HOUSE.

STOCKBRIDGE, around the Lake Winnebago, is a favorite run with wheelmen.. From Stockbridge to Clifton, 6 miles, to Menasha, 14 miles, to Oshkosh, 15 miles, to Fond du Lac, 20 miles, to Stockbridge, 25 miles. The roads are well graveled and level, with a few hills between Fond du Lac and Stockbridge. The view at Clifton is one of the finest in this part of the state. The route follows the lake and is in good condition at most times of the year.

CAMBRIDGE, DANE COUNTY.

W. T. STETSON, Local Consul.

CAMBRIDGE HOUSE.

CAMBRIDGE TO MADISON, 22 miles, west. Road fairly good.

TO GENEVA LAKE, 40 miles, southeast, through Fort Atkinson, Whitewater and Elkhorn. Roads fairly good.

TO ROCK LAKE and Lake Mills, 9 miles, northeast. Roads excellent; course rather crooked.

MADISON, DANE COUNTY.

BEN W. PARK, Local Consul.

HOTEL VAN ETTA.

Madison abounds in beautiful scenery and some fine pleasure runs. One of the most popular is the Pleasure Drive built by the citizens around the west end of Lake Mendota for 6 miles to Merrill's Springs. The scenery on this run is the most beautiful of any in all the country. The run around Lake Monona, 13 miles, is another beautiful spin before breakfast or in the early evening. The best country road out of the city is to Sun Prairie 12 miles (the famous Sun Prairie-Madison road race course) which has been ridden in 31 minutes. The citizens are now building another pleasure drive of 6 miles around the north end of Lake Mendota past the Dane County Hospital for the Insane around Governor's Island and Farwell's Point. This will be the finest road and most beautiful run of them all. It will be completed early this season. Madison has about 30 miles of macadamized roads and increasing every day.

MADISON TO DEVIL'S LAKE, 40 miles. Take Middleton road directly west, which is macadamized for 4 or 5 miles, then a little sandy for 2¼ miles to Pleasant Branch. Take road to left up hill through Ashton, Springfield Corners to Sauk City, 28 miles, then directly north to the lake. Baraboo is 2 miles from lake.

TO MONROE, 40 miles: A very hilly road through Verona, Paoli, Monticello to Monroe. Madison to Mt. Horeb, 24 miles, a very hilly road. Go through Pine Bluff.

TO CHICAGO, 150 miles: Is a good, hard day's ride. Two wheelmen made it one day from 3 A. M. to 8 P. M. The best route is through Janesville, 42 miles, Woodstock, 58 miles, then to Elgin and Aurora, where you strike the famous century run course of the Chicago boys, 50 miles from Chicago.

TO COLUMBUS, 28 miles: To Sun Prairie, 12 miles, turn to left a block beyond city hall, 16 miles over a very good road and very few hills. A very pleasant day's run there and back.

TO MILWAUKEE, 89 miles: To Sun Prairie, 12 miles, to Marshall 8 miles; quite hilly, but hard road. To Waterloo, 4 miles, to Hubbleton 8 miles, to Watertown 8 miles, to Ixonia, to Oconomowoc, then fine gravel road through several small summer resorts to Pewaukee, to Brookfield tavern, where you strike the famous Waukesha-Milwaukee race course, through Elm Grove and Wauwatosa to Milwaukee.

TO APPLETON, 120 miles: This ride three wheelmen made one day, leaving here at 6:30 A. M. through Sun Prairie, Columbus, to Beaver Dam, 40 miles, Waupun, Fond du Lac, 36 miles, where we took dinner, from which the best road is along the lake shore through Oshkosh, Neenah and Menasha, arriving at Appleton, where they were heartily welcomed by our worthy secretary-treasurer, Sam J. Ryan, and the rest of the jolly Appleton boys who were royally entertaining, it being the one event of the year (the State Meet), where every wheelman ought to make it a point to go every year. They spent two of the jolliest days of their lives there, and returned home by same route, making the run in about two hours less time.

MADISON TO BELOIT, 56 miles: Through Oregon, 12 miles, Brooklyn, Evansville, 12 miles, to Janesville, 18 miles (this is the best road to Janesville from Madison) to Beloit, 14 miles. It is hilly to Evansville, but hard roadbed, a little sandy some time from there to Janesville, but there is usually a side path which is good. Janesville to Beloit—take upper or prairie road. It is a fine road; a little hilly.

McFARLAND, DANE COUNTY.

M. D. LARSON, Local Consul.

McFARLAND TO MADISON, 10 miles northwest. Road level, with one hill too steep to climb. $\frac{1}{2}$ mile along Lake Monona is a little sandy. 1 mile north of town the telephone line is reached, which gives a sure guide to Madison. Coming from Madison, leave telephone line where it turns to east, go about 10 rods west, then south to McFarland.

TO LAKE WAUBESA, $\frac{1}{2}$ mile west, one of the finest camping grounds in the state. Road good.

TO STOUGHTON, 10 miles southeast: $\frac{1}{2}$ mile east to telegraph line; follow this across Door Creek bridge $2\frac{1}{2}$ miles, thence south, leaving telephone line where it turns east, across railway track; southeasterly, following and crossing railway twice. Road good, except one stony hill $\frac{1}{2}$ mile after crossing railway first time.

TO COTTAGE GROVE, 9 miles northeast: Stoughton road across Door Creek bridge; east to first turn north about 20 rods east of schoolhouse; thence north, turning east whenever a turn has to be made. Two-thirds of road may be called good and level.

TO DEERFIELD, 14 miles; Cottage Grove road to cross-road 1 mile northeast of Door Creek schoolhouse; east through small stretch of sand; over a stony hill and past Door Creek P. O., Union Church and Nora P. O. and creamery to cross-road, $\frac{1}{4}$ mile south of large stone church, north past church 1 mile to first turn east; east $1\frac{1}{2}$ miles. This is about the best road out of McFarland.

TO OREGON, 10 miles southwest: Southwesterly across Catfish bridge; turn right where compelled to turn, until cemetery is reached; continue northwest to Lake View P. O., thence south.

SUN PRAIRIE, DANE COUNTY.

F. C. GIBBONS, Local Consul.

KLEINER HOUSE.

SUN PRAIRIE TO MADISON, about 12 miles southwest; Straight, level road, hard and smooth most of the way; only three small hills.

TO COLUMBUS, 16 miles northeast: Road good, slightly hilly, passing through a beautiful country.

TO WATERLOO, 13 miles east; Road very hilly most of the way and somewhat sandy. Route is through Deansville and Marshall.

TO DEERFIELD, about 20 miles southeast: South to Cottage Grove; east to Deerfield. Road good one-half of the way, remainder of road more uneven; two bad hills between Sun Prairie and Cottage Grove and several after leaving the latter place. The surrounding country is very pleasant.

Another route, considered the easiest and shortest, is east to Marshall and south to Deerfield, making a more pleasant trip.

TO LAKE MILLS, 22 miles southeast; road difficult.

STOUGHTON, DANE COUNTY.

GILES DOW, Local Consul.

GRAND HOTEL.

STOUGHTON TO JANESVILLE, 27 miles. Southeast to Edgerton, 12 miles, roads fair; south to Indian Ford, 4 miles, crossing Rock river, roads good; southeast to Janesville, 11 miles, follow line of electric light poles, roads very good and level.

TO MADISON, 20 miles. West to Oregon, 10 miles, roads good with exception of long sandy hill $1\frac{1}{2}$ miles east of Oregon; north to Madison through Lake View, 10 miles, roads good, though somewhat hilly; or take road leading north from Stoughton following line of M. & B. Telegraph Co. Not as hilly as first route, though $1\frac{1}{2}$ miles longer.

TO EVANSVILLE, 13 miles. South to Cookesville, 6 miles, over good roads; west to Union, 4 miles; south to Evansville, 3 miles; fair roads.

TO CAMBRIDGE, 16 miles. East and north to Utica, 8 miles east to Rockdale, $5\frac{1}{2}$ miles; north to Cambridge, $2\frac{1}{2}$ miles; roads hilly but good.

TO LAKE KEGONSA, 4 miles. Kegonsa is a famous summer resort, the most beautiful of the celebrated Four Lakes of Wisconsin. North 2 miles and west one mile to Camp Collins lane, north to Graceland Park. Roads excellent. Hotel accommodations at Graceland Park.

WINDSOR, DANE COUNTY.

H. L. RAYMOND, Local Consul.

WINDSOR HOUSE.

WINDSOR TO IOWA. One year ago last summer a party of three made a trip to Iowa. We went from Windsor to Madison, 14 miles; Madison to Varona, 10 miles; Varona to Mt. Horeb; the rest of the distance between the towns I cannot remember. From Mt. Horeb to Ridgeway, Cobb, Edmond, Mt. Hope, Bridgeport, Prairie du Chien, across the Mississippi river, into Iowa. The road is very hilly from Madison to the state line of Iowa. Iowa is level.

TO CHICAGO; go through Madison, Oregon, Evansville, Janesville, Harvard Junction, Woodstock, Elgin, thence to Chicago.

TO MILWAUKEE; go via Sun Prairie, Marshall, Watertown, Oconomowoc, Pewaukee, Brookfield, to Milwaukee.

HORICON, DODGE COUNTY.

CHAS. W. KLEIST, Local Consul.

HORICON HOUSE.

HORICON TO WAUPUN, 15 miles, via Burnett Junction. Roads good and level.

TO FOX LAKE, 18 miles northwest. Two routes; best via Rolling Prairie; from thence follow parallel to C. M. & St. P. Ry. 1 mile; thence take angling road northwest direct to Fox Lake. Roads good.

TO BEAVER DAM, 11 miles westerly. This is a nice run. Roads good, medium hilly. Take road west from Horicon direct.

This makes a very pleasant route to Fox Lake, north from Beaver Dam.

TO JUNEAU, 6 miles, southwest. Take Beaver Dam route to C. & N. W. Ry. 3 miles; south to Juneau. Juneau is the county seat of Dodge county and a very pretty place of 1,000 inhabitants.

TO MAYVILLE, 6 miles northeast. A pleasant trip when roads are good, but very hilly. Follow telephone line.

BEAVER DAM, DODGE COUNTY.

A. E. ROEDL, Local Consul.

CLARK HOUSE.

BEAVER DAM TO OCONOMOWOC, 37 miles, a fine run to make in a day. Fine roads with very few hills. The route is 4 miles to Hyland Corners, thence south to Oak Grove 3½ miles, straight along to Watertown 14½ miles, east to Ixonia, 7 miles, then farther east 8 miles to Oconomowoc. The roads from Watertown to Ixonia are a little sandy, otherwise excellent throughout.

TO FOX LAKE makes a nice trip for a day's ride, being 9 miles from Beaver Dam, and the upper prairie road is the best from Fox Lake to Fox Lake Island Resort, 2½ miles, where good fishing and boating is at hand. Fox Lake Island is a summer resort, and a large number spend their summer outing there. Hotel on the island. Open from May 1 to Sept. 30.

MENOMONIE, DUNN COUNTY.

J. T. HELLER, Local Consul.

HOTEL ROYAL.

From Menomonie to Barron and Rice Lake, the road is fair, but mostly sandy. Upon this road is Cedar Falls, a very pretty place with large saw-mills, and farther on is Lamb's Creek Falls, where the water drops 30 feet into the Red Cedar River. Up to this point roads are exceptionally good.

TO MOORE FARM, distance 10 miles, very good roads, and through beautiful country.

TO COLFAX, distance 20 miles, nice roads.

TO EAU CLAIRE, distance 25 miles, which leads you through a large swamp and through Elk Mound. Another way to reach Eau Claire is to take the road leading south

three miles out of town through Waneka. This road is level and fairly good, except about 5 miles of the distance, which is hilly.

TO DOWNESVILLE, distance 7 miles, is a main traveling road, always in good condition.

TO ST. PAUL AND HUDSON, the old stage road is the best. The road is somewhat hilly, but generally in fair condition for bicycles.

TO KNAPP, 12 miles northwest.

TO GLENWOOD, 22 miles.

TO CEDAR FALLS, 7 miles northeasterly.

TO CHIPPEWA FALLS, 37 miles east.

TO ELK MOUND, 12 miles east.

AUGUSTA, EAU CLAIRE COUNTY.

DR. E. M. ROGERS, Local Consul.

PARK HOUSE.

AUGUSTA TO OSSEO, 12 miles, southeast. Road good, rolling country.

TO FALL CREEK, 13 miles, northwest. Road good; rolling country.

EAU CLAIRE, EAU CLAIRE COUNTY.

W. W. JACKSON, Local Consul.

EAU CLAIRE HOUSE.

EAU CLAIRE TO CHIPPEWA FALLS, 12 miles, by east side river road. Eau Claire to Half-Way House, road very sandy, balance of road better. Chippewa Falls is seen almost at once from brow of hill, from which a coast may be taken into heart of city.

By west side of river, road distance is 17½ miles. Leave Eau Claire on road passing Dells dam to poor farm; thence north about 6 miles; turn right at sign-board, which is the first road to the right after leaving poor farm.

TO MENOMONIE, 26 miles. Leave Eau Claire and round head of Half Moon Lake, where a beautiful view is to be had; thence west over hilly road with many fine coasts 8 miles to Elk Lake, a spot much frequented in summer for camping, fishing, boating and day outings; two miles further over hilly road to prairie, thence into Menomonic past asylum.

An even better route is as follows: Leave Eau Claire over road to poor farm; due west from poor farm, crossing Elk Creek 1 mile above Elk Lake; at first road, 1 mile on, turn south 1 mile to Menomonie road. This route is less hilly and road better.

TO BADGER MILLS, about 5 miles, a pleasant outing spot on Chippewa river about half way between Eau Claire and Chippewa Falls.

COMMONWEALTH, FLORENCE COUNTY.

E. W. HOPKINS, Local Consul.

COMMONWEALTH TO FLORENCE, 2 miles east. Road fairly good.

TO NORWAY, 28 miles, over fairly good roads is a favorite run of Commonwealth and Florence wheelmen. To Pine River, 5 miles; Iron Mountain, 14 miles; Quinnesec $4\frac{1}{2}$ miles; Norway, $4\frac{1}{2}$ miles. Norway is one of the most enthusiastic cycling towns of its size in the upper peninsula.

FLORENCE, FLORENCE COUNTY.

E. E. WILCOX, Local Consul.

FLORENCE TO IRON MOUNTAIN, 20 miles, is the best ride for the distance to be found in this section. The route is through Homestead and traverses a hardwood timbered country, somewhat hilly, but for three-quarters of the distance the road is good and hard. Wheelmen looking for a fine ride and not to make time will find this trip all right.

There are numerous lakes within easy wheeling distance of Florence which offer good sport for campers and fishermen, notably: Spread Eagle, 12 miles; Sea Lion, 6 miles; Patten, 12 miles; Keyes, 3 miles. The scenery along the Brule, Paint, Pine, Michigamme and Menominee rivers is well worth seeing.

BRANDON, FOND DU LAC COUNTY.

G. B. WEINSTOCK, Local Consul

HALL'S HOUSE.

BRANDON TO RIPON, 10 miles northerly: Road good, passing through a fine farming country.

TO FOND DU LAC, 20 miles easterly: A most pleasant ride, through Ladoga, La Martine and Four Mile House.

TO GREEN LAKE, 13 miles west: Country picturesque and road good, with a few hills near lake.

CAMBELLSPORT, FOND DU LAC COUNTY.

There are several fine lakes within a distance of eight miles of Cambellsport, where good camping places are to be found and excellent fishing: Long Lake, $3\frac{1}{2}$ miles long by $\frac{1}{4}$ mile wide, with fine wooded shores; Sand Lake, not as large but affording fine bass fishing. The roads in this vicinity are very sandy and poor.

RIPON, FOND DU LAC COUNTY.

C. S. SHARP, Local Consul.

RIPON TO FOND DU LAC, 22 miles, is a pleasant ride, through Rosendale and Elorado. No rough roads or hills.

TO PRINCETON, 17 miles, though a hard run, is often made. Route lies through Dartford, and much sand is encountered but no hills.

TO OMRO, 15 miles, through Rush Lake, Eureka and Waukon. An attractive course over good, level roads.

TO WINNECONNE, 25 miles: Follow route to Omro; thence to Winneconne. Roads good.

TO MARKESAN, 16 miles: There are several routes, the one usually chosen being south 8 miles to Fairweather and west and south to Markesan. Road lies across prairie and is of the best.

TO WAUPUN, 18 miles, is a popular run. Road runs nearly due south, following course of C. M. & St. P. Ry. Reeds Corners, 5 miles and Brandon, 10 miles, are on this course. No hills and a good road.

TO GREEN LAKE, 7 miles, has several routes: To Dartford either of two roads may be taken, one following

the crest of the bluff, beginning with a long hill, the other passing through Arcade and following the railroad. The former is better being less sandy. Sherwood Forest, the Oakwood and Maplewood resorts are but a short distance from Dartford.

TO SPRING GROVE and Teleta Hills on the south side of the lake there is a very good, level road: From Ripon, 2½ miles southwest, thence west; distance 6 and 7 miles.

TO OSHKOSH, 22 miles, over the finest country roads, through Pickett, 9 miles and Elo, 2 miles further, the only interesting settlements: This is a main highway, nearly direct with no hills to mention and following the tracks of the C. M. & St. P. Ry.

TO BERLIN, 12 miles, is a run often taken: The road is excellent, though hilly. Another route, 14 miles, is through Rush Lake Junction and following the course of the railway. No hills to speak of.

WAUPUN, FOND DU LAC COUNTY.

SOLOMON A. DAVISON, Local Consul.

NATIONAL HOTEL.

WAUPUN TO RIPON, 26 miles: West 2 miles, north 6 miles to Brandon; west 1 mile, north 10 miles, west 1 mile; roads level and fine.

TO FOND DU LAC, 18 miles northeast: Road good and level.

TO BEAVER DAM, 14 miles southwest: Road rather hilly.

TO FOX LAKE, 10 miles southwest: Roads good and comparatively level. This is a pleasant run. 2 miles west and 1 mile north from Fox Lake is Island Resort, one of the most pleasing summer resorts in the state. Every accommodation is accorded visiting wheelmen, who should not miss spending a day at the island.

TO MADISON, 54 miles: One of the finest trips in the State. To Beaver Dam, 14 miles; slightly hilly but good roads. From Beaver Dam south on Madison St. 15 miles to Columbus, over good roads with exception of 1 mile of sand. To Sun Prairie, 16 miles southwesterly direction. Roads hilly but good; to Madison, 12 miles, over excellent roads.

CASTLE ROCK, GRANT COUNTY.

H. J. JOHNSON, Local Consul.

Castle Rock is situated on the Blue River, among picturesque rocks and bluffs. The Castle is a huge mass of sandstone, towering 250 feet above stream, and can be ascended by a natural stairway. Near by is the famous Big Spring, and a very interesting cave is located one mile west. All summer tents of camping parties are pitched at its foot, and merry picnic parties visit the place almost daily. Botanists, geologists and camera fiends are all charmed with the surrounding country.

TO MONTFORT, 9 miles: Southeast 2 miles, take Dry Bone road to left until up hill, then to right along ridge to school house; south, 2 miles, past Four Corners; $\frac{1}{2}$ mile south, turn east, straight road to town.

TO FENNIMORE, 10 miles southwest: Up Fennimore Branch of Blue River, following windings of stream. Road good, except in wet weather. Gradual ascent for 8 miles, up short steep hill and then level.

TO LANCASTER, 22 miles southwest: Follow Fennimore road 8 miles, turn to left up steep rocky hill, south to Stitzer, from there road follows near railroad track to Lancaster.

TO MUSCODA, 15 miles northwest: road winds eastward up hill and to stone church about $2\frac{1}{2}$ miles, turn to right, about $1\frac{1}{2}$ miles farther is a hill that must be walked down as it is dangerous. From foot of hill road follows Blue River valley.

We have guide boards at nearly every corner in this vicinity.

CUBA CITY, GRANT COUNTY.

L. A. WILSON, Local Consul.

CUBA TO DODGEVILLE, about 33 miles, northeast, via Belmont, Cottage Grove and Mineral Point. Road good except very hilly near Cottage Grove for a few miles.

TO DARLINGTON, 20 miles west, via Seymour. Fine course.

HAZEL GREEN, GRANT COUNTY.

HAZEL GREEN TO GALENA, ILL., 11 miles, over macadam road in poor repair, but fairly good for wheeling, is probably as good a trip as any in this locality.

LANCASTER, GRANT COUNTY.

CHAS. W. BURR, Local Consul.

WRIGHT HOUSE.

LANCASTER TO BOSCOBEL, 25 miles, via Fennimore, is one of the favorite runs of Lancaster wheelmen. Roads fair. From Lancaster northeast to brick schoolhouse 1 mile east of Liberty Ridge, thence left hand road north to Fennimore; thence north 12 miles to Boscobel.

TO DUBUQUE, IA., is a very fine trip; roads rather hilly; through Rockville, British Hollow and Potosi to the Mississippi river, 15 miles; thence by steamer 16 miles to Dubuque. Steamer going South leaves landing at 8 A. M. and 4 P. M.; returning leaves Dubuque at 10 A. M. and 6 P. M. Should wheelmen desire to ride through they can ferry at Specht's Ferry and run south 16 miles over good roads, through several small Iowa towns, to Dubuque.

TO CASSVILLE is a run 22 miles southwest through Beetown over quite hilly roads. Cassville is the largest river town in Grant county and is a nice town for a Sunday trip. The Dewey farm and ruins is worth a visit.

LANCASTER TO MILWAUKEE (Southern Route).

LANCASTER TO PLATTEVILLE, 17¼ miles: First seven miles good roads and level with the exception of a couple of hills a mile out. Then after two miles of bad roads, hilly but fair roads into Platteville. Platteville Mounds worth a visit.

PLATTEVILLE TO DARLINGTON, 26 miles: Road straight east out of Platteville 7½ miles taking road south just before reaching Belmont through Seymour Corners, and then by short stretches east and south into Darlington over excellent roads.

DARLINGTON TO MONROE, 34¼ miles: Take Gratiot road along the Picatonica river about six miles south—

roads hilly and bad most of the way—then east over 3d road into Wyota; then 12½ miles of very good, slightly rolling roads into Browntown, and 12¼ miles of rolling but excellent roads into Monroe.

Perhaps a better road to Monroe would be via Argyle but the last 25 miles of the road given above is as fine as one could wish for.

MONROE TO BRODHEAD, called 16 miles, but by the south road—the best—was found to be nearer 20: Road level, good, little sand.

BRODHEAD TO JANESVILLE, 21¾ miles: Spring Valley Corners, 6 miles. Road first level and sandy, then hilly, with less sand. Footville, 5 miles, first hilly and then level, first-class roads. Janesville, 10¾ miles over rolling roads, partly fair, and the rest of way first-class.

JANESVILLE TO WHITEWATER, 22 miles: Milton, 8¼ miles over excellent road. Then good roads till about five miles from Whitewater you strike a fine level macadamized road into town.

WHITEWATER TO WAUKESHA, 33 miles: White-water to Palmyra, 10 miles over level but sandy roads. Thence by the old Milwaukee road to North Prairie road, very fair. It is said, however, that by turning to the right off the old Milwaukee road at the sign board, about 1½ miles out, and thus going through Eagle, better roads will be found. Through Genesee into Waukesha we found roads level and very good.

WAUKESHA TO MILWAUKEE, 18 miles, over the celebrated road race course. Couldn't ask for finer riding. Wheelmen take left road, a fork in which "Wheelmen's Rest" is located.

This whole trip is a most interesting one, leading as it does from the great glacial region of Southwest Wisconsin through the beautiful lake country in the east.

The scenery between Lancaster and Browntown is exceptionally beautiful, and is well worth a long trip. Good hotels are found all along the route, every important place having a League hotel.

MONTFORT, GRANT COUNTY.

W. R. JOHNSON, Local Consul.

MONTFORT TO FENNIMORE, 12 miles: From depot west $2\frac{1}{2}$ miles, turn north $\frac{1}{2}$ mile to Four Corners, turn west 8 miles, $\frac{1}{2}$ mile north, then west to Fennimore. Good prairie road all the way.

TO DODGEVILLE, 18 miles: East to Cobb, 6 miles, Edmond, 2 miles, then to Dodgeville, 9 miles. Dodgeville and Montfort are on the main road between Madison and Prairie du Chien.

TO LANCASTER, 22 miles: Take Fennimore road 10 miles, then turn south, following telephone line through Stitzer and Liberty. Road runs near C. & N. W. Ry. all the way.

TO BOSCOBEL, 24 miles: Go to Fennimore, then north 12 miles to Boscobel.

TO CASTLE ROCK, 10 miles: Go west from depot $2\frac{1}{2}$ miles, turn north 2 miles to schoolhouse, then zig-zag northwest to Castle Rock. The rock from which the place takes its name stands in the Blue River valley about 600 feet high. Is a great resort for cyclists and picnic parties.

TO PLATTEVILLE, 24 miles: Go south through Livingston, Rewy, Leslie, and over the Platte Mound.

PLATTEVILLE, GRANT COUNTY.

E. P. GRINDELL, Local Consul.

PARK HOTEL.

PLATTEVILLE TO DODGEVILLE, 39 miles northeast: There are two routes: the shortest is via Belmont and Mineral Point. Roads good for first half over rolling prairie; last half quite hilly, with rocks and sand.

The second route, distance 40 miles, is more pleasant: For the first 4 miles road rises steadily to the foot of the beautiful Platte mounds, which are well worth stopping to see. From their tops may be seen the surrounding country for 20 or 30 miles, and the course of the Mississippi may be traced by the outline of its bluffs and by smoke from the river boats. From the mounds take right hand over small Sugar Loaf mound to Leslie; thence over a rolling clay road to Livingstone; thence turn right, leaving Montfort 5

miles to left and north; thence over a fine, level prairie road, through Cobb and Edmund to Dodgeville.

TO DARLINGTON, 25 miles east, via Belmont and Seymour Corners: A fine road and very popular with wheelmen.

This road leads on to Monroe and Janesville.

TO SHULLSBURG, 25 miles southeasterly: There are two routes; the best and shortest being by Belmont and Seymour Corners, over good rolling prairie road; a favorite run.

The other road, 26 miles, passes through Cuba City and Burton; the first half is over a fine rolling prairie. On nearing Burton the route passes through the greatest lead mining district in southern Wisconsin, where an interesting time may be had visiting the mines. Although the hills and rocks are plentiful and troublesome, the scenery is grand.

Shullsburg is on the main road between Platteville and Warren, Freeport and Chicago.

TO GALENA, 25 miles south, through Cuba City and Hazel Green. This is the best road and finest riding out of Platteville. About one-third of the way is turnpike.

TO DUBUQUE, IA., 26 miles southwest. A popular run, although numerous bad hills make it a hard ride. Follow main road and telephone line to within 4 miles of Jintown, where signboard gives direction to Sinsinawa Mound (don't go through Jintown, the road being very bad); to the Mounds and through the beautiful grounds of the Sinsinawa convent; thence to Dubuque, 8 miles, crossing the Mississippi over high wagon bridge. This is a good route into Iowa.

Another pleasant route to Dubuque is to ride to Potosi and Speck's Ferry, a bad and hilly ride of 16 miles; thence by boat down the river 10 miles to Dubuque.

TO LANCASTER, PRAIRIE DU CHIEN AND BOSCOBEL: 16 miles to Lancaster over rocky and hilly roads; thence 40 miles of fair roads northwest to Prairie du Chien; or about 25 miles north to Boscobel.

Although the roads are not the best, they are often covered by local wheelmen.

TO MONTFORT, about 20 miles by way of Platte Mound, is of interest to tourists, as it gives a fine view from its top for miles around. Turn east here to Leslie, thence north to Dewey and Livingston. Road rolling.

MONROE, GREEN COUNTY.

L. A. HODGES, Local Consul.

LUDLOW HOUSE.

MONROE TO BRODHEAD, 16 miles east: Take south road along C., M. & St. P. R. R. through Juda. Good roads.

TO MONTICELLO, 12 miles north, through Round Grove. Roads somewhat hilly, but very good.

TO ALBANY, 16 miles northeast: Take road to Sylvester and Dutch Hollow. Roads excellent.

TO BROWNTOWN, 10 miles: Take road south through Franklin Mills. Roads fair, with a little sand.

BERLIN, GREEN LAKE COUNTY.

W. G. GROFFMAN, Local Consul.

BERLIN TO OSHKOSH is a fine run of 23 miles. Road slightly hilly near Berlin; to Waukau northeasterly 9 miles, thence easterly 14 miles of fine, level, well-graveled road.

TO WINNECONNE, 20 miles northeast, is a good trip: Eureka 7 miles; thence on ideal country roads 13 miles.

TO GREEN LAKE at Dartford, south 9 miles: Road very hilly and poor, but rideable. By making slight detour on one side or other of direct road many hills can be avoided.

Green Lake offers beautiful scenery, good fishing and is a delightful summer resort.

TO POYSIPPI, 13 miles, northerly through Auroraville. Level country and fine roads.

TO NEENAH, 38 miles, over a fairly good road: From Berlin east on Oshkosh road to Waukau, 10 miles; from Waukau to Omro, 4 miles; from Omro to Winneconne, 6 miles; from Winneconne to Neenah, 18 miles; from Waukau to Neenah roads are splendid. It is a very pleasant ride. It can be made by way of Oshkosh which is 2 miles farther, but very pleasant along Lake Winnebago.

TO WAUTOMA, 20 miles due west: Part road good, others fair to Silver Lake, from Silver Lake to Wautoma roads very sandy, or by taking road north from Berlin on Auroraville road to Davenport's Corner, 5 miles; then west to Parker's farm, thennorth $\frac{1}{4}$ mile, then west $5\frac{1}{2}$ miles to Silvercryst, a good place to stop, good accomodations splendid bathing and fishing in Silver Lake and Halls Lake, and some good Trout streams. Charges very reasonable. Roads are good to Parker's, then sandy; 2 hills, other all level.

PRINCETON, GREEN LAKE COUNTY.

F. E. YARR, Local Consul.

AMERICAN HOUSE.

PRINCETON TO RIPON, 16 miles east: To Dartford 10 miles; to Ripon 6 miles; roads fair, sandy. Dartford is a popular summer resort on Green Lake, a fine place for fishing.

No good riding west from Princeton.

DARTFORD, GREEN LAKE COUNTY.

DARTFORD TO RIPON, 7 miles east. Take cycle path $4\frac{1}{2}$ miles, connecting with fine gravel road. This cycle path was built by C. P. Haseltine, manager of Oakwood Hotel.

The roads south and east of Green Lake are good; north and west the roads are sandy.

HURLEY, IRON COUNTY.

THE BURTON.

HURLEY TO UPSON, 13 miles west, is a very pretty run: To Gile, $2\frac{1}{2}$ miles, road very good; next 2 miles is difficult owing to steep Bourne hill; from this point road exceptionally good. The entire road for 13 miles is made of crushed ore rock. Water will not remain on the road and 12 or 15 hours after heavy rain it is in excellent condition.

This route passes some of the richest iron mines in the Lake Superior region. The territory lies along the Wis-

cousin Central R. R. and presents a very pretty landscape, especially at the Trimble mine location, where lies the highest point in the state of Wisconsin.

BLACK RIVER FALLS, JACKSON COUNTY.

E. L. ORMSBY, Local Consul.

FREEMAN HOUSE.

BLACK RIVER FALLS TO LA CROSSE, about 55 miles southwest, via Melrose, North Bend, Union Mills, Holman and Onalaska. Road sandy, with some difficult hills. Near La Crosse road good.

JEFFERSON, JEFFERSON COUNTY.

F. O. RAY, Local Consul.

JEFFERSON TO FORT ATKINSON, 6 miles south: The river road which skirts the Rock River the entire distance, is level, but somewhat sandy.

The upper road, leading past the poor farm, is slightly hilly, but good and hard most of the way.

TO WHITEWATER, 21 miles southeast: The best route is through Fort Atkinson.

TO JANESVILLE, 25 miles southwesterly: Take route through Fort Atkinson.

TO LAKE MILLS, 9 miles northwest: Roads good, generally. This trip can be varied by passing through the city of Aztalan on the Crawfish river, where the remains of mounds and ancient fortifications can still be seen. This route is more hilly and roads not so well traveled.

TO WATERTOWN, 15 miles north: The road is good, with the exception of being sandy in places, and passes through a fine farming country and along Rock River.

TO WAUKESHA, 30 miles east. Road hilly the first part of route, but hard and generally smooth. The road lies through Hellenville, Golden Lake P. O., Utica and Waterville and passes many lakes, affording fine scenery.

LAKE MILLS, JEFFERSON COUNTY.

F. M. SEAVER, Local Consul.

PARK HOUSE.

LAKE MILLS TO OCONOMOWOC, about 32 miles: Northeast through Milford to Watertown, about 15 miles;

thence southeasterly, following line of C., M. & St. P. Ry., 17 miles. This is the popular route. A shorter one is easterly through Aztalan, Johnson's Creek and Concord P. O. This route is objectionable, hills being numerous and high.

Lake Mills is a summer resort of considerable note; has a fine lake, good fishing, a good League hotel and beautiful scenery.

TO MADISON, 26 miles, through Old Deerfield and Cottage Grove. Country rolling and roads mostly good.

WATERLOO, JEFFERSON COUNTY.

W. N. WHITE, Local Consul.

COMMERCIAL HOUSE.

WATERLOO TO MADISON, 24 miles, through Marshall, Deansville and Sun Prairie is a favorite run of local wheelmen, part of it being over the Sun Prairie-Madison road race course. Road very good, with exception of a few hills.

TO BEAVER DAM, 22 miles: The road is excellent, by way of Elba, 9 miles north, over rolling country.

TO WATERTOWN, 14 miles: Roads fair in mid summer, but in spring and wet weather are rather rough. This is on the shortest route from Milwaukee to Madison.

TO COLUMBUS, 12½ miles.

TO MARSHALL, 4 miles.

TO LAKE MILLS, 9 miles: Excellent fishing at Lake Mills.

TO LONDON, 10 miles.

TO DEERFIELD, 11 miles.

JOHNSONS CREEK, JEFFERSON COUNTY.

W. A. CHRISTIANS, Local Consul.

UNION HOUSE.

TO WATERTOWN, 8½ miles north, good road, somewhat hilly: Take road east of R. R. track, continue a distance of 4½ miles to a church. If roads are not very dry and smooth, continue straight north. If they are dry, turn east, and take road north to city.

TO JEFFERSON, 5 miles south, good road: Take road west of R. R. track.

TO LAKE MILLS, 6 miles west, roads somewhat hilly, and few places sandy: Take road west, south of Creek, and continue course through Aztalan.

Parties going TO MILWAUKEE, will find the best course by going to Watertown, thence to Milwaukee. This route is a trifle further than the one via Farmington and Concord, but good roads will be found.

WATERTOWN, JEFFERSON COUNTY.

DR. O. E. MEYER, Local Consul.

DAUB HOTEL.

WATERTOWN, APPLETON, MANITOWOC AND MILWAUKEE. A very pretty tour of about 275 miles, taking one through about a dozen of the principal cities of the State and affording nice scenes and landscapes: Watertown north to Waupun (State's prison) 35 miles, northeast 20 miles to Fond du Lac, north to Oshkosh, 20 miles; north to Neenah-Menasha and Appleton, about 20 miles; northeast to Kaukauna, 7 miles (neglected to register distances beyond this point); east to Brillion, thence to Manitowoc, south to Sheboygan and Port Washington and Milwaukee, as given in other parts of book, and west as given in other parts of book, to Watertown. Roads are generally above the average and in some places very fine for long distances.

This is actual Standard Cyclometer measurement.

WATERTOWN, JANESVILLE, DUBUQUE: Watertown via Jefferson and Fort Atkinson to Janesville, 43 miles, fair, some sand; Janesville, via Footville and Orfordville to Broadhead, 22 miles—roads hilly and exceedingly sandy in parts; Broadhead to Monroe, 18 miles, good, but hilly; Monroe to Warren, 21 miles, exceedingly hilly and hard riding; Warren to Apple River, 6 miles, good; to Scales Mound, the highest point in Ill., is an uphill climb, but affords a very extensive view into Wisconsin, Iowa and Illinois, distance, 10 miles. Scales Mound to Galena, over the Bluff Horn Ridge road is a very interesting but tiresome and slow ride of 21 miles, scenery very fine, some hills that cannot be ridden over; Galena to Dubuque is a fair run of 17 miles (short, poor road, 13 miles) in some seasons. Total distance, 158 miles.

WATERTOWN, BEAVER DAM, COLUMBUS, LOWELL AND WATERTOWN. A pleasant days trip of about 62 miles through a rich farming country and several nice little towns, with fair roads most all the way: Watertown north 20 miles, west 3 miles to Beaver Dam, southwest 12 miles to Columbus, 13 miles south to Waterloo (somewhat hilly), thence to Watertown 14 miles east.

HEBRON, JEFFERSON COUNTY.

W. J. POLLOCK, JR., Local Consul.

HERRON HOUSE.

HEBRON TO MILWAUKEE, 50 miles. The run of most interest to the wheelmen of this section is from Hebron to Milwaukee, a distance of 50 miles, over an excellent road, passing through Rome, Sullivan, Golden Lake, an excellent summer resort, through Waterville, Waukesha, noted for its spring water, Brookfield, Elm Grove, Wauwatosa, to Milwaukee.

The above run is one of the favorite runs of wheelmen in this section and outlined for the benefit of all members of League of American Wheelmen.

NECEDAH, JUNEAU COUNTY.

C. H. MAXSON, Local Consul.

NECEDAH TO FRIENDSHIP, 20 miles. Northeast, via Peton Well bridge across Wisconsin river, to Strong's Prairie; thence southeast through Arkdale. Roads level and sandy; sidepaths part of the way.

TO BABCOCK, 20 miles, via Sprague. Roads sand and clay. Sidepaths on sandy roads. Between Sprague and Babcock roads low and apt to be muddy.

TO NEW LISBON, 12 miles southwest. Road very rough and sandy, with no sidepaths: Right of way along C., M. & St. P. Ry. is better than wagon road.

KENOSHA, KENOSHA COUNTY.

S. C. NEWMAN, Local Consul.

GRANT HOTEL.

KENOSHA TO RACINE, 10 miles: The favorite run with the new wheelmen and wheelwomen of Kenosha is to Ra-

cine and return, taking the lake shore road. The new riders of Racine, likewise, come to Kenosha in droves. The road is sandy and the country about as uninteresting as could be found, but the ambition of the beginners of these towns is to go to the other, which accomplishment entitles them to respect—the baby is able to go down stairs "all by hisself." And lo—these beginners have, with much perspiration and many groans, beaten down a path along the fences now on one side the horse track and now on the other, crooked as the letter S. It matters not how many times they run into barbed wire fences, how many times they dismount to pass a wheelman going the other way on account of the narrowness of the track—they are going some place. And bless their hearts they are making it possible for the through wheelman from Chicago to Milwaukee or vice versa to get over the ground from Racine to Kenosha in much less time than formerly. An impassable road is made passable. On the south borders of the City of Racine the view from the bluffs over the lake is really fine. Distance 10 miles from postoffice to post-office.

KENOSHA TO GENEVA, 33 miles: The road map is incomplete in that it does not show the beginnings of the Geneva road out of Kenosha. The ride to Geneva is about as pretty as any we have that runs in a westerly direction. Leave Kenosha on the southwest corner by the Geneva road which angles 1 mile southwest when it turns directly west. Cross Rockford Branch C. & N. W. 3 miles from Kenosha P. O. St. Paul track 5 miles at Truesdell. Tavern, $\frac{1}{2}$ miles from Truesdell west. Keep on straight west— $15\frac{1}{2}$ miles from Kenosha Brass Ball, a rural settlement one mile north of Salem; $17\frac{1}{2}$ miles from Kenosha turn south to go to Silver lake— $19\frac{1}{2}$ miles from Kenosha the Geneva road departs from its straight westerly course, angles to the northwest and crosses Wisconsin Central track across Fox river, which is bridged at Geneva road (not on plank road which runs straight west from Kenosha 1 mile north of Geneva road). New Munster—good place to get good grub cheap. Slade's Corners—west from Slade's Corners 2 miles, angle northwest 1 mile and then straight into Geneva. From Brass

Ball (Salem) to Geneva road is gravelled and good. An experienced rider will mount nearly every hill from Kenosha to Geneva, although there are some that look big. Distance 22 miles.

The Wisconsin Central issues a road map of the territory adjacent to its line from Waukesha on the north away down into Illinois—which is a good map and which they give away for a stamp. Sign boards are all over this country.

TO SILVER AND CAMP LAKES, 19 miles west: This is a fine ride over good roads to attractive summer resorts on Geneva road.

TO TWIN LAKES: Continue on 7 miles from Silver Lake Station southwest; roads slightly hilly.

TO WAUKEGAN, ILL., 15 miles south: From Ann street south; fairly good road, somewhat sandy.

WAUKEGAN TO CHICAGO, 35 miles, a favorite run of Waukegan cyclists. Roads level, generally good and kept in good repair.

WAUKEGAN TO LIBERTYVILLE, 11 miles west and southwest, over a rolling prairie country; From Libertyville, Ill., to Chicago, about 30 miles, through a very picturesque country, over excellent graveled roads. A favorite run with Libertyville and Chicago wheelmen.

KEWAUNEE, KEWAUNEE COUNTY.

A. S. WATROUS, Local Consul.

THE ERICKSEN.

KEWAUNEE TO MANITOWOC, 33 miles south: To Tisch Mills; thence to Mishicot; thence through town of Neshota via Neshota road to Manitowoc; or via Two Creeks and Neshota to Manitowoc.

TO GREEN BAY, 32 miles: Northwest and west to Luxemburg; thence southwesterly, via New Franken P. O., to Cedar Creek; thence west; or: West to Ellisville P. O.; thence north $1\frac{1}{2}$ miles; west 2 miles; north $1\frac{1}{2}$ miles to Neuern P. O.; thence west to Schiller; thence north and west to Cedar Creek; thence west to Green Bay; 29 miles. The longer is the better road.

TO BRILLION, via Cooperstown Caves: To Cooperstown

Caves; thence south and west, via Rosenkrantz P. O. and Wayside P. O. to Brillion.

COOPERSTOWN CAVES are interesting and worth seeing. Meals can be had near the caves. Distance to the caves 22 miles. Manitowoc and Green Bay can be reached from the caves; distance to either place 22 miles.

TO AHNAPEE, via Alaska, north 12 miles.

TO STURGEON BAY, via Ahnapée and Forestville, 31 miles north.

TO TWO RIVERS, 25 miles south. Road very good.

LA CROSSE, LA CROSSE COUNTY.

J. H. THOMPSON, Local Consul.

LA CROSSE TO WEST SALEM, 14½ miles: From L. C. C. W. Club house east on State street. Paved road to city limits. Side paths to Medary 4 miles. Right hand road to 8 mile post. Turn to left and follow main road to West Salem 10½ miles. Rolling good. Return same way.

TO BANGOR, 18½ miles: Route to West Salem. Cross railroad tracks and take road due east to Bangor 4 miles. Rolling, good. Return same way.

TO SPARTA, 31 miles: Route to Bangor, north from Bangor 1 mile and turn to right. Right main road to Sparta, 11 miles. Sandy. Side paths good.

TO BANGOR, (Ridge Road): South on Third street to Market street, east on Market; follow paved road to city limits. Main road to St. Joseph's, 13 miles. Hilly but good riding. To Newberg's Corners 4 miles.

TO MIDDLE RIDGE, to left down unrideable hill: Follow Dutch Creek to Bangor. Last half good.

TO TEN MILE HOUSE, (Mormon Cooley). South on Third street and follow Mormon Cooley road (paved) to Greenfield House 5 miles. Left fork of road to Ten Mile House. Rolling, good.

TO LYTLES, 14½ miles: North on Third street, through North La Crosse to Onalaska on paved road 5 miles. Continue north to Midway 4 miles. Cross railroad tracks at station going west, north, west, north to Lytles 5 miles. Sandy but good after rains.

TO WINONA, MINN., 35 miles: Cross wagon bridge to La Crescent, Minn. Climb long hill on to ridge. Take main road to Ridgeway, 22 miles. From Ridgeway to Witoka, northwest 4 miles. Rolling, good. Witoka to Winona by way of Sugar Loaf peak 9 miles. Hilly and not easily ridden.

TO GALESVILLE, 25 miles: North on Third street, through North La Crosse, paved road to Onalaska 5 miles. Continue due north to Midway 4 miles. Rolling and paved except 1 mile. Take ride hand road and right side paths up hill to Holmen 3 miles.

Left hand road to Hunter's bridge. Level and good except last mile. Cross bridge to Decorah Prairie P. O. (brick house). Take road to left over big hill, "Decorah's Peak." Good road to Galesville, 4 miles.

GALESVILLE TO WINONA, MINN., 14 miles: Through residence part of town past Gale College to next cross-road. Right hand road to Centerville, 6 miles. Continue to Marshfield 6 miles into Winona over High bridge.

TO BROWNSVILLE, MINN., 14 miles: Hotel Young south on front street to Mississippi river wagon bridge, thence to La Crescent, Minn., $2\frac{3}{4}$ miles. Take main road leading south. Cross S. M. railroad $1\frac{1}{2}$ miles; continue south and keep left hand road to Brownsville, 10 miles. Sandy in places and partly rocky.

TO HOKAH, MINN., 10 miles: Same as route above to S. M. railroad tracks $4\frac{1}{4}$ miles. (In wet weather ride railroad track to Hokah). Keep main road to right, after passing old brewery turn to left and follow main road to Hokah.

TO VIROQUA, WIS., 37 miles: Route, La Crosse to Ten Mile house. Take right fork of road at brick school house up to top of ridge, continue southeast on ridge 4 miles, and down hill 3 miles to Coon Valley P. O. Main road east up long hill and over hogback to Esosca. Southeast to Springville, up hill to Viroqua. Good roads but very hilly.

TO CASHTON, 31 miles: Route to Middle Ridge; continue south to Portland. Take left fork of road to Cashton. Good road; last ten miles hilly.

ONALASKA, LA CROSSE COUNTY.

ONALASKA TO LA CROSSE, 5 miles south is a pleasant run over a macadamized road.

TO MIDWAY, 4 miles northwest: Road excellent.

TO GALESVILLE, 19 miles northwest, via Holmen: Roads more or less sandy, but not difficult.

TO SPARTA, 30 miles easterly: For one mile east there is considerable sand; thence the road is good and hard, following line of C. & N. W. Ry. and C. M. & St. P. Ry., through West Salem, Bangor and Rockland.

The scenery in La Crosse county is beautiful and almost every portion is available to wheelmen.

BENTON, LA FAYETTE COUNTY.

BENTON TO PLATTEVILLE, about 16 miles, via Cuba City, is probably the finest run of any in this region.

BELMONT, LAFAYETTE COUNTY.

BELMONT TO GALENA, ILL., 25 miles, through Cuba City and Hazel Green: 14½ miles out of Hazel Green, turnpike begins (no toll for wheelmen) and continues to Galena, winding along a ridge for 8 miles, affording a very fine view on both sides of the road, including portions of Wisconsin, Illinois and Iowa.

TO DARLINGTON, 16 miles, is a pleasant run. The road lies on the prairie for 8 miles and then follows the ridge, affording a fine view.

TO PLATTEVILLE, 8 miles west. From Platteville several good trips can be taken.

DARLINGTON, LAFAYETTE COUNTY.

DARLINGTON HOTEL.

DARLINGTON TO GRATIOT, 10 miles. This is along the Pecatonica River, affording beautiful scenery. Road fairly good.

TO MINERAL POINT, 16 miles. This route follows the river and is rather hilly.

TO LANCASTER, is a run of about 36 miles over very good roads, through Belmont and Platteville. Other roads out of Darlington not very good.

SHULLSBURG, LAFAYETTE COUNTY.

H. B. CHAMBERLIN, Local Consul.

SHULLSBURG TO DARLINGTON, 12 miles. This course is ever a succession of hills, which afford some delightful coasting. At Ames' branch, the half way place, the scenery is quite pretty. The Shullsburg half of the road is usually the best, the other half being of clay.

TO BENTON, 9 miles west, is the most difficult road in this section, there being some very severe hills, notably the Etna hill. Between Etna and Benton, 4 miles, is as difficult as anyone can desire. The scenery along this route is the finest in the country and during the early summer and fall is well worth the hard ride to see it.

TO APPLE RIVER, ILL., 10 miles. The first 5 miles of this road is the most enjoyable ride out of Shullsburg, being level and unusually smooth.

TO SCALES MOUND, ILL., 8 miles south, is very hilly and rough and not much used by wheelmen.

TO PLATTEVILLE, 25 miles, is a very delightful run after passing the first 3 miles. Via Belmont is the favorite route. The road is not hilly except in a few places, but just rolling enough to break the monotony.

TO GRATIOT, 12 miles, along the line of C., M. & St. P. Ry. Like most roads in this section it is rough and rutty after rains, and very dusty during long continued dry weather.

MERRILL, LINCOLN COUNTY.

H. V. KALTENBORN, Local Consul.

KOLLOCK HOUSE.

MERRILL TO DUDLEY, 18 miles, over good roads, is the most favorite run for wheelmen in this vicinity. Dudley is a small village, noted as a trout fishing resort, on the banks of Prairie River, one of the most scenic and noted trout streams in the State. League hotel accommodations are the very best. Fishing tackle can be

had at a small cost. Stage runs tri-weekly. Wheelmen who enjoy angling for "speckled beauties" will find Dudley a place for enjoyment. The Delta of Prairie River, which are surrounded by beautiful scenery, are 9 miles from Merrill, and $\frac{1}{4}$ mile off the Dudley road.

This road leads also to Rhinelander, which can be reached by a 5 hours' ride from Merrill. Distance, 45 miles.

TO IRMA, 9 miles, is a pleasant run for wheelmen, over fairly good roads, through a wooded country.

TO WAUSAU, 18 miles, is a very pleasant run, over fairly good roads, which lead through a beautiful farming country. The wheelmen of Wausau are very enthusiastic, and are always ready to accommodate visiting wheelmen.

TO LAKE VIEW, 2 miles, is a favorite short run over good roads to the summer resort. It is a beautiful body of water, which covers about 2 square miles. Hotel accommodations are very good; sail and row boats can be had. Refreshments of all kinds are served.

MARATHON, MARATHON COUNTY.

MARATHON TO WAUSAU, 12 miles easterly.

TO MOSINEE, 10 miles southeasterly.

A fine trip is from Marathon to Wausau; thence southerly to Mosinee, passing by Hardwood Mountain, the highest elevation in the State, and skirting the Wisconsin River, passing Big Bull Falls; thence northwesterly to Marathon, the round trip being about 45 miles.

WAUSAU, MARATHON COUNTY.

W. W. WILSON, M. D. Local Consul.

WAUSAU TO STEVENS POINT, $36\frac{1}{2}$ miles. Road rather sandy and all riding, except in a few places, must be done on side paths: From Wausau start out on Grand avenue straight to Schofield; take road to the right, following the telephone line to Knowlton, passing through Mosinee; follow same road leaving Knowlton until it divides; take road to the left, leaving telephone wire for some

distance when you will meet it again. Knowlton to Stevens Point, 16 miles.

TO MERRILL, 21 miles. Roads good but hilly: Cross bridge to west side and start north on Third avenue; keep on main traveled road bearing north.

TO RIB HILL, 6 miles: South on Third avenue on the west side and follow main traveled road $3\frac{1}{2}$ miles; take right fork which leads to the hill. This is a good road, a little sandy, but good side paths. Rib Hill is the highest point of land in Wisconsin, and is well worth the trouble of getting there. The view from the top is magnificent.

TO THE DELLS OF EAU CLAIRE, 16 miles: Out Franklin street over last hill and keep to the main traveled road east. Good road and one of the finest points to visit.

MONTELLO, MARQUETTE COUNTY.

MONTELLO TO PRINCETON, 12 miles, connecting spurs of Wisconsin Central and C. & N. W. Rys. Roads very sandy. Bypaths rideable after rain.

There are no good roads for wheeling leading from this place. The scenery and hunting and fishing are excellent in this vicinity.

KIEL, MANITOWOC COUNTY.

P. O. SCHUBERT, Local Consul. **GRAND CENTRAL HOTEL.**

KIEL TO SHEBOYGAN, 21 miles southeasterly; through Millhome, Ada and Howard's Grove; road solid gravel bed. This is a favorite run.

TO CHILTON, 12 miles northwest; through New Holstein; road mostly gravel. A fine run in summer.

TO ELKHART LAKE, 7 miles southerly through town of Rhine: Good gravel roads; scenery very romantic and artistic. By upper road through town of Russell, 9 miles; road two-thirds gravel and very good in summer. Elkhart Lake is a delightful summer resort, offering beautiful scenery and good bathing and fishing.

TO FOND DU LAC, 30 miles southwest: To Marytown west 9 miles; then follow Military road along Lake Win-

nebago 21 miles to Fond du Lac. Roads in summer excellent.

TO MANITOWOC, 30 miles northeasterly: To Rockville, Louis Corners, St. Mazianz, then on Green Bay road to Manitowoc. Roads mostly gravel.

MANITOWOC, MANITOWOC COUNTY.

J. A. RUMMELE, Local Consul.

WILLIAMS HOUSE.

MANITOWOC TO GREEN BAY, 38 miles: Good roads, via King's bridge 9 miles, from there to Cooperstown 9 miles, mostly gravel road; clay in vicinity of Green Bay.

TO SHEBOYGAN, 32 miles, via Green Bay road, gravel road all the way, slightly hilly near Manitowoc.

TO SHEBOYGAN via Elkhart Lake, distance 60 miles.

MANITOWOC AROUND LAKE WINNEBAGO via Reedsville, Brillion, Kaukauna, Appleton, Menasha, Neenah, Oshkosh, Fond du Lac, Chilton back to Manitowoc, distance 160 miles, all good roads in dry weather. Clay near Kaukauna and between Reedsville and Brillion, also out of Fond du Lac towards Chilton where the country is slightly hilly. This makes one of the finest bicycle runs in the state as it includes good roads, large towns, beautiful scenery and good hotels.

TWO RIVERS, MANITOWOC COUNTY.

B. H. SUEITTINGER, Local Consul.

WAVERLY HOTEL.

TWO RIVERS TO APPLETON, distance 52 miles: Leave Two Rivers, going west to Branch 11 miles, to Cato 6 miles, to Reedsville, 6 miles, to Brillion 6 miles; stop at Brillion house; to Forest Junction 6 miles; stop at hotel near depot; thence through to Appleton 17 miles. Roads the entire distance in excellent condition; not very hilly. Two Rivers is the coolest city in the state. Good fishing and a good place to spend a few weeks during the hot season; and stop at Waverly hotel.

TO STURGEON BAY is a very pleasant spin for wheelmen to take during the summer months, although the roads are not what they ought to be, yet they are considered fair. The distance is fifty-five miles, 12 miles to

Two Creeks, 12 miles to Kewaunee, 13 miles to Ahnapee, 18 miles to Sturgeon Bay. Sturgeon Bay is considered a fine place for summer resorting on account of its beautiful scenery, fishing and boating.

MILWAUKEE, MILWAUKEE COUNTY.

Local Board of Consuls.

JOS. J. BRENN, Chairman, representing the East Side, 136 Wisconsin Street.

W. G. BIRKHAUSER, Secretary, representing the North Side, 34 New Insurance Building.

R. H. WIEBEN, representing the West Side, Germania Building.

J. M. J. KEOGH, representing the South Side, 447 Fourteenth Avenue.

MILWAUKEE BICYCLE ORDINANCE, in a nutshell, requires riders to have a bell and keep off the sidewalk. No lamp required.

All runs and tours have the St. Charles Hotel (League Headquarters) for a starting point.

Local Park Runs.

TO LAKE PARK: Starting from City Hall Square, south two blocks to Wisconsin street, turn east three blocks to Jefferson street, north two blocks to Oneida street, east to Juneau Park, turning north, skirting the Lake Front, sharp turn left and right at Juneau avenue, thence north on Franklin place and Franklin street one block to Farwell avenue, right fork on Farwell avenue to Brady street, turn right one block to Prospect avenue, turn left on Prospect avenue two blocks to Kane place, turn right one block to Summit avenue, turn left one block to La Fayette place, right fork over bridge one block to Lake avenue, thence northeast to Lake Park.

TO LAKE PARK: At Wisconsin street turn left (east) three blocks to Jefferson street, north on Jefferson street six blocks to Knapp street, turn right two blocks to Van Buren street, north on Van Buren street, crossing Holton

street viaduct, right fork on Holton street three blocks to Garfield avenue, east by winding course through Kilbourn (Reservoir) Park to North avenue, east on North avenue over bridge eight blocks to Lake avenue (at water tower) turning left on Lake avenue to Lake Park.

TO WHITEFISH BAY: Take either route to Lake Park, continue northward through the park entering Whitefish Bay avenue at northwest gate of park, continuing northerly on Whitefish Bay avenue through toll gate (toll 5 cents, including return coupon) past the Country Club to Whitefish Bay resort. A delightful ride of seven miles, over macadamized road north of toll gate. This is a favorite run of Milwaukee riders. Free check stand for bicycles at the Bay.

TO PLEASANT VALLEY: At Wisconsin street turn east three blocks to Jefferson street, turn left six blocks to Knapp street, turn right on Knapp street two blocks to Van Buren street, turn left on Van Buren street over Holton street viaduct, north three blocks on Holton street to Garfield avenue, turn right through Kilbourn (Reservoir) Park by winding course to Bremen street, north on Bremen street two blocks to Wright street, east to Humboldt avenue, north on Humboldt avenue to Pleasant Valley.

TO WEST PARK: Right on Wisconsin street across bridge to Grand avenue, west on Grand avenue to Twenty-seventh street (Washington street) end of asphalt, thence turn right seven blocks to Vliet street, west on Vliet street to West Park.

TO NATIONAL PARK, AND MITCHELL PARK: West on Wisconsin street across bridge to Grand avenue, west on Grand avenue to Sixteenth street, south on Sixteenth street across viaduct on to Eleventh avenue, turn west on South Pierce street to Eighteenth avenue, turn left one block on Eighteenth avenue to National avenue, turn west on National avenue four blocks to Twenty-second avenue. National Park at your left. Turning one block north at Twenty-first avenue, just before reaching National Park, lands you at Mitchell Park.

TO NATIONAL SOLDIERS' HOME: Take route to National Park, continuing west through Silver City to entrance of National Soldiers' Home, on your right.

TO NATIONAL SOLDIERS' HOME: West on Wisconsin street, cross bridge to Grand avenue, continuing west on Grand avenue to city limits, down Undertakers' hill, across bridge, turn to left up hill, take left road when part way up the hill, keep straight on south, on the edge of the valley past stone quarry through rear gate of Soldiers' Home grounds.

TO STATE FAIR PARK AND NORTH GREENFIELD: Take route to National Park, continue west, passing Silver City and National Soldiers' Home straight away to North Greenfield. Observe to keep to the left where street car track forks right. From North Greenfield turn north several blocks to State Fair Park.

TO FOREST HOME CEMETERY: West on Wisconsin street across bridge to Grand avenue, continue West to Sixteenth street, south on Sixteenth street across viaduct to Eleventh avenue, continuing south on Eleventh avenue to Greenfield avenue, thence right fork on Muskego avenue to Forest Home Cemetery. Returning take Forest Home avenue northwest to Eleventh avenue, and Eleventh avenue to Sixteenth street viaduct, and reverse going route.

TO TIPPECANOE LAKE AND SOUTH PARK: Right on Wisconsin street, cross bridge, continue west on Grand avenue to Sixteenth street, turn left on Sixteenth street over viaduct three blocks to Mineral street, turn left on Mineral street nine blocks to First avenue, thence south thirteen blocks to Lincoln avenue, left fork on to Chicago avenue, and straight away over river and railway tracks to Tippecanoe Lake at intersection of Howell and Chicago avenues. To reach South Park turn left from Chicago avenue at Oklahoma street two blocks.

Runs Out of Milwaukee.

TO PORT WASHINGTON, 31 miles: Left on Wisconsin street three blocks to Jefferson street, north on Jefferson street six blocks to Knapp street, east on Knapp street

two blocks to Van Buren street, left on Van Buren street over viaduct to Holton street, north on Holton street four blocks to North avenue, west six blocks to Second street, north four blocks to Center street, west one block to Third street, north up the hill to Green Bay avenue, turning at Shooting Park, left on Green Bay avenue three-quarters of a mile, thence again take left fork. Smooth, well-traveled road for six miles. Go up large hill at bend in the road at Good Hope, continuing to Brown Deer, ten miles from Milwaukee. Continue north three miles to Mequon, thence one mile north to Thiensville, turn right, crossing bridge at Thiensville, northeast over rolling country road three and one-half miles to Hamilton. Turn right at saloon, crossing bridge, follow northeast road, crossing railroad track at lime kilns two miles, continuing one and one-half miles to Grafton. Keep northerly road six and one-half miles to Saukville, crossing Milwaukee river; keep the easterly course three and one-half miles to Port Washington. A fine run on which beautiful scenery is beheld on every side.

TO CEDARBURG, 20 miles: Take route as far as Thiensville, continuing north six miles over Cedarburg plank road.

TO SHEBOYGAN, 60 miles: Follow route to Port Washington; north to Knellsville; turn east and follow winding road northerly to Cedar Grove, 14 miles; north $2\frac{1}{2}$ miles; east $1\frac{1}{2}$ miles to Oostburg Station; north $3\frac{1}{2}$ miles to Six Corners; northeasterly to Sheboygan. Road, Port Washington to Cedar Grove, good, but hilly; balance of road good.

The above route is probably the best, but another route can be taken by turning east 1 mile south of Cedar Grove; east 1 mile; north $1\frac{1}{2}$ miles to road running northeast; thence to Sheboygan.

TO MENOMONIE FALLS, 14 miles: On Wisconsin street cross bridge to Grand avenue, continue west on Grand avenue to Sixteenth street, turn right on Sixteenth street thirteen blocks, forking left on to Fond du Lac avenue. After passing toll gate at city limits road is straight away fourteen miles to Menomonie Falls, pass-

ing through Waterville and West Granville P. O. Exceptionally good road.

TO FOND DU LAC, 70 miles (direct route): Follow route to Menomonie Falls, 14 miles, to Mecker, $5\frac{1}{2}$ miles, Richfield, $3\frac{1}{2}$ miles, to Ackerville, 5 miles, to Schlesinger-ville, 2 miles. Road from Menomonie Falls is fairly good but quite hilly. Leaving Schlesinger-ville go in north-westerly direction to St. Lawrence, 4 miles, to Addison, 6 miles, through Neno to Theresa, 9 miles, northerly course to Lomira, 5 miles, to Byron, 5 miles, to Fond du Lac, 9 miles. Roads hilly, but fair.

TO WAUWATOSA, $5\frac{1}{2}$ miles: Right on Wisconsin street, over bridge to Grand avenue, west on Grand avenue to Twenty-seventh street, north one block to Wells street, west on Wells street over dummy line viaduct at Thirty-sixth street. Keep right hand path one mile to road leading north down stone quarry hill, cross bridge, turn left and straight on to Wauwatosa.

TO WAUWATOSA, 6 miles: You can vary this trip by turning left on road after riding one mile on right hand side path across Menomonie valley viaduct, south two blocks to Blue Mound road, west one mile and a half, turn right one mile.

TO BROOKFIELD, $14\frac{1}{2}$ miles: Take route to Wauwatosa, turn left over bridge, up steep hill, keep to the right on main traveled road past county poor farm, three and three-quarters miles to Elm Grove, continuing west passing the Phoenix house five and a quarter miles to Brookfield.

TO BROOKFIELD, $14\frac{1}{2}$ miles (via Blue Mound road): At Wisconsin street, cross bridge on to Grand avenue, thence west on Grand avenue to Thirty-fifth street, continue down Undertakers' hill, over bridge, taking left fork to top of hill, continue west past Calvary cemetery fourteen and one-half miles to Brookfield. This is a hilly road and only good after dry weather, because of clay material for roadbed.

TO WAUKESHA, 18 miles: Take route to Brookfield, then left fork straight away to Waukesha, $2\frac{1}{2}$ miles.

TO PEWAUKEE, 31 miles: Take route to Brookfield, thence by the most northerly of the three forking roads straight away to Pewaukee. Or, from Milwaukee take Lisbon plank road, through Butler and Marscey P. O. to Lisbon; thence southwesterly to Pewaukee. This village is at the head of Pewaukee lake and is a popular and pleasant summer resort. Pleasure steamers make daily trips on the lake to Lakeside and other points. Fishing good.

TO OCONOMOWOC, 33½ miles: Take route to Pewaukee, thence north and west skirting Pewaukee lake through Hartland (4¼ miles), Nashota (4 miles) to Oconomowoc (4 miles).

TO WATERTOWN, 47½ miles: Take route to Oconomowoc, thence in a northwesterly course, skirting the southwest shore of Lac La Belle through Ixonia (6½ miles) to Watertown (7 miles).

TO MADISON, 85¼ miles: Follow route to Wauwatosa, to Brookfield, to Pewaukee, to Oconomowoc, to Watertown. Leaving Watertown on Main street west follow road running close to C. M. & St. P. railroad track to Waterloo, 14 miles, over a fairly good road, through Waterloo, about 1½ miles out, a turn in the road takes you across railroad track for about a half mile south, then again west to Marshall, 12 miles; this portion is hilly. Out of Marshall more hills are encountered for several miles until Sun Prairie is reached, which is 12 more miles. From Sun Prairie to Madison is 12 miles over an elegant road, finely shaded with tall trees nearly all the way. At Madison will be found Consul Ben W. Park, who is ever ready to give directions to reach other points, all of which he is thoroughly familiar.

TO ST. PAUL AND MINNEAPOLIS, 447¼ miles: Follow route to Wauwatosa, to Brookfield, to Pewaukee, to Oconomowoc, to Watertown, to Madison, 85¼ miles. From Madison continue west through East Middleton, West Middleton, to Pine Bluff, where a sharp turn is made south for one mile and then southwesterly course to Mount Horeb, 24 miles, on through West Blue Mounds over good roads to Ridgeway, 18 miles, to Dodgeville, crossing and

recrossing railroad tracks, 9½ miles, through Dodgeville to Danville, 10 miles, to Montfort, 6½ miles, through Preston, 6½ miles over good roads to Fennimore, 6 miles, zig-zagging from Fennimore in a westerly course through Mount Ida to Mount Hope, 13 miles, to Prairie du Chien, passing over Al roads through Banvill, crossing the Wisconsin river is 21 miles further. At Prairie du Chien cross the Mississippi over pontoon bridge and pass into the state of Iowa to McGregor, 1½ miles, to Monona, 11½ miles, to Postville over hilly and poor roads, 11 miles, to Ossian over hilly but fair roads, 12 miles, to Calmar, over hilly and fair roads, 6¾ miles, to Ridgeway, hilly, 12 miles, to Cresco, hilly, 7 miles, to Chester, rolling and fair roads, 19 miles, then passing into the State of Minnesota to Taope, to Adams, over good rolling roads 21 miles, to Austin, 17 miles, roads good, to Awatonna, via Blooming Prairie and Somerset, good and level roads, 40½ miles, to Faribault, good roads, 18½ miles, to Northfield, 16 miles, to Castle Rock, 16 miles, to Farmington, 7 miles—all this over good level roads—to Rosemount, 6 miles, to Wescott, 6 miles, to St. Paul, 11 miles—this over hilly but good roads and then over the fine cycle path, 10 miles, to Minneapolis.

This was the course selected for the Minneapolis-Milwaukee relay ride in 1896 and the information has been kindly furnished by J. W. Wirtensohn, L. A. W. No. 108060, Minneapolis. He states that an ordinary rider can average 50 miles a day over this course, stopping over night as follows: Madison, Fennimore, Colmar, Austin or Owatoma. A five day trip.

TO WAUPUN, 79 miles: Follow route to Brookfield Junction, Pewaukee, Oconomowoc and Watertown (47½ miles) north along the C. & N. W. R'y tracks, 10 miles, turn right one mile, turn left five miles to Juneau, continue north along C. & N. W. Ry. through Burnett Junction (7 miles) to Waupun (9 miles). This is a circuitous route, but can be depended on to be generally good.

TO FOND DU LAC, 97 miles: This is a rather round-about route, but it is resplendent with scenery and the roads are excellent. Follow route to Brookfield Junction,

Pewaukee, Oconomowoc, Watertown and Waupun (79 miles) turn right, going east $\frac{1}{4}$ mile, turn left $\frac{1}{4}$ mile and then in a northeasterly direction for ten miles through Lamartine to Fond du Lac (18 miles from Waupun).

TO MUKWONAGO, 25 miles: Take route to North Greenfield, continue straight away through that village in a southwesterly course through New Berlin, Prospect Hill and Vernon to Mukwonago. Prospect Hill overlooks the lake region on all sides.

Runs to Lake Beulah, Phantom Lake, Lake Geneva, Brown's Lake, Lauderdale Lake, Delavan Lake and similar resorts in Walworth and Racine counties can be made from Milwaukee through Mukwonago.

TO RACINE, 23 miles: At Wisconsin street turn one block east to Broadway, turn right on Broadway seven blocks over Broadway bridge, thence west on Lake street three blocks to Reed street, south on Reed one block to Oregon, west on Oregon one block to Hanover, south on Hanover fifteen blocks to Mitchell street, east on Mitchell street two blocks to Kinnickinnic avenue, turn south on Kinnickinnic avenue straight away crossing bridge, following left hand street car track at Howell road intersection, leave street car track when it turns on Russell avenue, or continue south on Kinnickinnic avenue past St. Francis to South Milwaukee, ten miles. Turn right at business center of South Milwaukee two blocks, crossing C. & N. W. tracks, turn south on first road past railroad tracks, continuing straight away to Racine. Take left side path east five miles or so into Racine, road being quite sandy.

TO KENOSHA, 32 $\frac{1}{2}$ miles (via Lake Shore route): Take route to Racine, thence south on Main street past Hotel Racine to Fourteenth street, turn right one block, then left on Wisconsin street, to college grounds. Follow path on right side parallel with Lake Michigan for a mile, turning west with the path about 300 feet, then left, crossing ravine, keeping winding course two miles on road and side path. Crossing small bridge take side path at first left turn, crossing C. & N. W. tracks, continuing to within one block of tannery buildings at end of the road,

then turn left and follow left hand street crossing bridge on to Main street of Kenosha, $3\frac{1}{4}$ miles from Racine.

TO KENOSHA, 36 miles (via Middle or Woods road): Take route to Racine, turn west on Sixth street, from Hotel Racine five blocks to Washington avenue, continue past Mitchell & Lewis' shops over viaduct southwesterly on Washington avenue, following street car track to Murray's place, a detached brick building some distance back from the road, turn left here leaving street car track, pass the orphan asylum, continue around bend to small school house on the right, turn left here on to gravel road, follow this two miles, then turn right one mile, then left a mile. Dismount here at top of a dangerous hill with bridge at its base. Continue straight away over bridge about six or seven miles to end of road, then turn left over C. & N. W. Ry. track. Road here is very sandy, but good path is found on left side. Continue to main lake road just south of sanitarium, thence south to Kenosha, 13 miles from Racine.

TO WAUKEGAN, ILL., 49 miles: Take route to Kenosha, thence from Grant House skirt north end of park on first street running west, turn first corner left across C. & N. W. Ry. tracks, thence straightaway to Waukegan, taking left hand path in preference to road.

TO CHICAGO (Century Run): Take route to Waukegan, thence keep to the south across bridge, bear to the left past cemetery, and under J. & E. Ry. viaduct to South Waukegan. Continue via main traveled road south to Fort Sheridan and Evanston, trailing the C. & N. W. Ry. tracks most of the course. From Evanston take Sheridan Drive to Lincoln Park, Chicago, favoring roads nearest Lake Michigan for scenery.

TO DELAVAN, about 50 miles, via Milwaukee and Beloit gravel road: Take Forest Home avenue at Mitchell street and Seventh avenue; southwest past Forest Home to Hale's Corners, Muskego, Big Bend, Caldwell, Lake Beulah, East Troy, Troy, Elkhorn, Delavan. Roads superb. This route leads past Muskego lakes, Lake Beulah, East Troy lakes and Booth lake and over some of the best roads in southern Wisconsin.

This route can be extended to points in Illinois by going through Darien and Sharon, right on state line, to Harvard, Belvidere and Rockford, Ill., Delavan to Harvard, 20 miles; Harvard to Belvidere, 18 miles.

TO LAKE GENEVA, southwest: One of the best routes from Milwaukee, 30 miles to East Troy, a beautiful little village in the midst of lakes and summer resorts, passing through Hale's Corners, Muskego, Big Bend and Caldwell, crossing Wisconsin Central Ry. at Lake Beulah. Roads good. From East Troy south 14 miles, through Spring Prairie and Springfield to Lake Geneva. Roads very good.

TO ST. PAUL: A good route to follow is west through Oconomowoc and Watertown; north through Waupun, Rosendale, Oshkosh, Neenah; northwesterly through Weyauwega, Waupaca, Amherst, Stevens Point, Marshfield, Chipewa Falls, Eau Claire, Menomonie and Hudson; thence to St. Paul.

TO CHICAGO: Route to Tippecanoe Lake; south four miles to New Coeln; south five and one-half miles to Oak Wood; south four miles to Caledonia; south three miles to Franksville; southeast three-quarter mile to school house; south four miles to Western Union Junction, cross C. M. & St. P. tracks to the west; south nine miles to Truesdell, turn east at Farmers' Home hotel; cross track; one mile east to Milwaukee stage road; south thirteen miles to where large numbered telephone poles (A. T. & T. Co.) turn west. Straight west to Gurnee. Register at P. O. Cross C. M. & St. P. tracks and Desplaines river. Turn south at west of bridge; southwest and south seven miles to Libertyville. Dinner at Commercial House (good gravel road from here clear to Chicago). South six miles to Half Day; south four and one-half miles to Wheeling; southeast eleven miles to Niles; southeast three miles to Jefferson. Follow electric road (good cedar block) southeast four miles to Logan square at terminus of elevated railway; west one block on square. South on boulevard one-half mile; east one-quarter mile; south one-half mile to Humboldt Park; south and west through park; south on boulevard (over viaduct) one-half mile to where it turns west; leave boulevard through path in

grove 200 feet; south on Sacramento avenue through tunnel under railway; south five blocks to Washington boulevard (first street south of elevated railway); east on Washington boulevard; three miles to end of street over tunnel approach; south two blocks to C. M. & St. P. depot.

This is the most level and altogether the best bicycle route to Chicago. No sand is encountered. More than two-thirds of the way the road is well graveled and the remaining one-third is good except during or immediately after a rain.

Train leaves Chicago at 8:00 P. M. Sundays and weekdays, arriving in Milwaukee at 10:30 P. M. (See map and time table).

TO GENEVA, 47 miles: Wisconsin street west, crossing bridge up Grand avenue to Sixteenth street, south crossing viaduct on to Eleventh avenue, continue south to Greenfield avenue, then right fork (Muskego avenue) southwest past Forest Home to Hales Corners 10 miles, to Muskego Center 5 miles. Take road south which for the first three miles is quite bad, but gradually gets better as you pass to higher ground; pass through Dencon with its beautiful little lakes to Waterford, 12 miles, cross river and go south to Rochester 2½ miles, southwest to Burlington 6½ miles over elegant roads, west to Lyons 5 miles, to Springfield 3 miles, southwest to Geneva 4 miles. The roads are simply fine from Waterford south and no one should miss this trip.

TO BELOIT, 72 miles: Take Muskego avenue at Eleventh and Greenfield avenues; southwest past Forest Home to Hales Corners 10 miles, to Muskego Center, Big Bend, Caldwell and Lake Beulah 16 miles, to East Troy 6 miles, to Troy and Elkhorn 12 miles, to Delavan 6 miles, to Darien 4 miles, to Clinton Junction 9 miles, to Beloit 9 miles. Roads excellent, country rolling. This route leads through a rich farming country, and past Muskego lakes, Lake Beulah, of which you catch a glimpse from the road through the trees, East Troy lakes, Booth lakes, near East Troy, and Delavan lake, all of which are attractive places to spend a few hours or days. This is a beautiful

country and a trip no one, who has the time, should fail to take. Don't neglect to stop at the Hygeia spring just southwest of Big Bend and get a refreshing drink of Waukesha water.

SPARTA, MONROE COUNTY.

F. L. SCHALLER, Local Consul.

WARNER HOUSE.

SPARTA TO LA CROSSE, 31½ miles, finds favor with the majority of Sparta wheelmen and the road traversed is the direct route for tourists along the line of the C., M. & St. P. Ry., to St. Paul and Minneapolis. With the exception of the first five miles out of Sparta, to what is known as Big Creek mill, the road is all that can be desired. The north road is the most suitable for wheeling, and leads from the city west past the fair grounds to Big Creek; thence on through the La Crosse valley, touching Rockland, Bangor, West Salem and Winona Junction, and entering the Gateway city from a series of rocky and precipitous bluffs, which rise to a point of grandeur about the banks of the great Father of Waters.

TO VIROQUA, 36 miles, is another favorite run with local cyclists. Though the attitude of the latter named city is something like 1,200 feet greater than that of Sparta, the grade is so gradual and the roads so favorable to wheeling that the run has become very popular. The route traversed is through one of the most beautiful and interesting portions of Western Wisconsin, the road for a greater share of the distance winding through a narrow, fertile valley, on either side of which rises row upon row of high and irregular bluffs. Along the line are numerous pretty little towns, Leon, Melvina, Cashton, Westby, all of which are headquarters of anglers in quest of the speckled beauties which abound so plenteously in all the streams of this valley.

TO TOMAH, via the most excellent South ridge road, is 29 miles, though the distance by direct road or rail is about 11 miles less. Leaving Sparta, the direction is southeast through Farmers' Valley to the trestle on the

C. & N. W. Ry.; thence east on the Norwalk road to the top of the ridge; here the road branches off to the left and follows along the top of the ridge for eight miles of delightful riding, giving a splendid view of the surrounding country, with both Sparta and the village of Tomah in the distance. Guide boards along the route will direct cyclists over the ridge and through Jacksonville to Tomah.

TO CASTLE ROCK and return, is a delightful 10-mile ride, which affords no end of pleasure to local cyclists as well as visiting wheelmen. Castle Rock is a huge rock formation located on one of the high range of bluffs which surround the city, and rises to a height of about 800 feet. It is the favorite resort for picnic parties, and the grounds are kept in condition for picnic purposes. The roads are excellent.

For a day's outing a more pleasant resort than Trout Falls cannot be found in this portion of the state. During the summer months it is never without a large colony of campers-out, local and visiting sportsmen, who love to lure the speckled beauties from their hiding place below the falls. The distance is eight miles and the roads, with the exception of about a mile, are very good.

LITTLE SUAMICO, OCONTO COUNTY.

G. H. WILSIE, Local Consul.

LITTLE SUAMICO HOUSE.

LITTLE SUAMICO TO GREEN BAY, about 15 miles south, via Big Suamico. This is not a desirable run, as the roads between Little and Big Suamico are sandy.

TO ABRAMS, about 7 miles northwest, is a pleasant run: North $3\frac{1}{4}$ miles; west 2 miles; north $1\frac{1}{2}$ miles. Return trip may be made via the Stiles road, which is somewhat sandy.

TO OCONTO, 15 miles north: Follow telephone line along state road, which is good nearly all the way.

TO STILES, 18 miles northwest, is a good run; North 12 miles to Couillardville; northwest 2 miles to Leighton; west 4 miles via Stiles Junction to Stiles. Roads good and scenery fine.

HICKORY, OCONTO COUNTY.

JAS. ELLIASEN, Local Consul.

KELLEY LAKE HOUSE.

HICKORY is situated near Kelly Lake, which is favorably known as a summer resort where excellent fishing and hunting can be had. To Kelly Lake is a favorite run of Oconto wheelmen. The distance from Oconto is 28 miles through Lena, Kelly Brook, and Hickory. Kelly Lake is also known as Crystal Lake.

From Green Bay to Kelly Lake, 48 miles, several routes may be taken. The shortest is through Duck Creek, Mills Center, Angelica, Green Valley, Pulcifer, Gillett and Hickory.

OCONTO, OCONTO COUNTY.

OCONTO TO IRON MOUNTAIN, MICH.: Distance about 100 miles. From Iron Mountain to Norway through Quinesec, 10 miles; to Wancedah the road is hilly and some sand; to Hermansville hilly but good; to Powers good level road; from Powers to Menomonee good graveled state road 43 miles through Dagget and Stephenson following the C. & N. W. R. R. to Oconto through Marinette and Peshtigo is a good, level road. The above road passes through many mill towns and a lumbering district.

RHINELANDER, ONEIDA COUNTY.

H. M. WOODARD, Local Consul.

FULLER HOUSE.

RHINELANDER TO WOODBORO, 8 miles west. Road hard and but little sand. A few very steep hills.

TO NORTH PELICAN, 16 miles east. Roads hard and good.

TO EAGLE RIVER, 30 miles, north and west. Route passes numerous very picturesque lakes. Road a little hilly and sandy near Eagle River.

TO MERRILL, 45 miles: South to Jeffries, 13 miles; roads good for 10 miles, then very hilly to Parrish; to Parrish 8 miles; to Dudley 6 miles; to Merrill 18 miles. Roads good.

APPLETON, OUTAGAMIE COUNTY.

HERMAN ERB, JR., Local Consul.

HOTEL RITGER.

APPLETON TO KIMBERLY, 5 miles, is a pretty run along the east side of Fox river, over a good cinder road.

TO KAUKAUNA, 7 miles, is a fine ride along west bank of the Fox river. The river is almost constantly in sight and the road at most seasons is good.

TO GREEN BAY, 30 miles: Take road to Kaukauna. From this point, along west side of river. With the exception of a sandy strip of half a mile the road is very fair. On the east side of the river from Kaukauna to the Bay there are several hills that cannot be climbed awheel.

TO NEENAH, 7 miles: A part of this road is considered by many to be the worst in the state. It is clay and always wet in spring and fall and in dry weather is filled with ugly ruts and very dusty. There is a proposition to macadamize this strip of $3\frac{1}{2}$ miles between the limits of Appleton and Menasha, which would make this the popular run for wheelmen of Appleton, Neenah and Menasha.

TO MEDINA, 12 miles west, over a good road, mostly gravel and through a fine farming country.

TO MACKVILLE, 5 miles north. Road gravel and always in good condition.

TO OSHKOSH, 20 miles, is a favorite run. Roads gravel, good in seasonable weather. A very pretty ride in sight of Lake Winnebago.

TO CLIFTON, 12 miles, on shore of Lake Winnebago. One-third of the road is without gravel and bad during and for some time after wet weather. The scenery at Clifton is the grandest in this part of the state and the wheelman who visits the place will feel well repaid.

Appleton around Lake Winnebago and return, 85 miles. Southeast to Clifton; along the lake road south through Brothertown, the home of the Stockbridge Indians, to Fond du Lac; north through Van Dyne, Oshkosh, Northern Asylum, Neenah, Menasha to Appleton. The roads are almost always in fine condition, the lake is almost constantly in sight and the trip affords a great variety of

scenery. Starting in the morning, Fond du Lac can be reached at an easy gait for dinner, and trains can be had going north at 4, 6 and 9 P. M. if the rider does not wish to complete the trip.

PORT WASHINGTON, OZAUKEE COUNTY.

H. L. COLE, Local Consul.

WILSON HOUSE.

Port Washington is a beautiful little city, situated in a valley between high bluffs, about 25 miles north of Milwaukee on the shore of Lake Michigan. It is a delightful place to spend the hot days of summer, its temperature at that time being unusually low.

TO SAUKVILLE, $3\frac{1}{2}$ miles southwest. This is a favorite short run of Pt. W. wheelmen. Saukville is on the Milwaukee river, and north and south from this village along the river are many pleasant spots for picnics. Good gravel roads.

TO GRAFTON, 8 miles southwest: Take left hand street through Saukville; turn left before reaching church; southerly to Grafton. Road good, much of the way winding along the beautiful Milwaukee river. At Grafton there is an attractive camping spot at the lower falls.

TO CEDARBURG, $10\frac{1}{2}$ miles: Right hand road through Grafton 1 mile to lime kiln; turn right, along Cedar Creek $1\frac{1}{2}$ miles to Cedarburg.

TO MILWAUKEE, 32 miles: South from Cedarburg, past Thiensville, 5 miles, through Mequon 6 miles, Brown Deer, 3 miles, $\frac{1}{2}$ mile south of Brown Deer, take left hand road to Milwaukee. Roads good.

A better route is to take left hand road at lime kiln 1 mile south of Grafton, through Thiensville, Mequon.

A shorter but much less interesting route is southerly from Port Wahsington following telephone line.

TO CEDAR LAKE, about 25 miles: West from Grafton road at second turn south from Saukville, across railway to church, $1\frac{1}{2}$ miles; west to railway 10 miles; west 3 miles over a steep hill; turn right at first road to Little

Cedar Lake, keeping left hand road, $1\frac{1}{2}$ miles; left through private grounds and over road along lake; turn right at forks, up steep hill; north $1\frac{1}{2}$ miles; west $\frac{1}{2}$ mile to northeast end of lake.

To east side of lake, opposite hotel: Instead of turning right at forks, up steep hill, turn left for $\frac{1}{2}$ mile; thence along road through private grounds. Cedar lake is a fine summer resort, affording excellent fishing, boating and bathing.

TO WEST BEND, 18 miles: Right hand street west through Saukville across railway, right at forks and follow main road to northwest to Newburg, 10 miles; west on left side of river, through Myra P. O. to West Bend. Roads to Newburg, clay, good in dry weather; to West Bend, sandy in some places, but mostly good.

TO CEDAR GROVE AND SHEBOYGAN, 14 and 30 miles: This route is given in "Milwaukee to Sheboygan."

A very interesting trip from Port Washington to Sheboygan can be made in the fall when the sand is frozen, also in summer after heavy east storms, along the shore of Lake Michigan. The run can be made with hardly a dismount except to cross stream near Sheboygan. The beach is wide and level and leads past the almost deserted fishing hamlet of Amsterdam, near Cedar Grove, and many decaying shanties, relics of a once thriving industry. This is a wonderful trip by moonlight and will well repay the amount of time and trouble required to take it.

TO SHEBOYGAN FALLS, 30 miles north, through Cedar Grove through Gibbsville and Our Town. Roads very good.

TO FREDONIA STATION, 9 miles northwest: Turn north along river before reaching bridge at Saukville; north 6 miles to schoolhouse at Five Forks; west $\frac{1}{2}$ mile to Station. Road clay, very hilly; good in dry weather.

TO WAUBEKA, northwest, 10 miles. At Saukville turn north along west side of river; follow winding road, some of it along Milwaukee river, to Waubeka. Roads fair.

Or: West from Fredonia Sta. $2\frac{1}{2}$ miles.

ELLSWORTH, PIERCE COUNTY.

A. SWAHN, Local Consul.

ELLSWORTH TO ST. PAUL, MINN., 50 miles: To River Falls 13 miles, roads a trifle hilly but good in dry season, not much sand; to Hudson, 12 miles, roads excellent; across St. Croix river on steam ferry to Lakeland; to St. Paul, roads good with a few hills that are not bad. This is a very interesting run.

TO MENOMONIE AND EAU CLAIRE, via Martell, Baldwin, Knapp and Wilson, is another excellent run. Roads very good most of the way; a few small hills and little sand.

TO PRESCOTT, 18 miles; road very good, slightly hilly.

TO RED WING, MINN., via Hagen, 15 miles; road good in dry season; very hilly and not pleasant.

TO ROCK ELM, 14 miles; road fair with exception of several heavy hills. Rock Elm east to Durand, road bad; also to Maiden Rock.

PRESCOTT, PIERCE COUNTY.

PRESCOTT TO ST. PAUL, MINN., 23 miles northwest: Cross Lake St. Croix to Point Douglas; take second road up hill and follow it, keeping to left; at guide post turn right and follow telegraph line for about 10 miles to St. Paul Park; cross Mississippi river on high wagon bridge to Inver Grove; thence to St. Paul along bank of river over a well nigh perfect road.

TO RIVER FALLS, 13 miles northeast: Two miles out of Prescott turn to right and continue direct. Road fine with no difficult hills.

TO HASTINGS, MINN., 3 miles, crossing two rivers.

TO HUDSON, 18 miles north, via the lake road, which is fairly good, with few turns. A better road is via River Falls, but somewhat further.

Prescott is situated at the junction of the Mississippi and St. Croix rivers and is a delightful spot for camping. The fishing and hunting are excellent.

PEPIN, PEPIN COUNTY.

GRANT E. PRATT, Local Consul.

PEPIN TO MENOMONIE: Take route to Arkansaw, 20 miles by way of Porcupine, to Downsville 12 miles, to Menomonie by way of "Middle road," 10 miles. From Pepin to Arkansaw are several long hills, from Arkansaw to Menomonie roads are sandy in several places.

PEPIN TO MAIDEN ROCK VIA STOCKHOLM: To Stockholm, 7 miles, road somewhat sandy; to Maiden Rock, 8 miles, several very long hills. A better route is via Lund, making distance 16 miles, but the roads are good.

PEPIN TO DURAND. Take route via Porcupine as the route via Ella and Chippewa River valley is very sandy. Distance 22 miles, several long hills. For a few miles out of Durand, the roads are quite sandy, but there are generally paths along the side. At Durand is the first wagon bridge across the Chippewa.

STEVENS POINT, PORTAGE COUNTY.

W. O. LAMOREUX, Local Consul.

CURRAN HOUSE.

STEVENS POINT TO WAUPACA, about 23 miles southwest, is a good run. The first 15 miles are very hilly, balance over very good road, running through Lake Emily (one of the finest summer resorts in Central Wisconsin), Amherst Junction, Amherst and Sheridan.

TO GRAND RAPIDS, 22 miles, through McDill, Plover and Meehan's Station, is a favorite run of Stevens Point wheelmen. Roads very fair.

TO MARSHFIELD, about 38 miles, an excellent road in dry weather. Route lies through many small villages, such as Milladore, Sherry and Auburndale, making it a very pleasant run.

BURLINGTON, RACINE COUNTY.

J. M. SCHROEDER, Local Consul.

CENTRAL HOUSE.

BURLINGTON TO OCONOMOWOC and return is the favorite century course for Burlington's long distance riders. Fine gravel road all the way and alluring scenery.

There are several routes; the best, but not the nearest by several miles is to Rochester via Hoyt road; thence through Waterford and Mukwonago to Waukesha; thence northwest to Pewaukee, Hartland, Nashotah, Giffords; cross C. M. & St. P. Ry. tracks and follow winding road to Oconomowoc.

Returning, take southeast road, winding around numerous beautiful lakes, through Delafield, to Waukesha, returning to Burlington from Waukesha by same route. Distance, Burlington to Oconomowoc, 52 miles.

TO LAKE GENEVA, 12 miles, is a popular run for wheelmen of this vicinity. Good gravel road. Take west road to Lyons, 5 miles, via either north or south road (2 miles out of town); thence to Springfield, 3 miles; then southwest road to Lake Geneva, 4 miles.

TO DELAVAN, about 20 miles: Nearest way is northwest road to Spring Prairie, 7 miles, rather hilly, part of way; west to Elkhorn, 7 miles; west to Delavan, 6 miles. The lakes just south of Delavan are frequented by many Chicago people during the summer months.

The above are three of the most popular runs on account of the good roads. There are numerous short runs in this vicinity over excellent gravel roads and through beautiful scenery.

RACINE, RACINE COUNTY.

W. J. HOPKINS, Local Consul.

HOTEL MOHR.

RACINE TO PETRIFYING SPRINGS, 9 miles southwest. Two routes. Riders generally go out one and back the other. Washington and Asylum Aves. to Chicago and Green Bay road; to Springs, which are about 30 rods east of main road. Returning: East from Springs to "Middle Road"; north to Beebe schoolhouse; northwest to Racine. Country rolling.

TO KENOSHA, 10 miles. Most direct route is along the lake shore, which is sandy, but there is fairly good side-path nearly the whole distance.

Another route, 12 miles: Washington and Asylum Aves. to Middle Road, turning south at Beebe School house 1

mile, west 1 mile, then south on Middle road. One very steep hill on Middle road, about 1 mile after turning south. Country rolling.

TO BURLINGTON, 25 miles, is a favorite route: Washington and Asylum Aves. to corner north of Orphan Asylum, then due west on main road. Country rolling.

TO EAGLE LAKE, a popular summer resort, 19 miles: Take route to Burlington for 18 miles; north 1 mile. There are two good hotels, boating, fishing, etc. Country rolling.

TO MILWAUKEE, 25 miles, via what is known as Milwaukee road. (See Milwaukee.)

BELOIT, ROCK COUNTY.

WM. D. HALL, Local Consul.

BELOIT TO DELAVAN, the popular summer resort, 22 miles, via Clinton. Allen's Grove and Darien, is a favorite run for wheelmen. Road good.

BELOIT TO LAKE GENEVA, 34 miles: Follow route to Delavan; thence to Lake Geneva.

TO JANESVILLE, 14 miles, offers several routes, the "prairie road" being usually chosen, being at all times the best. The view from the top of the hill on entering Janesville is very fine. Another route is on the west side of the river, via Afton. The road to Afton is hilly and sandy in places, but the scenery along the way is beautiful. From Afton, keeping on the west bank of the river, the road is a good one, and there are many fine views.

TO BRODHEAD AND MONROE, the roads are very poor, in fact all the roads west of the city are very rough and sandy, and a bicycle is rarely seen on them.

CLINTON, ROCK COUNTY.

F. W. HERRON, Local Consul.

CHEESMAN HOTEL.

CLINTON TO HARVARD, VIA SHARON, about 24 miles: Southeast to white school house, directly east to Darien, on Sharon road, south to Sharon, about 11 miles. Roads not extra. East on state line to Bigfoot, south to Harvard. Roads graveled and always good; about 13 miles.

CLINTON TO ELKHORN, about 18 miles: Directly east, through Darien and Delavan. Roads generally good. Clinton to Beloit, eleven miles, directly west. Roads fine, but hilly. Thence a nice run to Janesville, 14 miles.

SHARON TO MILWAUKEE, about 64 miles: North one mile, east 5 miles to Walworth. Easier by going to Delavan, directly north 12 miles, thence as route is directed.

CLINTON TO LAKE DELAVAN, 16 miles east, through Allen's Grove and Darien to Delavan; thence southeast to lake, a delightful summer resort with unrivaled fishing and bathing grounds. This is one of the most beautiful rides in the southern part of the state.

TO LAKE GENEVA, 22 miles east: Through Allen's Grove to Darien; thence southeast 14 miles. Roads very good, with a few long hills; scenery charming.

EVANSVILLE, ROCK COUNTY.

EVANSVILLE TO БЕЛОIT, 32 miles southeast: Southeast to Janesville; thence south via Prairie road to Beloit.

TO STOUGHTON, 12 miles northeast: to Cooktown, thence north to second turn; thence east to first turn; thence north. Roads good.

TO EDGERTON, 16 miles easterly to Fulton, thence north to first turn, thence east. Roads good.

TO WHITEWATER, 35 miles east: To Fulton, 11 miles; Indian Ford, 1½ miles; Milton 8 miles; thence to White-water. This is the most direct route to Milwaukee, about 85 miles.

TO JANESVILLE, 18 miles southeast: This is a favorite run with local wheelmen. Roads good, except in dry weather, when they become sandy.

TO MADISON, 24 miles north: Best route to Brooklyn, 6 miles; Oregon 6 miles; thence to Madison.

TO ALBANY, 12 miles southwest;

TO BRODHEAD, 16 miles southwest;

TO MONROE, 30 miles southwest.

These routes are so sandy that they are hardly rideable.

EDGERTON, ROCK COUNTY.

F. E. ASH, Local Consul.

COMMERCIAL HOUSE.

EDGERTON TO JANESVILLE, 12 miles south. Road good. This is a favorite run with local riders.

TO LAKE KOSHKONONG, 4 miles east: This lake is one of the best hunting and fishing grounds in Wisconsin. It abounds with pike, pickerel, bass, etc., and is a feeding ground of the canvasback.

TO STOUGHTON, 10 miles northwest: Road fine, furnishing a delightful run.

JANESVILLE, ROCK COUNTY.

J. G. DE LONG, Local Consul.

MEYERS HOTEL.

JANESVILLE TO OCONOMOWOC, 49 miles northeast: To Milton; to Whitewater; thence through Hebron, Rome, Sullivan and Golden Lake. Roads good.

TO WAUKESHA, about 52 miles northeast: To Whitewater, via Milton; thence through Palmyra to signboard $1\frac{1}{2}$ miles out; thence, instead of taking direction to Waukesha, take road to Eagle; thence to Waukesha.

TO MADISON, about 30 miles northwest: Take route via Edgerton and Stoughton. Another route is via Evansville and Oregon, but first route is best.

TO CHICAGO, about 91 miles: Take route via Emerald Grove, Darien and Big Foot, and Prairie road to Howard, Woodstock, Crystal Lake, Algonquin, Libertyville, Elgin to Chicago. Roads good all the way to Algonquin.

Another route is from Algonquin via Barrington, Palatine, Jefferson Park and Milwaukee Ave. Into Chicago. Road hilly between Algonquin and Palatine; balance good.

TO BELOIT, 14 miles south: Two routes: in rainy weather take river road, which is sandy; in dry weather the prairie road is best.

TO DELAVAN, about 26 miles east: To Emerald Grove, thence to Delavan. Roads good to Emerald Grove; balance hilly and rough after rain.

TO GENEVA LAKE, about 32 miles southeast: Take Chicago route on through Darien; after striking Big Foot prairie road there is a signboard—4 miles to Fontana Park.

TO WATERTOWN, about 36 miles northerly, via Milton Jc., Ft. Atkinson and Jefferson.

TO EVANSVILLE, about 13 miles northwest: Road level and sandy.

TO ROCKFORD, ILL., about 32 miles southerly: To Beloit by middle or prairie road via Roscoe.

MILTON JUNCTION, ROCK COUNTY.

L. P. HINKLEY, Local Consul.

MORGAN HOUSE.

MILTON JUNCTION TO JANESVILLE, 8 miles, over very fine country roads, is the run most taken by Milton wheelmen. Janesville has a good L. A. W. club, which extends every courtesy to visiting wheelmen.

TO WHITEWATER 13 miles, is a nice run for wheelmen. Good roads most of the way, the last two miles turnpiked, which are badly worn, with the stones sticking up too far to make it pleasant riding. Whitewater is a very pretty city and it contains one of the best state normal schools.

TO FORT ATKINSON, 13 miles, is a ride not often taken by our wheelmen on account of sand.

TO OTTER CREEK, 5 miles, the road is good. Riders will find it rather hard shoving for the next 2 miles, after which the roads are pretty fair.

It is rather a nice ride from Milton Junction to Fort Atkinson via Whitewater, making the distance 22 miles.

TO EDGERTON, has several routes but the best, not the shortest, is about 8 miles: Take the road to Newville, then on the Albion road, past road usually taken by wagons to Edgerton, to the next road running parallel, the first road being quite hilly and hills covered with loose gravel.

TO LAKE GENEVA, striking lake at Reeds Landing, 31 miles. This is a favorite run for our wheelmen as it gives them a chance to spend a very pleasant day at two of Wisconsin's most beautiful and fashionable watering places. Route lies through Milton, thence to Johnstown, from which there are several routes, the best and shortest being the town line road for a quarter of a mile, then to

the right for a mile, then to the left into Delavan; thence to the lake past Delavan Lake. This makes one of the prettiest rides in this part of the State.

LA VALLE, SAUK COUNTY.

C. F. EDER, Local Consul.

LA VALLE TO WONEWOC, 8 miles northwest: Follow winding road northwest.

TO ELROY, 14 miles northwest: To Wonewoc; to Union Center, 4 miles; roads sandy; to Elroy, 4 miles north; road clay, good.

TO CAZENOVIA, TO VALTON and return, 26 miles is the best road for a run in this locality: South to Ironton, $2\frac{1}{2}$ miles; southwest to Cazenovia, $3\frac{1}{2}$; northwest to Valton, 8; southeast to Ironton, 9; north to La Valle. This run is over good roads in an otherwise sandy district.

TO DEVILS LAKE, 29 miles southeast, is a run often enjoyed by local wheelmen: Southeast to Reedsburg, 8 miles; east to city limits, south across river, southeast to Ableman, 7 miles; east to Baraboo, 11 miles; south 3 miles. Devils Lake is well known summer resort.

REEDSBURG, SAUK COUNTY.

E. G. STOLTE, Local Consul.

STOLTE HOUSE.

REEDSBURG TO BARABOO, 16 miles, and Devils Lake, 19 miles: The best road is to Ableman, 8 miles, by the south or Narrows Prairie road; this passes through the famous narrows of the Baraboo river, the scenery for a short distance rivalling the Adirondacks and offering numerous ideal resting spots for wheelmen; Ableman to Baraboo, 10 miles east, over a hard road with the exception of last three miles, which is sandy, but sidepaths help somewhat. Baraboo is a beautiful town of 6,000 inhabitants, full of wheelmen, good hotels and good fellows, generally.

Devil's Lake, with its unrivalled scenery, is 3 miles to the southeast, over a hard road, always in good condition, though hilly.

TO PRAIRIE DU SAC, 33 miles: Take road to Bara-

boo; thence 14 miles by either the east or west Sauk road. Both pass through a highly cultivated farming country and are equally interesting. They are of hard clay, hilly and well traveled. A light wheel and good brake would add to the wheelman's comfort over these roads.

Wheelmen desiring to reach Baraboo and Devil's Lake from Madison should come by the Prairie du Sac road.

TO KILBOURN CITY and DALLES of the Wisconsin river, 18 miles: The last half of the road is so sandy that few go by wheel.

TO WINONA, MINN.: Reedsburg is on the route frequently taken by wheelmen traveling east and west. Reedsburg to La Valle, 8 miles northwest; hence to Elroy, road very sandy and resort is generally taken to railway track; thence to Sparta, hilly; thence west, fairly good road.

TO LA VALLE, 8 miles northwest: Leave Reedsburg going west and follow telegraph line. Road, clay and hilly, but good. Hills too rough for coasting.

SHAWANO, SHAWANO COUNTY.

W. E. HUDTLOFF, Local Consul.

Shawano county is comparatively a new county and is entirely new as regards wheeling. There are no favorite runs, but the following will be the runs that will be taken by cyclers out for a vacation.

SHAWANO TO CLINTONVILLE, 17 miles. There are several routes, but the best is to cross the Town line bridge over the Wolf river, thence first road to the left, second road to the right, up over the Perry hill, where a splendid view of the Red and Wolf River valleys, stretching away to the north, can be had; thence first road to the left Webster's Mill, crossing of C. & N. W. Ry., thence follow the telephone wire to Embarrass, 12 miles from Shawano, a village of 500 inhabitants, on C. & N. W. Ry. Best hotel, Coughill house; to Clintonville 5 miles. After leaving Shawano you strike about $\frac{1}{2}$ mile sand about 1 mile out of town, then fair roads until you strike Peterson from where you have about 3 miles sandy roads till Embarrass. Good roads from here to Clintonville.

TO GREEN BAY, 39 miles, is the most favorite run of Shawano wheelmen. The roads are the best in the county; 10 miles to Bonduell. Good hotel at "Spenglers." To Angelica 9 miles, to Laney $3\frac{1}{2}$ miles, to Mill Center, $\frac{1}{2}$ miles, to Green Bay 12 miles. Good roads to Mill Center, from there to the Bay somewhat sandy.

TO SEYMOUR, 20 miles: To Bonduel, 10 miles; to Angelica, 9 miles; to Hofa Park, 4 miles; to Seymour, 1 mile. There is another route which is over the Appleton road. This you strike at Bonduel when you turn to the right; to Slab City, 2 miles; to Lansted, 7 miles; Hofa Park, 4 miles; Seymour 7 miles. Either of these roads are good and the scenery is as good as on any road in the country. Special attention is called to the Limekiln hill, which you pass about 4 miles out of Shawano, where a splendid view is to be had of the surrounding country. No wheelman should miss to see the top of this famous hill. You strike it when going to Green Bay or Seymour.

TO SHAWANO LAKE, about 2 miles. Road fairly good. This lake is very pretty and is one of the finest summer resorts in northern Wisconsin, affording good fishing.

TO KESHENA, about 7 miles. The road for one-half the distance is very good and lies in the midst of beautiful scenery along the bank of the Wolf river.

One mile above Keshena are the falls of the Wolf, and seven miles above the falls are the dalles of the Wolf.

CEDAR GROVE, SHEBOYGAN COUNTY.

L. C. SMITH, Local Consul.

AMERICAN HOUSE.

CEDAR GROVE TO SHEBOYGAN, 15 miles, north-east: North $3\frac{1}{2}$ miles; east $1\frac{1}{2}$ miles to Oostburg Station; north $3\frac{1}{2}$ miles to five corners! northeast to Sheboygan. Road good. The trip may be made via Sheboygan Falls, 17 miles. North to Sheboygan Falls, thence east 6 miles over toll road.

One of the most attractive routes from Cedar Grove to Sheboygan is south to cross road; east to old fishing hamlet of Amsterdam on the lake shore; thence north along the shore to Sheboygan. The scenery along the shore is very picturesque, with the water on one side, a

broad sand beach bordered by pines on the other, with here and there a deserted fisherman's shanty half hid among the trees. About a mile north of Amsterdam is an old Indian burying ground which contains relics in the way of pieces of pottery and arrow heads.

TO SHEBOYGAN FALLS, 12 miles north. Road good. Beautiful scenery may be found along the Sheboygan river.

TO PORT WASHINGTON, 14 miles, through Knellsville. Road hilly but good.

TO RANDOM LAKE, 9 miles west, is a delightful run: South to first crossroad; turn right 4 miles; south 1 mile to first road; turn right through Dacada and follow winding road to Random Lake. This village is situated on a beautiful little lake of the same name.

SHEBOYGAN, SHEBOYGAN COUNTY.

L. S. WILLIAMS, Local Consul.

HOTEL GRAND.

SHEBOYGAN TO PLYMOUTH, about 15 miles: Road good and through pleasant country. This route is taken in going to Fond du Lac. Take upper Falls road to Sheboygan Falls; after crossing the bridge, turn right at first corner and follow main road to Plymouth.

TO ELKHART LAKE, about 20 miles is a favorite run, through a hilly district, but over a hard road-bed and scenery worth the trip. Elkhart Lake is one of the most popular of Wisconsin's summer resorts, and the cyclist will find it a restful and interesting point. Take Calumet plank-road to Howard's Grove, turn left; thence almost directly west, through village of Franklin.

TO MANITOWOC, about 30 miles, by way of Howard's Grove. Road good with a few hills. The more direct roads are generally too sandy for speed or comfort.

Take Calumet plank-road to Howard's Grove, about 8 miles, turn right and follow old Green Bay road the balance of the distance. The Green Bay road is supplied with sign boards, so there is no difficulty in keeping the right road.

HUDSON, ST. CROIX COUNTY.

E. A. HARDING, Local Consul.

COMMERCIAL HOUSE.

HUDSON TO MINNEAPOLIS, 32 miles, through Lakeland and Oak Grove to St. Paul; thence southwest past the celebrated Falls of Minnehaha; thence return to Cycle path being constructed between St. Paul and Minneapolis; thence to Minneapolis. The City is surrounded by numerous lakes and summer resorts. On the Mississippi river between the city and Nicolet Island are the Falls of St. Anthony. Roads very good.

Minneapolis has some 15 or 20 cycling clubs, whose members are always ready to accommodate visiting wheelmen.

TO NEW RICHMOND, 15 miles northeast. By taking a roundabout course of 40 miles to New Richmond, over fine roads, a wheelman can see some of the finest little cities in Northwestern Wisconsin.

TO RIVER FALLS, 12 miles southeast, where is located the state Normal School. Here are some very pretty glens, favorite resorts on warm days; thence northeast 15 miles is the shady village of Hammond, full of enthusiastic wheelmen; thence northerly to New Richmond, one of the prettiest cities in St. Croix county. Near this city is a famous mineral spring.

TO STILLWATER, MINN., 6 miles, where is located the Minnesota State Penitentiary. Stillwater lies in a very hilly situation, but on top of the range of hills is a very beautiful country.

HASTINGS, MINN., 20 miles. This is a picturesque trip by the lower road, which lies along the St. Croix river most of the distance; but the upper road is better. Hastings is a fine city and its wheelmen take pleasure in entertaining visitors.

NEW RICHMOND, ST. CROIX COUNTY.

JUNEAU HOUSE.

NEW RICHMOND TO HUDSON, 20 miles southwest, via Boardman, Burkhardt and North Wisconsin Junction: Road good, country rolling. A point of especial interest

is Willow River Falls at Burkhardt, a delightful place for a rest and drink of spring water.

TO STAR PRAIRIE, 5 miles north; return via Huntington road. This is a popular run. Fine trout fishing can be had on this trip. All of the streams in St. Croix county are well stocked with brook and mountain trout.

MEDFORD, TAYLOR COUNTY.

ARTHUR ELVIS, Local Consul.

THE WINCHESTER.

MEDFORD TO MARSHFIELD, 38 miles. A favorite run over excellent roads, through Stetsonville, Dorchester, Abbotsford, Colby, Unity, and Spencer. Medford and Marshfield both have enthusiastic bicycle clubs and visiting wheelmen will find a hearty welcome.

TO WAUSAU, 54 miles, all good turnpike except six miles at Wausau end, which is a little hilly and sandy. From Medford south 8 miles, east 20 miles through Poniatowski and Marathon City; south 6 miles; thence east to Wausau. Wausau is noted for its picturesque scenery. It has a large bicycle club.

TO NEILLSVILLE, 52 miles. Good turnpike all the way, through Dorchester, Curtiss, Loyall and Spokeville. This is recognized by wheelmen as the most popular and picturesque route in Northern Wisconsin.

NEILLSVILLE TO MARSHFIELD, 28 miles: Good road through Lynn, Maple Works, Pleasant Ridge and Aix. This route is a link of a complete circuit, embracing Medford, Marshfield, and Neillsville. There is a local consul, a League hotel and a bicycle club at each of the above named cities.

TO RIB LAKE, 20 miles. Splendid turnpike, through Chelsea and Half-Way Lake. Rib Lake has a fine race track.

HILLSBORO, VERNON COUNTY.

R. F. MYERS, Local Consul.

HOTEL HILLSBORO.

HILLSBORO TO VIROQUA, 37½ miles, is a very pleasant run over good dirt road, with few hills: West to Dilly P. O. 6 miles; west to Eastman Ridge; west to head of

Bear Creek; down Bear Creek, crossing Kickapoo River at La Farge; up Otter Creek, crossing west branch of Kickapoo at Brown's Mills; west to Viroqua, 7½ miles.

BLOOMINGDALE, VERNON COUNTY.

GUS MORTERUD, Local Consul.

• **BLOOMINGDALE TO VIROQUA**, 14 miles: Take road leading north from Bloomingdale ¼ miles, thence left hand road crossing the Iron Bridge 1¼ miles north of Bloomingdale, then keeping straight road to R. R. track, thence south through Westby, following the route of telephone line from Westby to Viroqua 8 miles. Roads fair, no sand, only one or two hills where rider will have to walk.

BLOOMINGDALE TO CASHTON, 10 miles: Take road leading north from Bloomingdale crossing Iron Bridge 1¼ miles north of town, thence following the course of the river about 4 miles, then main traveled ridge until top of ridge is reached, when Cashton can be seen to the left about 3 miles, whence route is main traveled road. Roads very fine with exception of 1 hill, no sand.

VIROQUA, VERNON COUNTY.

ELMER ORRISON, Local Consul.

PARK HOTEL.

VIROQUA TO CASHTON, 17 miles. Midway between Viroqua and Sparta is a very pleasant ride: Take the road going direct north from Viroqua to Westby about 7 miles; thence the road follows the railroad track the whole distance to Cashton. The roads are level, except the first part of distance and there is no sand. The "famous" ice cave is near Cashton.

TO RICHLAND CENTER, about 33 miles, is another run used by Viroqua wheelmen: Take the road southeast from the city down Bishop Branch crossing the Kickapoo River at Hunter's Bridge, and east to Viola; thence to Ash Ridge, 6 miles; to Gillingham about 6 miles; to Richland Center, 8 miles. This is the most direct route, but the tourist will find beautiful scenery by going by Rock Ridge. Roads are good, with little sand.

WHITEWATER, WALWORTH COUNTY.

HOTEL WALWORTH.

WHITEWATER TO FORT ATKINSON, 9 miles north-westerly. Perfectly straight road the entire distance; good most of the way but sandy in some places and a few small hills.

TO JEFFERSON, 15½ miles: To Fort Atkinson, then take River road which is level and generally first-class.

TO LAUDERDALE LAKES (known locally as "Green Lake") 11½ miles: East, by way of Heart Prairie, is a favorite run of wheelmen. Fine road the entire distance, but somewhat hilly through the "Bluffs." A beautiful lake with good accommodations, two small steamers and plenty of other boats. Fishing very good.

TO LAKE BEULAH, 20 miles: Take "Green Lake" road and continue directly east. Roads fair.

TO PALMYRA, 9 miles northeast. Road generally fair but sandy in some places, no hills to speak of: Take road south of R. R. track for 3 miles directly east, then north two miles, then east 1½ miles past large flowing well, then first turn left and continue northeasterly.

TO JANESVILLE, 20 miles, road level and very good most of the distance. Follow telephone wires through edge of Lima, West, through Milton, to Milton Junct.; thence southwesterly 8 miles of fine road. South of R. R. track most of the way.

TO DELAVAN and DELAVAN LAKE, 18 and 22 miles: West road through Richmond is somewhat shorter, but is quite hilly. Nice smooth road, however, and generally preferred by wheelmen. The other road through Heart Prairie to Millard thence south is longer but smoother and fewer hills.

TO ELKHORN, 19 miles southeast. Very good road, and much used by wheelmen: Take road through "bluffs" to Heart Prairie, then follow telephone line from there all the way through Millard, turn east 2 miles to Tibbits, then south.

TO CHICAGO, 97 miles: Go to Elkhorn as above, then to Lake Geneva, then through Genoa Junct. and Richmond, Ill., to McHenry, Ill., 56 miles; then to Wheeling,

72 miles; and come into Chicago down Milwaukee Av.

TO MILWAUKEE, 52 miles to river: To Palmyra as above, then east and north of R. R. track to Eagle, 17 miles, through Genesee; here road south of track, following telephone line, through North Prairie village (3 miles south of station) to Waukesha, then Waukesha course in. Rather poor road to Waukesha.

WHITEWATER TO LANCASTER (North Route).

WHITEWATER TO FORT ATKINSON, the heart of the great dairy district, 9 miles. Good roads with a little sand.

FORT ATKINSON TO CAMBRIDGE, via Oakland Corners, 11 $\frac{1}{4}$ miles. Road level and fairly good.

CAMBRIDGE TO MADISON, 23 $\frac{1}{2}$ miles: Out of Cambridge keep on Deerfield road till signboard about 6 miles out shows Madison road to the left; pass through Nora, 8 $\frac{3}{4}$ miles and then Hope P. O. and when road comes out on Lake Monona take road to right and follow it into Madison. Road good most of the way.

MADISON TO PINE BLUFFS, 15 miles: Take Middleton road out of Madison, past the State University and Randal field. About two miles out, leave Middleton road for Mineral Point road which leads up a well macadamized hill to the left. At the top of the hill it turns to the right, passes cemetery and runs directly west through East and West Middleton, into Pine Bluff. A surpassingly beautiful view is obtained looking toward Pine Bluff from the top of the hill just before reaching the village. Roads good most of the way between Madison and Pine Bluff.

PINE BLUFF TO MT. HOREB, 6 miles. About 2 miles of pretty level road and then a steady climb into Mt. Horeb.

MT. HOREB TO BLUE MOUNDS, 5 miles. Fairly good roads but a little rocky in places. Blue Mounds highest point between Alleghenys and Rockeys.

BLUE MOUNDS TO BARNEVELD, 6 miles. Very billy and rocky road.

BARNEVELD TO RIDGEWAY, 6 miles. Road hilly but fairly good.

RIDGEWAY TO DODGEVILLE, 10 miles. Very good road and only rolling.

DODGEVILLE TO MONTFORT, 15 miles. Pass through Edmond, 5 miles; and Cebs, 4 miles. Road fine with no hills to speak of.

MONTFORT TO PRESTON, 6 miles. Good road.

PRESTON TO FENNIMORE JUNCTION, 5 miles. Good road with no very bad hills.

FENNIMORE JUNCTION TO STITZER, 4 miles. Good road but hilly.

STITZER TO LANCASTER, 9 miles. Pass through Liberty, $4\frac{1}{4}$ miles. Road fine and level all the way.

The first monument erected to the soldiers of the North who fought in the late rebellion is standing in the Court house yard in Lancaster, a point of historical interest to visitors.

LAKE BEULAH, WALWORTH COUNTY.

C. H. STEPHENS, Local Consul.

BEULAH COTTAGES.

LAKE BEULAH TO LAKE GENEVA, 21 miles: West 5 miles to East Troy; then south 6 miles to Spring Prairie; 5 miles to Springfield; 5 miles to Lake Geneva. Fair roads the entire distance, some hills. Beuna Vista House L. A. W. Hotel, East Troy.

TO DELAVAN, $26\frac{1}{2}$ miles: To East Troy, west 5 miles fair roads to Troy, $2\frac{1}{2}$ miles; then south and west to Elkhorn, 15 miles; then west 4 miles to Delavan. Good roads from East Troy.

TO WAUKESHA, 18 miles, through Mukwonago and Vernon Center.

The lakes in this region are popular summer resorts.

DELAVAN, WALWORTH COUNTY.

H. G. HAMBRIGHT, Local Consul.

BARTEAM HOTEL.

DELAVAN TO LAKE GENEVA, 9 miles. Hard gravel roads. This is a favorite run of Delavan wheelmen and

lies through some of the most charming lake region in the state.

TO BURLINGTON, 31 miles, is a delightful run, much patronized by local wheelmen. Burlington is situated near the famous Lauderdale and Brown's lakes and has a club whose reputation is second to none in entertaining visiting wheelmen.

TO BELOIT, 22 miles west: Route lies through Darien, Allen's Grove and numerous other pretty places over fine roads for entire distance.

EAST TROY, WALWORTH COUNTY.

W. M. HUBBARD, Local Consul. BUENA VISTA HOTEL.

EAST TROY TO LAKE GENEVA, 12 miles south. Roads good.

TO GREEN AND LAUDERDALE LAKES, 6 miles west. There are fine hotels at these lakes and good accommodations for campers.

ELKHORN, WALWORTH COUNTY.

WILL B. LYON, Local Consul. NICKEL PLATE HOUSE.

Elkhorn is situated in the midst of a good riding and scenic country. The principal runs from Elkhorn to adjacent towns are:

TO WHITEWATER, 18 miles; roads fairly level.

TO EAST TROY, 12 miles; road rolling, no bad hills.

TO BURLINGTON, 15 miles; route lies through Spring Prairie, 8 miles, roads level; thence southeast and east to Burlington; roads somewhat hilly. Burlington is surrounded by a beautiful country and is much frequented by artists.

TO LAKE GENEVA, 10 miles southeast; roads level first 5 miles, considerably down hill last 5. Geneva Lake is so well known as a beautiful and healthful summer resort, that no extended description is needed. It is very largely visited by people from Chicago.

TO GENOA JUNCTION, 20 miles: To Lake Geneva, thence southeast 10 miles. Road fairly level.

TO DELAVAN, 6 miles southwest; road good. Delavan

Lake lies 2 miles southeast of Delavan and is a popular summer resort.

TO DARIEN: To Delavan; thence west 4 miles; road good.

TO CLINTON JUNCTION, 19 miles: To Darien; thence west 9 miles; last nine miles somewhat hilly.

TO BELOIT, 28 miles: To Clinton Junction; thence west 9 miles; road from Clinton Junction to Beloit good.

TO JANESVILLE, 28 miles: To Delavan; thence west to Janesville 22 miles; roads good.

TO HAYWARD, ILL., 20 miles; roads good.

Most of the roads above described are generally good dirt roads, and are being constantly improved.

An interesting run of 35 miles is from Elkhorn to Lake Geneva; thence west to Fontana (or by steamboat from Geneva to Fontana); thence north to Delavan Lake; around the lake (or across by steamer) and return to Elkhorn.

In this section there are mostly dirt roads, good in dry but somewhat rough after wet weather. The country is well supplied with beautiful lakes and several days could be very pleasantly spent visiting them.

LAKE GENEVA, WALWORTH COUNTY.

DENNISON HOUSE.

LAKE GENEVA TO WAUKESHA, 35 miles, over fair good road, through Springfield, north to Spring Prairie, east and northeast to Honey Creek, north to Mukwonago, north and northeast to Waukesha. Return trip may be varied by running south from Honey Creek to Burlington, southwest through Lyons.

TO HARVARD, 20 miles. A beautiful afternoon's run, over a rolling and prairie country with fine roads. South and southwest around south side of the lake to Walworth. South to Harvard. Return, north through Walworth, Fontana, past the great "Yerkes telescope," now in course of construction, and through Williams Bay along the north shore of the lake to Lake Geneva.

TO DELAVAN and return, 28 miles: Northwest to Elkhorn, west and southwest to Delavan. Return southeast to Delavan Lake, through East Delavan and Williams Bay.

TO FOX LAKE, 23 miles, over good roads. Southeast to Genoa Junction, to Richmond, to Ringwood, to McHenry; east to Fox Lake. The route may be varied, either going or coming, so as to visit Powers Lake and Twin Lakes by bearing to the east just before reaching Genoa Junction in going, and by running east and north from Richmond returning.

SHARON, WALWORTH COUNTY.

SHARON TO DELAVAN LAKE, is a favorite run. The roads are good and well graveled most of the distance. The run is: 6 miles north from Sharon; then east 5 miles to Spring Brook Park. Here you have a slightly view down the lake and most to the north shore, where there are several nice residences with beautiful lawns and flowers that look inviting to any tourist. A run around the lake on your wheel, stopping at the different Parks that are in closest proximity to the roadway, is of special interest to all wheelmen. After leaving Lake Lawn park, and Highland park on the north and west shore the run is then made around the west shore to Spring Brook park again. The entire distance being 40 miles. Spring Brook park at Delavan Lake is becoming well-known as a favorite summer resort.

WALWORTH, WALWORTH COUNTY.

WALWORTH TO MILWAUKEE, 58 miles: Take N. W. road $3\frac{1}{2}$ miles, turn right to Delavan, 5 miles; turn right on Main street at end of street; take angling road to Elkhorn, 6 miles; pass Fair Ground; cross R. R. track; turn first left; cross R. R.; turn first right; turn second left to Troy, 11 miles; to East Troy, $2\frac{1}{4}$ miles; take Milwaukee road; pass one cross road; take right at fork to Big Bend, 13 miles; straight ahead passing through a number of small places to Hales Corners, 10 miles; turn left to Milwaukee, $7\frac{1}{4}$ miles. Roads good except a small distance after leaving East Troy where they are a little sandy.

SHELL LAKE, WASHBURN COUNTY.

W. W. WATKINS, Local Consul.

SUMMIT HOUSE.

SHELL LAKE TO BARRON, 35 miles. Our favorite run is to Barron and return, route, south to Barronett 9 miles, Cumberland 17, then southeast to Barron 35.

Another route is east to Long Lake 12, then south to Nobleton 18, Rice Lake 32, Cameron 39 and then west to Barron 45. Going one way and back the other makes a circuit of 80 miles.

St. Croix Falls Run, south to Cumberland 17, Turtle Lake 31 and then west to St. Croix Falls 62. Another route, go west to Bashaw 6, south to Clam Falls 20, west to Butteraut Lake 32 then south and west to St. Croix Falls 50. The former is far the best route, if farther.

The run to Spooner, 7 miles north, is enjoyed by everybody in the summer evenings.

The Century Run is to St. Paul. Route south to Turtle Lake 31, Clayton 38, Clear Lake 50, New Richmond (by Highlanding) 70, Boardman 77, Burkhardt 83, North Wisconsin Junction 87, Hudson (where you take the ferry to cross St. Croix River) 90 then west to St. Paul 109.

The Commercial at Barron, the Hotel Cumberland at Cumberland and the Summit at Shell Lake are L. A. W. houses. A good meal can be had at Hotel Nobleton, Nobleton on Long Lake.

CLINTONVILLE, WAUPACA COUNTY.

A. J. SCHULTZ, Local Consul.

CLINTONVILLE TO MARINETTE, about 75 miles: Take northeasterly road to Embarass, 4 miles; northeasterly to Belle Plain, 5 miles; northeasterly to Shawano, 7 miles; east to Cecil, 8 miles; easterly winding road to Pulcifer, 8 miles; northeasterly to Gillet, 4 miles; east to Oconto Falls, 10 miles; easterly winding road to Stiles, 5 miles; northeasterly to Stiles Junction, $1\frac{1}{2}$ miles; due east to Oconto, 16 miles; northeasterly road to Marinette, about 20 miles.

NEW LONDON, WAUPACA COUNTY.

M. T. PATCHIN, Local Consul.

ELWOOD HOUSE.

NEW LONDON TO APPLETON, 20 miles southeast, via Hortonville, is the favorite run of local wheelmen. Road good and rolling; scenery good.

TO CLINTONVILLE, 16 miles north: Follow telephone line. Road good, country rolling.

TO OSHKOSH, 35 miles. To Hortonville; thence to Neenah; thence to Oshkosh. Roads excellent.

WAUPACA, WAUPACA COUNTY.

F. W. SPENCER, Local Consul.

SCOVILLE HOUSE.

WAUPACA TO OSHKOSH, 50 miles: to Weyauwega, southeast 9 miles, road fair; to Fremont, southeast 7 miles, road poor; to Reedfield, east 6 miles, road good; to Winchester southeast 8 or 10 miles, road part hard and part sandy; to Butte des Morts, southerly 8 to 10 miles, road good and hard; to Oshkosh, southeast 10 miles, road good. This is a trip made several time a year by Waupaca wheelmen.

TO STEVENS POINT, 32 miles: to Sheridan 7 miles; to Amherst 7 miles; to Amherst Junction, 2 miles; to McDill 13 miles; to Stevens Point, 3 miles; roads partly good, but mostly sandy, with some hard hills.

TO BERLIN, 34 miles: To Lind 6 miles; to Clarke Mills 5 miles; to Poysippi 9 miles; to Auroville 7 miles Berlin, 7 miles. This is a favorite run, embracing a variety of road and scenery. Along the route are several flowing artesian wells which riders freely patronize.

TO APPLETON, about 42 miles: To Weyauwega 9 miles; to Fremont 7 miles; to Reedfield 6 miles; to Dale 4 miles; to Young's Corners 4 miles; to Appleton 12 miles. This is a pleasant run; roads some very good and hard, some quite sandy and poor.

TO IOLA, 13 miles: road somewhat hilly but good and hard all the way, through a beautiful stretch of country.

TO GRAND VIEW, 4 miles.

TO STONE QUARRY, 5 miles.

TO VETERANS' HOME, 3½ miles.

These are very pleasant runs over good roads and through fine country. Grand View has an excellent hotel and is a delightful summer resort. Three small steamers make constant pleasure trips on the Chain Lakes. Visitors can be assured of an enjoyable time. Brook trout fishing can be had within short distances from Waupaca.

DELAFIELD, WAUKESHA COUNTY.

H. W. LOWERRE, Local Consul.

LOWERRE HOUSE.

DELAFIELD TO WAUKESHA, 11 miles southeast: The route lies past Pewaukee Beach, situated on the south side of Pewaukee lake.

TO OCONOMOWOC, 8 miles northwest: North to Nashotah Station; west to Oconomowoc. On this route are the summer resorts of Spring Bank and Giffords, where refreshments can be had.

Another course, 7 miles, is northwest through the Theological Seminary grounds at Nashotah Mission, passing between Upper and Lower Nashotah lakes; thence to Oconomowoc.

Another course, 8 miles, is west, passing between Upper and Lower Nemahbin lakes Weber's summer resort; thence west and north through the prairie lands of Summit to Oconomowoc.

All of these routes pass through a pleasant portion of the lake region of Waukesha county.

Mount View Observatory lies 2 miles south of Delafield and is 700 feet above Lake Michigan, commanding a delightful view of the lakes and surrounding country, making a short and enjoyable run for wheelmen.

Tourists can get information at Lowerre House, Delafield, of all best routes. Tourists between Oconomowoc and Waukesha can visit lakes Pewaukee, Nagowicka, Upper and Lower Nemahbino, Twin Nashotas, Okaughee, all in easy access of Delafield.

EAGLE, WAUKESHA COUNTY.

MATT. J. BOYEE, Local Consul.

COMMERCIAL HOTEL.

EAGLE TO WAUKESHA, 18 miles northeast: To

North Prairie, 5 miles; to Genessee, 6½ miles; to Waukesha, 6½ miles.

TO EAGLE SUMMER RESORT, 3 miles southeast. Good roads and good fishing.

TO FROG POND, 4½ miles. Poor roads and hilly. Where Chicago people come to hunt bull frogs.

TO MINNEHAHA SPRINGS, ½ mile west.

TO PALMYRA, 5 miles west.

TO WHITEWATER, 15 miles west. Good roads.

Trout fishing ½ to 4 miles from Eagle, good roads. Many lakes close to Eagle that afford excellent fishing.

OCONOMOWOC, WAUKESHA COUNTY.

CHAS. OSEN, Local Consul.

JONES HOUSE.

OCONOMOWOC TO WAUKESHA, 19 miles easterly, is a pleasant run, through Nashotah, 6 miles, Hartland, 8 miles, Pewaukee 13 miles; thence south to Waukesha, 19 miles. To make a round trip, return by way of Delafield. Roads very good.

TO DELAFIELD, 8 miles: East through Nashotah and south to Delafield. Return through Nashotah Mission, passing between Nashotah lakes.

There are many short runs around the lakes surrounding Oconomowoc, which are very delightful.

TO DOUSMAN, 8 miles, south, is a pleasant run over fine roads, passing Silver and Genessee lakes.

TO WATERTOWN, 15 miles west, is a good run.

MUKWONAGO, WAUKESHA COUNTY.

C. D. PALMER, Local Consul.

MUKWONAGO TO DELAVAN LAKE, 26 miles, over good roads, except to E. Troy, 8 miles, a little sandy: From East Troy go to Old Troy, 2 miles; thence to Elkhorn, 10 miles; and 6 miles to the lake.

TO MILWAUKEE, 25 miles. Fine roads: To Vernon, 5 miles; to Prospect Hill, 5 miles; to North Greenfield, 10 miles; to Milwaukee 5 miles.

TO JANESVILLE, 40 miles: To Troy Center, 8 miles; to Johnston, 22 miles; to Janesville, 10 miles.

TO WAUKESHA, 14 miles.

TO WATERFORD, 10 miles.

TO BURLINGTON, 16 miles: Go to Waterford, 10 miles; to Rochester $1\frac{1}{2}$ and to Burlington, $4\frac{1}{2}$ miles.

NEENAH, WINNEBAGO COUNTY.

A. W. ANDERSON, Local Consul.

NEENAH TO OSHKOSH, 15 miles: Cedar St. to Winneconne Ave.; west to city limits; west $3\frac{1}{2}$ miles; south over fine, high gravel roads well shaded by maple trees. Returning: north on Main St. to Neenah road; thence north on winding road past insane asylum and along shore of Lake Winnebago, entering Neenah at Riverside Park. This is a delightful run. Distance on return route about 14 miles.

TO APPLETON, 7 miles. This trip gives a good idea of the industries along the Fox River.

Excellent boating and fishing and bathing can be had in Lake Winnebago at Neenah.

OSHKOSH, WINNEBAGO COUNTY.

G. A. COMSTOCK, Local Consul.

TREMONT HOUSE.

OSHKOSH TO WINNECONNE, 13 miles northwest: Road lies along Lake Buttes des Morts and Fox river, passing through the village of Buttes des Morts 9 miles out. This is a popular run.

Around Lake Buttes des Morts is an enjoyable trip; to Buttes des Morts village and Winneconne; thence south 6 miles to Omro; thence east 10 miles to Oshkosh.

TO GREEN LAKE and resorts, 30 miles southwest, is a fine ride. Hill's resort is always open to wheelmen and excursion boats are always ready for a tour of the lake. Good fishing can be had.

Around Lake Winnebago is a delightful trip of 90 miles: Starting at sunrise, breakfast can be taken at Neenah; thence around north end of lake to Clifton, where there is some fine scenery; thence southerly, following old military road through a number of small, old-fashioned villages, to Fond du Lac, taking supper here; thence 18

miles, over a hard, well-graveled road to Oshkosh.

TO GREEN BAY, 50 miles northerly, through Neenah, Menasha, Appleton, Kaukauna, Wrightstown and Depere, over a rolling country and some of the finest in this section. The route lies along the Fox river and the scenery is enjoyable indeed. Roads first class.

OSHKOSH TO MILWAUKEE, 90 miles: Take South Main street to city limits, "Ridge Road" to Fond du Lac; thence almost due south through Byron, and Lomira, to Theresa, where road turns towards southeast through Addison, Schlesingerville, Richfield and Menomonie Falls, entering Milwaukee via Fond du Lac Avenue. Roads good in dry weather. Several large hills between Byron and Schlesingerville is best place to take dinner.

TO BERLIN, 22 miles: "Waukau road" to Waukau, 11 miles; then north about half a mile, and west about 10 miles. Some sand between Waukau and Berlin, but roads are not bad except in very dry weather. Good League hotel at Berlin.

WINNECONNE, WINNEBAGO COUNTY.

W. A. MELCHER, Local Consul.

LAKE VIEW.

WINNECONNE TO RIPON, 24 miles south, through Omro and Waukon. Roads good and just rolling enough to make the ride pleasant.

TO APPLETON, about 23 miles northeast: East 3 miles; north $1\frac{1}{2}$ miles; east through Allenville to Neenah; north to Appleton. Roads good.

This is a favorite run for local wheelmen. There are several routes, but the one given is the best. The city of Appleton abounds in beautiful scenery.

MARSHFIELD, WOOD COUNTY.

P. J. KRAUS, Local Consul.

THOMAS HOUSE.

MARSHFIELD TO STEVENS POINT, 35 miles southwest, through Hewitt, Auburndale, Sherry, Milladore and Junction City, is a pleasant run, following Wis. Cen. Ry. Road hard all the way. Some fine views of the Wisconsin river are to be seen.

TO NEILLSVILLE, 28 miles, is another good run. Road hard and smooth, but hilly, passing through a beautiful farming country.

TO WESTBORO, 50 miles, through Spencer, Unity, Colby, Abbottsford, Dorchester and Medford, parallel to Wis. Cen. Ry. tracks most of the way, is one of the finest stretches of road that Northern Wisconsin can boast of. This is a favorite century course.

TO EAU PLEINE RIVER, 6 miles north, is a fine scenic trip. It would be hard to find a more rough and rocky stream, or one so well suited to the kodak fiend. Two miles further is the Indian reservation, with Chief John Young of World's Fair fame at its head.

The roads in this locality are generally very good, when good at all, as they are of clay, hard and smooth.

GRAND RAPIDS, WOOD COUNTY.

GEORGE N. WOOD, Local Consul.

GRAND RAPIDS TO PLOVER, Sandy. Road good. 16 miles. Follow telephone.

TO STEVENS POINT, via Plover. Sandy. Road good. 22 miles. East side river.

TO STEVENS POINT, via west side of Wisconsin river. Sandy and caly. Road fair. 18 miles.

TO PLAINFIELD, Sandy. Road poor. 26 miles.

TO PITTSVILLE, sandy and clay. Road fair in dry season. 20 miles.

TO MARSHFIELD, sandy and clay. Road good in dry season. 41 miles. Two routes. Best via Sherry. via Pittsville.

TO NEW LISBON, via Necedah. Sandy. Road fair. 44 miles.

Our sandy roads are good as soon as the frost is out of the ground and 'til snow falls. Good wheeling along the Rapids of the Wisconsin river between the Paper and Pulp Mills. Our country is level.



EVERY WISCONSIN BICYCLE RIDER

should

JOIN THE LEAGUE

And help the Good Roads Movement.

It costs but \$2.00 the first year, to join this organization, and \$1.00 each succeeding year to renew, and you get:

The Benefit of a Standing Reward of \$25.00 for the arrest and conviction of bicycle thieves, in all cases where wheels are stolen from our members.

Fifty-two issues of a bright cycling journal.

A book of 500 interesting tours in the State, worth \$2.00 to any interested wheelman, containing also list of local consuls, league hotels, league repair shops, bicycle clubs, road rights and much other valuable information.

A ticket which insures fraternal courtesies wherever presented.

Ten to thirty per cent. reduction at 140 League hotels in Wisconsin upon presentation of ticket.

Ten per cent. reduction at all League Repair Shops.

Full legal protection in case of accident.

Facility for obtaining important information concerning roads, hotels, distances, etc.

An opportunity to get the only complete set of road maps covering the State at cost.

BICYCLE INSURANCE AT COST.—The Toledo Bicycle Protective Company, through Hilbert & Baerwald, state agents, 1003 Pabst Building, Milwaukee, will insure Wisconsin League members' wheels against theft for \$1.25, a net saving to Wisconsin L. A. W. members of 75 cents.

League Members Admitted Free.

Wisconsin League members may enjoy without cost all the events held at the annual L. A. W. State Meet.

The Wisconsin Division L. A. W. is a patriotic organization, there are no salaried officers, all working unselfishly and freely for good roads and the rights of wheelmen.

The L. A. W. is doing important work in which you are directly interested. The work is important to every citizen of the state.

Organization is necessary because wheelmen as individuals cannot pass laws or defeat them.

Is it not worth \$1.00 a year to you to feel that you are a member of a powerful organization, which is looking out for your interests and sending you a weekly paper through which you are informed of the cycling interests and the good roads movement of the whole country?

You get much more than you pay in dues as personal privileges.

Join the League and aid in the support of the great movement for the building of permanent highways.

Do you ride a wheel? If so, you are a loser unless you are a member of the Wisconsin Division, L. A. W.

M. C. ROTIER, Chief Consul.

DR. D. S. McARTHUR, Vice Consul.

Send your application to

**SAM J. RYAN, Secretary-Treasurer,
APPLETON, WIS.**

PREMIUMS.



The following premiums are offered to members for securing new members. Only one premium will be given for each application: For instance, a member is entitled to a cyclometer for securing 5 applications, but is not entitled to a cyclometer and 5 buttons or 5 maps.

- 1—A beautiful Wisconsin Division Button Badge for one new member.
- 2—A complete set of the Wisconsin Road Maps, especially compiled for the Wisconsin Division, L. A. W., for one new member. Price to non-members, \$2.00.
- 3—A handsome Cap Pin, especially designed for the Wisconsin Division, for two new members.
- 4—A U. S. Cyclometer, Model 1, registering 10,000 miles, with independent single trip register, fully guaranteed, for five new members.
- 5—**HONOR BADGE** for those who secure 10 applications during the year 1897. It is the most elegant badge ever offered by any division, silver and enamel design, colors purple, gold, green and white, hung from ribbon with specially designed pin. The possessor will be proud to wear this beautiful badge. Write the Secretary for particulars.

RIGHTS AND PRIVILEGES.

The rights and privileges committee are thoroughly informed on the laws of the state and the country regarding the wheeling interests and are the counsel for members who seek information in regard to any case which they may wish to investigate.

In addition to such other matters as the board of officers may refer to them, the committee on rights and privileges shall consider the requests of members of the Division for assistance in litigation affecting their rights as wheelmen; and the said committee shall investigate all such cases and render a report on the same to the chief consul. If the committee find that any case referred to them is one that the Division should uphold, and the chief consul approves, they shall proceed at once to take active measures to protect the legal rights of the wheelman who has applied for assistance; and to that end said committee shall be authorized to employ counsel at the expense of the Division.

Should any case referred to the rights and privileges committee require immediate action, the chairman of said committee shall be authorized to take such measures to protect the applicant for assistance as may in his judgment be necessary.

Every member acquires the right to legal protection by his State Division; or, especially if involving a national issue, by the main organization. This right is by no means an empty one, for the history of the League attests the activity of interests averse to our recreation, and the danger of touring without this offered backing.

ROAD RIGHTS.

If an accident is caused by a horseman to a wheelman, and the cyclist is on the right of the center of the road, and has used reasonable care to prevent it, the cyclist is entitled to damages, and the Wisconsin Division will prosecute the case without expense to the cyclist if he is a member.

As the law officer of the League says:—]

"The bicycle is a carriage, and the wheelman may go upon the public highways possessed of the same rights and liable only to the same restrictions to which the drivers of other carriages are subject. He must keep his wheel in safe, roadworthy condition, keep to the right of the center of the highway when meeting other vehicles, give way when necessary to drivers passing in the same direction who may desire to pass

him, exercise proper care to prevent collision with other carriages and with travelers on foot, and in general the degree of care which he is required to exercise if such a person of ordinary care and prudence would exercise in the particular case in which the question arises. The law favors courtesy, though it does not demand it, and in the face of the existing prejudice against bicycles, the exercise of deference, compatible with dignity under trying circumstances will, in case of a trial at law, go far toward winning the favor of court and jury, and exemplify the soundness of the maxim,

“Thrice is he armed that hath his quarrel just.”

BICYCLE LAW.

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

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

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

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

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

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

6. A bicyclist employing an immoderate rate of speed on a highway or street may be liable civilly or criminally in case of accident. Recklessness will sometimes supply the place of criminal intent, and if a bicyclist kills a human being while go-

ing at a dangerous rate of speed he may be convicted of manslaughter.

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

ON TRANSPORTATION OF BICYCLES ON RAILROADS.

Last winter a determined effort was made by the L. A. W. of this state to secure the enactment of a law providing for the free carriage of bicycles as baggage on railroads in the state. Measures identical with ours having been passed by many other states, it was thought that our legislature would see the reasonableness of our claims, and that little difficulty would be met with in securing its passage. Notwithstanding this, the officers of the League determined to press the matter and, if labor on their part could secure it, to make its enactment an assured fact. To this end there was much time and money used; made necessary by the mailing of thousands of circulars and petitions, and numerous trips to Madison by representatives of the League, but all to no purpose. Insidious arguments delivered by a paid railroad lobby, in such a manner that our representatives had no opportunity to answer them, won from us the expected victory, and our forces, backed by some of the cleanest and best members of the legislature, suffered defeat. But we will be with them again in two years time, and we want you to aid us in increasing our membership, so that we can present as united a front and a more cogent argument, in the universality of our demand.

THE PROMOTION OF TOURING.

One of the first and principal objects embodied in the platform of our organization is the facilitation of touring and the execution of this part of our work is to-day one of the strongest factors in securing members. The improvement of our roads, the establishment of League hotels, the erection and maintenance of guide-boards on all cross-roads, the issuance of tour books and road maps, and the information available through our system of consuls, all tend to the promotion of this feature of League work. It is, therefore imperative that a great deal of effort be devoted to increasing Wisconsin's fa-

cilities in this direction as much as in any other. Wisconsin's fame for picturesque scenery and delightful touring country is spread all through the states, drawing annually thousands of visitors from everywhere. If we can make their tours pleasanter by giving them good roads to ride upon, recommending good hotels, erecting sign-boards, and publishing tour books and maps for their guidance, we are doing something for the advancement and prosperity of our state, and giving publicity thereto. These objects in themselves, through their harmony with good citizenship, are worthy of our highest efforts, aside from the advantages we, as wheelmen, naturally derive from them.

GUIDE BOARDS.

For many years a law has been on our statutes providing for the erection and maintenance of a system of Guide Boards at the intersection of all main traveled thoroughfares in the state. This law, however, was a dead letter until the Wisconsin Division, L. A. W., took the matter in hand. Since then, whole counties have been provided with these boards and local consuls everywhere are actively engaged in interesting the town chairman to erect them.

Every wheelman should use his influence to have the law which reads as follows enforced:

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

That this law should be enforced, for the benefit of the touring wheelmen, and the community at large, is obvious.

Therefore look into this matter in your town and surrounding country.

WISCONSIN L. A. W. ROAD MAPS.

The Wisconsin Division Road Maps are ready for distribution. This work is in twelve sections, printed on fine bond paper and gives all of the best cycling roads in the state. Important roads have their condition marked in figures and letters corresponding with a key. The first edition of these maps including the plates has cost the Division \$800, besides the gratuitous labor on the part of the officers for more than three years. The thanks of this Division are due the local consuls for this work as they have given their personal attention in reporting authentic information and some of it was very difficult to obtain. On account of this great cost it has been decided to charge Wisconsin L. A. W. members the nominal price of 50 cents for the whole set, or 25 cents for a single section. League members residing outside of the state can obtain a set for \$1.00 while non-members must pay \$2.00. The maps are carefully folded with each section stamped on the back and all encased in a handsome cover with an additional cloth pocket inside for taking along one or two sections when the rider is on a tour and does not want to be bothered with carrying all of them with him.

LEAGUE HOTELS.

While it is not necessary for a member to be a wheel to secure discounts at League hotels, we cannot insist on hotel proprietors giving the rate to those who are not with their wheels, as it has been learned that so many regular traveling men without wheels, are in the League for this purpose alone and the special privilege is therefore being abused in some cities to such an extent that proprietors say it is making theirs a second class hotel. Ordinarily however, the League ticket, if shown, should be the open sesame to all privileges, and any inattention or failure on the part of the hotel to give the discount should be reported to the local consul, if he cannot prevail upon the proprietor to live up to the requirements of the certificate will report to the secretary-treasurer and at once seek to establish another League headquarters.

Many of the League hotels have signs designating their being L. A. W. headquarters, but more have not, except in the hotel itself will be found a placard which is a notice every wheelman should look at before he signs in the register.

LAPEL BUTTON OFFER.

Every touring member wants an L. A. W. lapel button. It is his introduction in many cases to brother wheelmen.

A handsome L. A. W. lapel button has been specially designed for the Wisconsin Division, similar to the illustration herewith. The face is of finest enamel, the L. A. W. emblem, wings, background and letters being in handsome and appropriate colors, and the scroll at the bottom being in gold. A button will be sent to any member who shall send to the Secretary-Treasurer twenty-five cents, or one application for membership, with initiation fees and

dues (\$2.00).

This is a most liberal offer and you can get one without any trouble. Try it.



TOURING INFORMATION.

Write to the officers of the League in the State where the desired route is located, and they will give you the information, or tell you where to get it.

Write to the Secretary-Treasurer of the Division for information regarding League hotels under his jurisdiction. The Secretary-Treasurer is constantly in touch with his hotels, and can give you latest information. If you are going on a tour write to the Secretary-Treasurer of each State through which you will pass and get latest advices regarding hotels, consuls, etc.

The addresses of the chief consuls and secretary-treasurers of each Division are published every week in the BULLETIN.

In writing to League officials, especially if you ask questions requiring an answer, always enclose a stamp for reply.

LEAGUE COLORS.

The regulation color adopted by the League is Royal Purple.

SIDEWALK RIDING.

The League does not countenance the riding of bicycles on sidewalks, nor does it use its influence to prevent legislation against this practice. The bicycle is recognized as a vehicle

all over the United States. The League has spent much time and money to secure this recognition, and has never claimed rights for the bicycle that are not possessed by other light vehicles.

ROAD ETIQUETTE.

Don't be too jealous of our rights on the road, and by all means do not be too quick to take offense. Be polite to people met on the road, wheelmen, horsemen and pedestrians. It costs nothing, and goes a long way toward making cyclists popular. The more popular the wheelmen make themselves on the road the less their rights will be invaded. A polite bow to an isolated hayseed is equal to a quart of molasses to a dyspeptic fly. However, don't be effeminate or unmanly, and allow things to be rubbed in. Draw it mild but don't be cowardly.

LIST OF CLUBS IN THE STATE.

APPLETON CYCLING CLUB. LEAGUE CLUB.

Membership 176. Organized 1890.

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

ASHLAND BICYCLE CLUB.

Membership 50. Organized 1897.

President, John T. Kingston; Vice President, De Vere Ballard; Secretary, M. H. Potter; Treasurer, Robert Ritchie.

BERLIN BICYCLE CLUB.

Membership 26. Organized May 8th, 1894.

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

BURLINGTON, DERBY CYCLING CLUB.

Membership 25. Organized April 10th, 1893.

President, Albert Wald; Vice President, Joe Dolister; Secretary-Treasurer, Matt Richardson.

CHIPPEWA FALLS. COLUMBIAN CYCLING CLUB.

Membership 35. Organized May, 1893.

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

CHIPPEWA FALLS LEAGUE CLUB.

Organized 1897.

President, Dr. J. W. Gale; First Vice President, William Irving; Second Vice President, Leslie Wilson; Secretary, Frank Watson; Treasurer, Jerry Palmer.

DE PERE, DE PERE CYCLING CLUB.

Membership 45.

President, D. H. Gregory; Vice President, John Williamson; Secretary-Treasurer, Clarence Wright.

FOND DU LAC. WINNEBAGO WHEELMEN.

Membership 55. Organized April 30th, 1893.

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

GREEN BAY, PASTIME CYCLE CLUB. LEAGUE CLUB.

Membership 300. Organized May 3rd, 1895.

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

GREEN BAY, STEARNS' CYCLE CLUB.

Membership 42. Organized July 1st, 1896.

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

KAUKAUNA CYCLE CLUB. LEAGUE CLUB.

Membership 26.

President, G. H. Reese; Vice President, W. S. Mulford; Secretary-Treasurer, Bert W. Fargo.

LA CROSSE, LA CROSSE COUNTY WHEELMEN.

LEAGUE CLUB.

Membership 127. Organized May 8th, 1894.

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

LA CROSSE, NORTH SIDE WHEELMEN.

Membership 35. Organized June 1st, 1896.

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.

MARINETTE, COLONIAL BICYCLE CLUB.

Membership 26. Organized 1896.

President, Miss Nell Natt; Secretary-Treasurer, Miss Fannie Greenlaw.

MARINETTE, MARRIED PEOPLE'S BICYCLE CLUB.

Membership 47. Organized 1896.

President, T. C. Miller; Vice President, J. A. Cook; Secretary, Mrs. E. C. Prescott; Treasurer, W. J. Raiche.

MADISON CYCLING CLUB.

Membership 37. Organized February, 1891.

President, B. W. Park; Vice President, B. F. Oskey; Secretary, A. E. Small; Treasurer, A. Udell.

MILWAUKEE, BADGER WHEELMEN.

Membership 150.

President, W. A. Kresselt; Vice President, H. H. Meixsell; Treasurer, W. C. Schroeder; Secretary, W. D. Harper.

MILWAUKEE, CALUMET CLUB WHEELMEN.

Membership 62. Organized March 27th, 1895.

President, August Zinn; Vice President, A. Caspari; Secretary-Treasurer, R. H. Wieben.

MILWAUKEE, MILWAUKEE WHEELMEN.

Membership 75. Organized April, 1895.

President, W. C. Nielson; Vice President, O. H. Linke; Secretary, E. L. Fielding; Treasurer, W. N. Durbin.

MILWAUKEE, NORTH SIDE CYCLING CLUB.

Membership 152. Organized April 6th, 1891.

President, Phil. Roth; Vice President, Emil Koehn; Secretary, W. Barreilmann; Treasurer, E. A. Kraase.

MILWAUKEE, SOUTH SIDE CYCLING CLUB.

Organized September, 1895.

President, H. H. Cambler; Vice President, Henry Helling; Secretary, Alex. Riebs; Treasurer, Herman Winthers.

MILWAUKEE, NIAGARA WHEELMEN.

Organized 1895.

President, J. W. Warnken; Vice President, Max Krauskopf; Secretary, A. E. Klug; Treas., Edw. Kroening.

MILWAUKEE, CREAM CITY WHEELMEN.

Membership 66. Organized 1894.

President, G. G. Gehrz; Vice President, S. J. Caspell; Secretary, G. E. Long; Treasurer, F. Easer.

MILWAUKEE, MERCURY CYCLING CLUB.

Membership 45. Organized July, 1891.

President, Fred Huennkens; Vice President, W. P. Mueller;
Secretary, Chas. Knudsen; Treasurer, D. Goldman.

MADISON, 999 CYCLING CLUB.

Membership 35.

Secretary, Elmer Elver.

MENOMONIE BICYCLE CLUB.

Membership 36. Organized May 26th, 1894.

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

MONROE WHEELMEN.

Membership 35. Organized February 1st, 1896.

President, L. A. Hodges; Vice President, F. J. Blumer; Secretary, M. E. McCaffery; Treasurer, J. R. Beyers.

NECEDAH, PATHFINDER CYCLE CLUB.

Membership 40. Organized 1897.

President, C. H. Maxson; Vice President, Miss Nellie Wheelhan; Secretary, N. D. Parham; Treasurer, Miss Mary Brown.

OSHKOSH, OSHKOSH CYCLING CLUB.

Membership 60. Organized November 1st, 1896.

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

OSHKOSH, CHEROKEE CYCLING CLUB.

Membership 60. Organized May 14th, 1896.

President, G. A. Comstock; Vice President, C. M. Robinson; Secretary, E. R. Williams; Treasurer, E. S. Comstock.

PLATTVILLE, MOUND CITY WHEELMEN.

Membership 46. Organized May 29th, 1894.

President, E. E. Burns; Vice President, John Schroeder; Secretary-Treasurer, E. P. Grindell.

**RACINE ATHLETIC ASSOCIATION WHEELMEN.
LEAGUE CLUB.**

Membership 28. Organized May 1st, 1891.

President, W. M. Lewis; Vice President, G. H. Hergoz; Secretary-Treasurer, E. Smelding.

RHINELANDER, PELICAN CYCLE CLUB.

Membership 20. Organized April 3rd, 1896.

President, H. M. Woodard; Vice President, C. B. Peterson; Secretary-Treasurer, M. N. Bingham.

SHEBOYGAN CYCLE CLUB.

Membership 175.

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

TWO RIVERS, TWO RIVERS CYCLE CLUB.

Membership 50.

President, L. C. Travers; Vice President, J. L. Eggers; Secretary-Treasurer, W. C. Peck.

WAUSAU, TOURIST CYCLING CLUB.

Membership 68. Organized April, 1896.

President, Karl Kreuger; Vice President, Henry Bardeen; Secretary, John Kiefer, Jr.; Treasurer, Frank Scott.

WAUSAU WHEELMEN.

Membership 75. Organized April, 1893.

President, W. C. Davenport; Vice President, C. J. Winton; Secretary, R. E. Powers; Treasurer, W. D. Alexander.

WAUPUN WHEELMEN.

Membership 25.

President, W. E. Caldwell; Vice President, H. McEwan; Secretary, Ray Merriam; Treasurer, Clark Culbert.

WEST SUPERIOR CYCLE CLUB

Membership 100. Organized March 5th, 1891.

President, F. A. Mannen; Vice President, A. M. Baldwin; Secretary, Richmond Smith; Treasurer, W. J. Smithson.

WAUKESHA WHEELMEN.

Membership 140. Organized March 29th, 1888.

President, E. D. Walsh; Vice President, J. B. Christoph; Secretary, Frank Evans; Treasurer, A. G. Haynes.

LIST OF LEAGUE REPAIR SHOPS.

Antigo—Emmet C. Laing.	Milton—G. E. Osborne.
Ashland—C. F. Perrin.	Milwaukee—Pope Mfg. Co.,
Appleton—Screen Plate Works.	411 Milwaukee St.
“ William Groth.	Milwaukee—J. A. Holt & Co.,
“ Schlaefter Hardw. Co.	432 Jefferson St.
Berlin—Edward Bassett.	Monroe—Monroe Machine &
Beaver Dam—F. Rassman.	Foundry Co.
Bayfield—J. H. Heliweg & Son.	Mukwanago—Mystic Cycle Wks.
Boscobel—Van Phillips.	New London—A. L. Smith.
Baraboo—H. Schoenfeld.	Oconomowoc—R. C. Dittrich.
Cambridge—W. T. Stetson.	Oshkosh—Hoaglin & Chase.
Chippewa Falls—	Palmyra—G. H. Randle.
L. W. Stapelton.	Pepin—Hiram Fuller.
Clinton—E. J. Wakeford.	Princeton—Yahr Bros.
Eau Claire—H. J. Klawiter.	Racine—Spencer Hall.
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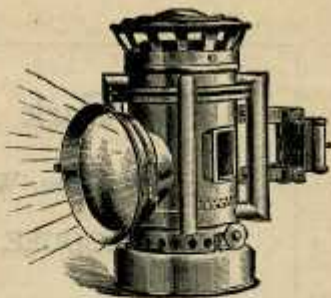
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