

THE BULLETIN AND GOOD ROADS



OFFICIAL ORGAN

OF THE LEAGUE OF

AMERICAN

WHEELMEN.

"The Road is a
creation of man
and a type of
civilized
society."

Vol. XXVII.

Boston, January 7, 1898.

Number 1.



THE WELL." ON ROAD BETWEEN LOWELL AND WILMINGTON, MASS.

Photograph by F. P. Haggett, Lowell, Mass.

Subscription, \$1.00 per Year.

Special Club Rate, to League Members Only, 25 cts.

Entered at Boston Postoffice as Second-class matter.

Price, 5 cents.

PAID CIRCULATION, 101,472.



The Palmer Jiffy...

The regular and exclusive repair tool to be given with each pair of 1898 Palmer Tires.

ONE
HALF
SIZE



The Palmer Jiffy Repair Tool is a practical, simple, economical and effective repair tool. A collapsible tube of solution is inserted in the barrel-shaped tool, and the solution is forced therefrom into the tire through a conical, wire-tipped nozzle, which insures an even spreading of the solution immediately over the puncture.

The Palmer Jiffy will be sent free with each pair of 1898 Palmer Tires. It will be our regular and exclusive repair tool.

Several valuable improvements have been made in the 1898 Palmer Jiffy, notably—

A larger nozzle orifice, permitting the insertion therein of pins or toothpicks for removing dry solution. An improved connection between nozzle and collapsible tube, preventing the solution from unnecessarily drying out. A stronger screw-plunger and more durable plunger-button, enabling the rider to eject the solution with greater freedom and ease; and an improved solution, put up in air-tight tubes.



In a New Disguise.

Potatoes left from breakfast,

Little chunks of meat,

Make the old concoction

The boarders have to eat:

"Hash" is what they call it

Where the price is low,

But in the "upper" places

"Soufflé" is all the go.

A RARE OPPORTUNITY.

A member of the League, who resides in Ohio, has written a letter of more than ordinary interest to the L. A. W. BULLETIN, and we hasten to give its import to the League at large. The writer of the letter says he will build a three-foot cycle path from New York to San Francisco for \$20,000, the path to be completed within one year from time work is begun. The writer says the path will be "oval-shape, so the water, when it rains, will run off as soon as it hits the ground."

A postscript to the letter says, "This offer holds good for forty days only." And so, brethren of the League, what are you going to do about it?

SIX-DAY RACING.

"W. J. M." writes as following concerning a note recently published in the L. A. W. BULLETIN regarding six-day bicycle races. "Your note was undoubtedly called out by the many letters you received in regard to same. As an old-time performer at the game allow me to say that a seventeen-hours-a-day

race is worse than a six-day-and-night race, as a man must sit in the saddle the whole of that time if he wants to win. It is my opinion that anything over fifteen hours a day should be prohibited, and this decision has been arrived at after long experience in all sorts of six-day work."

THE WORST YET.

There are some pretty mean men in this world notwithstanding all that has been done to make everybody good and nice and proper. One of the material evidences of human or in-human depravity is the scattering of tacks, like that shown in the accompanying illustration, where they will do the most injury to bicycle tires. The tack is ingeniously made with a heavy head so that it naturally stands with the point up, ready to do its worst.



CYCLING IN CANADA.

I cannot let the communication of No. 153,677, in the L. A. W. BULLETIN of Dec. 24, pass without comment.

It is true that nearly all transportation companies charge for carrying wheels in Canada, but after several years' experience traveling in various parts of the Dominion, I have always found Canadian railroad men unusually accommodating and obliging. I have frequently obtained privileges there that would be utterly impossible in the States. I will ingly admit that there are many discomforts for

Free to L.A.W. Members

We have a nicely-illustrated book, elegantly printed and lithographed, which we will send free, as above stated. This book shows many wheels, processes of construction, and other things of interest to cyclers. All the new models of

IVER JOHNSON AND FITCHBURG CYCLES

are shown in the book, with their prices, and a full and accurate description of them. Agents and dealers who are not satisfied with the wheels they are now handling should write for catalogue and also for agency application blank, and we will be glad to talk agency with them. Send now to

Iver Johnson's Arms and Cycle Works,
 FITCHBURG, MASS.

New York Branch - - - 99 Chambers Street.

A Terrible Test

"I have given your Tires a thorough test and have purposely run over tacks, glass and other things that would puncture any other tire, but failed to get even the smallest puncture."

F. S. TERRY, Toledo, O.

That's hard usage, but no worse than the

BOICE BICYCLE TIRES

can stand. They are tough and durable and cannot be punctured in any ordinary way. Send for Catalogue.

W. & J. R. BOICE, Manufacturers, TOLEDO, O.



any one traveling in Canada, but they are no worse than in many sections of our own country.

I have always found that small gratuities to the minor public servants will accomplish wonders. I do not mean by this that one should "tip" indiscriminately everyone who does you a service, but, if you demand favors, pay for them. My experience at home is that railroad men seldom handle a wheel carefully unless remembered in some way. A cigar or a small amount in cash usually makes them very careful.

It may not be right for railroad employees to expect "tips," but the fact remains that they do, and I find it easier and cheaper to pay than to be an everlasting kicker. No. 22,436.

GUM INSTEAD OF TOBACCO.

The one hundred and fifty employees in a wheel manufactory located in a Pennsylvania town were recently notified that they must not chew tobacco during working hours. The order was the outcome of objections, on the part of insurance men, to the presence of wooden cuspidors.

And did the men go out on a strike because they were compelled to eschew chewing tobacco? Oh, no! Instead of a plug of tobacco, each one now carries a liberal supply of chewing gum, and the show goes merrily on. But they do say that the way some of those men chew tobacco "after the whistle blows" more than makes up for lost time.



If you want a Buggy
 You won't buy a Wagon.

SMITH'S TWO-ROLLER SPRING SEAT POST

Makes the SEAT as EASY as a CUSHION. Get one.

We will answer all inquiries.

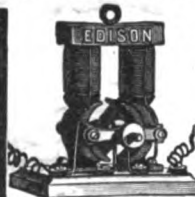
J. N. SMITH & CO.

Detroit, Mich.

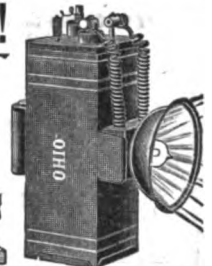
We Undersell ALL!



Necktie Light.



Dollar Motor.



Bicycle Light.

OHIO ELECTRIC WORKS, . . CLEVELAND, O.

Headquarters for Electric Novelties.

AGENTS WANTED.

Write for Catalogue—just out

She's Too Blind.

We have heard it asserted that Justice is blind.

But we do not consider that fact to her credit;

We rather admire the wide-awake kind,

And here in good cold printer's ink we have said it.

It may be she means to do everything right,

And weigh out the truth and the law to the letter,

Yet we honestly think if she just had her sight

She could fill the position a mighty lot better.

AGAINST AMERICAN CYCLES.

American makers are fast learning what poor bicycles they are making — if they read the comments of the foreign cycling press. A French paper lately conjured up the following remarkable reasons why American machines should not be purchased: They are made by American processes — cheaply; for the American market — style, not use; when equal to the French, are more expensive; are repairable only in America; are "tabooed" in England, and have been "fired out" of all other countries. This is indeed sad, but still foreigners will have them.

An inventive genius is preparing a bicycle on which a steering-wheel will replace handle-bars; a portable log instead of a cyclometer; a telescoping frame, and a cycle compass and sextant.

A German company is putting out a pneumatic renovator. The preparation is said to make tires look like new, and also to preserve the rubber.

CHAIN OR GEAR.

Read this!

"With all *chain wheels* the percentage of friction or loss of power remained essentially constant at all speeds, but with a *geared* or *chainless wheel* the percentage of friction *increased* as the speed *diminished*. This would make the *chainless* wheel very objectionable for climbing hills, since at that time the speed must be slow, and all the power of the rider is needed to propel the wheel forward."

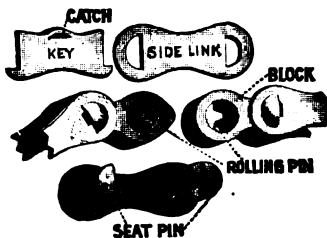
PROF. R. C. CARPENTER,
Dept. Mech. Engineering,
Cornell University.

Ithaca Journal, July 20, 1897.

Do You Want to Walk Up Hill?

If not, see that your wheel is equipped with the...

Hill Climbing
Morse
Roller Joint
Chain.



WRITE FOR CATALOGUE, TO

MORSE MFG. CO.

Trumansburg, N. Y.

"19 year old"
Rambler
BICYCLES

\$60 ... 1898 LIST PRICE ... \$60

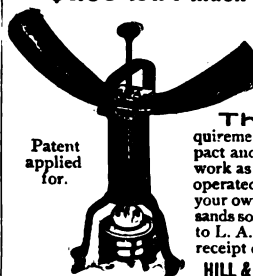
Agents Wanted.

GORMULLY & JEFFERY MFG. CO., Chicago.

Boston, Washington, New York, Brooklyn, Detroit,
Cincinnati, Buffalo, Cleveland, London.

LITTLE GIANT VULCANIZER

\$1.50 isn't much to pay for a Practical Vulcanizer.



Patent
applied
for.

Throw away your Plug Outfits. Vulcanizing is the only correct repair method. The tire manufacturers have withdrawn the free repair clause of their guarantee.

The Little Giant meets all requirements both for utility and price. Small, compact and easy to operate, it will do as successful work as one costing ten times its price, and can be operated by anyone, anywhere. Get one and do your own repairing, it will save \$5 for you. Thousands sold as soon as shown. This is a special offer to L. A. W. members for a short time—sent upon receipt of \$1.50. Send for Descriptive Circular.

HILL & LYSER, 928 Walnut St., Philadelphia, Pa.

Out of Date.

Though Washington never could tell a lie
He was, really, a prosperous chap,
But he'd starve, so they say, were he living today,
With such a big handicap.

THE bicycle has created much stir but it has done away with lots of bustle.

A SKELETON in the closet is bad enough, but we know of no better place to keep it.

"I AM almost purse-suaded to marry," said a woman when a millionaire asked for her hand.

Wheels having too few spokes get out of true very easily. A good arrangement is thirty-six to rear and thirty-two to front wheel.

"What makes you cold, dear?" Adam asked,
As Eve put on her fig-leaf shawl;
Then answered Eve, "I quite believe
It must be due to our late fall."

The Hagerstown and Sharpsburg Turnpike Co. "have *never* charged any tolls to wheelmen," writes No. 119,360. We gladly give the credit.

It is probable that Washington may have told a number of lies, but since there were no daily newspaper reporters those days, the public's attention was not called to them.

A DAY AT THE FARM.

NIXON WATERMAN.



THE quiet of the country was the thing for which I sighed,
And to my good old uncle's I be-
took me to abide.

I longed to get away from men
and feel the soulful charm
I dreamed would come from
dwelling with the folks down on
the farm.

Alas! the sun was scarcely up be-
fore we heard a rap —
An agent for "The Farmer's Joy,"
— an owl and weasel trap,
And, after him, a man who had a
patent, duplex churn;
Then windmills, lightning-rods and
trees were introduced in turn.

Book and insurance agents came and organ peddlers, too,
And others selling county rights for making rain and dew;
Then patent gates and wagon-jacks and forks for loading
hay,
Were dwelt upon by agents whom we couldn't drive away.

Bohemian oats, New Zealand rye and Madagascar corn
And cures for botts and spavin and for heaves and hollow-
horn
Were all day long presented by the smoothest lot of scamps,
Till night came and we armed ourselves to drive away the
tramps.

Next morn I sought the city for I couldn't stand the strain
Of living in the country, and I won't go there again,
But now I know the reason why, when uncle comes to town,
He seeks the Bowery sharpers and he does them all up brown.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,
BOSTON, MASS.

BRANCH OFFICES:

St. Paul Building,.....*New York City.*
W. J. MORGAN,.....LOUIS GEYLER.

305 Fisher Building,.....*Chicago.*
45 Hodges Block,.....*Detroit.*
L. L. CLINE & Co.

SUBSCRIPTION PRICE:

ONE YEAR \$1.00
Special Club Rate, to *League Members only*25

Editor: **STERLING ELLIOTT.**

Associate Editors:

NIXON WATERMAN. **LUTHER H. PORTER.**
JOE LINCOLN.

JANUARY 7, 1898.

HEALTH IN WINTER.

Health is the vital principle of bliss,
And exercise, of health. — THOMSON.

FOR years, observers and thinkers whose opinions are worthy of consideration, have agreed that a lack of healthful outdoor exercise has caused an endless amount of physical and mental distress to all classes and ages. The very general adoption of the bicycle, and its almost universal use during the summer months, has corrected this evil to a great extent. But the bicycle is deserving of much more credit than the average thinker is likely to give it. Its influence for good is far more reaching than it appears to a superficial observer.

From every part of the country comes the report that skating and other outdoor pastimes are more largely engaged in this winter than they have ever been before. The number of women and girls taking part in such sports is particularly large. And there is a very obvious reason for this.

The woman who during the summer months has been introduced to the healthful and happy freedom of outdoor life, through the instrumentality of the bicycle, is loth to remain imprisoned within doors, even though the coming of winter may render the roads and paths unfit or unpleasant for cycling. She naturally turns to any other kind of outdoor

Total number printed this week . . . **107,000**
Sent to paid Subscribers **101,472**
Samples to Advertisers, Exchanges, etc. **5,528**

sport that offers itself. The strength she has gained in cycling and the reform in dress that the wheel has brought about are additional incentives that serve to strengthen her desire to indulge in all proper sports and athletic pastimes.

The bicycle's reputation is now thoroughly established as a summer health-bringer. If, indirectly, it shall induce its friends to escape from the overheated and poorly-ventilated houses of winter and enjoy the crisp, healthful, invigorating air while indulging the mind in pleasant sports and pastimes, it may well be deemed the all-the-year-round family physician.

PERSONAL MATTERS.

Once in a while, and sometimes oftener, a correspondent complains because the L. A. W. BULLETIN does not publish his communication regarding this or that injustice that is being imposed upon cyclists.

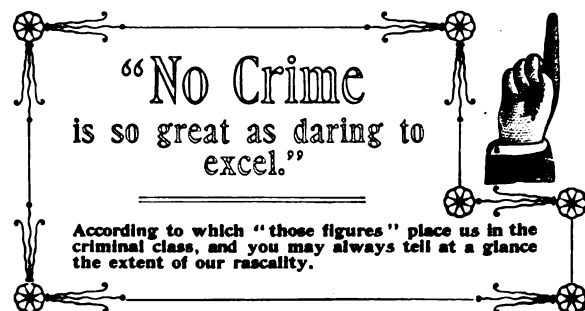
A League member writes us that a certain piece of roadway is the roughest and most disreputable in the world. We say so in type. And then we receive letters that go to prove that road is the smoothest and nicest that there is anywhere.

Another member says a certain railroad or boat line is charging outrageously for carrying bicycles. We state the supposed fact as it is given to us, and are subsequently informed that that particular road or line does not now nor never did charge for carrying bicycles.

A League member writes that a certain League hotel is no good and overcharges League members. We publish his statement and are later on informed that the hotel referred to is the best and kindest and cheapest hotel in this country.

The L. A. W. BULLETIN takes great pleasure in correcting abuses where they truly exist, but it does not desire to say unkind and untruthful things. To find fault where no fault exists weakens attacks that are made on genuine evils.

The conflicting testimony regarding many subjects discussed by correspondents is often hard to explain. It is probable, however, that too often correspondents seek to make of their own private affairs



The Glover Perfection.



RETAIL PRICE, \$3.50.

Flat Coil Steel Spring. No rebound. No Pressure on Soft Parts. Cool. Comfortable.

Send for free descriptive circulars to

GLOVER CYCLE SADDLE CO.
Jackson, Michigan.



"Comfort Bicycle Garter"

Neither binds or slips. The only garter of its kind on the market.

Ask your dealer, or send 25 cts. for plain, or 50c. for cloth or velvet covered.

Wanted, good agents in every town to handle our line. Will mail you samples on receipt of 25c. Write for trade discount.

Pat'd Sept. 17, 1895, No. 546,420.
May 12, 1896, No. 559,970.

COMFORT CARTER CO., 415 Broadway, New York.



LA FAVE HANDLE BAR

Wood or Steel.

Easily adjusted to any position by hand. No wrench required. Absolutely secure. Most graceful bar made. All dealers, or sent postpaid on receipt of price. Write for catalogue showing different models.

WOOD MFG. CO., Toledo, Ohio.

trouble for other people. By their own imprudence or lack of good judgment they may meet with treatment on the part of others that causes them to believe that the public is being wronged.

A careful rider may safely pass over a road where a reckless one meets with an accident which he wishes to blame on someone. An agreeable man may receive, the pleasantest of treatment at a hotel where a self-assertive fault-finder will discover a reason for "roasting" somebody through the press.

The L. A. W. BULLETIN wishes to state every public grievance, wherever one actually exists, but it has not the space nor the desire to open its pages for the discussion of supposed wrongs that are often engendered by and should remain the sole concern of those directly interested therein.


Correspondents are requested to examine carefully into every subject they wish to discuss publicly. If there is a battle to be fought the L. A. W. BULLETIN desires to assist in fighting it. But it doesn't care to waste ammunition in shooting at "straw" complaints, nor to say anything that will wound innocent persons. First be sure your quarrel is just, and then fight for all you are worth.

There is a growing tendency to return to less-striking colors for bicycle enamels.

Meetings are being held in Rhode Island advocating State aid for road improvement.

ECLIPSE 1898 BICYCLES

fitted with...



AUTOMATIC COASTER BRAKE.

and

Keep your feet on the pedals when you coast.

NAT BUTLER, the Handicap King, has made all his records on an ECLIPSE.

Good Agents Wanted. Send for Catalogue.

ECLIPSE BICYCLE CO., Box D, Elmira, N. Y., U. S. A.



"DUBLEOOK" BICYCLE HOLDER.

(Trade Mark and Patented.)

Smallest in size and price. Greatest in simplicity, finish and effectiveness. For cleaning, repairing and storing—perfect. Full nickelled, complete, ready for use, postpaid, 50c.

GRAHAM-WOODWARD EQUIP'T CO.
26 Cortland St. - - - New York.

\$1.00 BUYS THE

Burdick Cyclometer.

MADE BY EDW. MILLER & CO. Meriden, Ct.

The rider's trusty friend. New principle in manufacture. Simple, accurate, beautiful. You can rely on it. Registers 10,000 miles. Weight 1 oz. Guaranteed right. Send for Booklet No. 59.

EDWARD MILLER & CO., Meriden, Ct.
New York Store, 28 W. Broadway. Boston Store, 63 Pearl Street.



It Springs Eternal.

Though wrecked amid the tempest's roar
The sailor still has hope
That he may yet be washed ashore,—
For while there's life there's soap.

AN ALL-THE-YEAR GARMENT.

The bicycle is the most forceful and practical dress reformer that the world has ever known. It gave to women the bicycle skirt that came as a blessed emancipation from the long, clinging, slipsy-slopsy gowns that used to swash about their feet in rain or shine, in mud or dust.

It is not strange that a great many ladies who, during the bicycle riding season, have learned to appreciate the worth and appropriateness of the bicycle skirt are now strongly opposed to putting it aside during the snowy and sloppy seasons of winter. To wear a burden of long skirts bedraggled with snow and mud is not only to forego the pleasure of an outing but it is to invite sickness and even death itself.

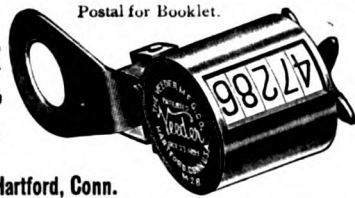
Is there a man who would suffer such an abomination to be fastened upon him simply because preceding generations did not possess the independence to correct the evil?

The number of persons who, today, think neat, clean, skirts, coming just to the shoe tops, are less lady like than a trailing conglomeration of mud or dust or snow and a half-a-hundred weight of gar-

THE CELEBRATED SOHMER

HEADS THE LIST OF THE HIGHEST-GRADE PIANOS
CAUTION.—The buying public will please not confound the
SOHMER Piano with one of a similar-sounding name of a cheap grade.
Our name spells: **S-O-H-M-E-R** New York Warerooms
149-155 E. 14th St.
Will remove to New SOHMER BUILDING, 170 5th Ave. cor 22d St. about February

On or prior to January 1,
equip your bicycle with a
VEEDER
CYCLOMETER,
and thus secure an accurate
record of your mileage. It
will prove interesting and
will please you.



THE VEEDER MFG. CO., Hartford, Conn.

BICYCLE SADDLE EXCHANGE, 26 WEST BROADWAY, NEW YORK.
All Makes Sold on 10 Days' Trial.
Largest saddle assortment in U. S. Write for list. Un-
satisfactory saddles in good condition taken in exchange.

RIDE THE CHRISTY SADDLE.

Physicians endorse it and high grade manufacturers furnish it without
additional cost. Price, \$5.00. Booklet free.
NEW YORK CHICAGO
PHILADELPHIA A. G. SPALDING & BROS. WASHINGTON

Your address is wanted by....

PP *The Trinity* 99 People

or a Catalogue which
will tell you all about **A GENUINE BICYCLE.**
If you are a good agent in unoccupied territory, write—we'll treat you white.
TRINITY CYCLE MFG. CO., Keene, N. H.

ments, is not large. Short skirts are lady-like; mud-
bedraggled skirts are slovenly. We certainly do not
think a man is more of a gentleman because he will
not roll up his trousers in a muddy street, preferring
to slop along, regardless of conditions or conse-
quences. Since when was dirt made so respect-
able!

The street-sweeping, dust-gathering skirts are
being more complained against by the wearers of
them than they ever were before. The bicycle skirt
promises to become the popular thing in all seasons
when there is dust or mud or snow to be avoided.

In response to the question, "Does the weather
keep its change in fog banks?" No. 143,325 says,
"The change of the weather consists of air-currents
—see?—golden sunsets, silver linings to clouds,
and green-backs in ponds."

A. H. POSTEL, of Philadelphia, who is now mak-
ing a cycle tour of the world, and delivering lectures,
gives twenty per cent. of the receipts of same to
L. A. W. and Good Roads clubs which assist in se-
curing audiences in towns through which he passes.

AND what about those good resolutions?

The Fifty Dollar TRIBUNE... The best wheel for the price in the world.

...AGENTS WANTED...

Write for elegant, fully-illustrated Catalogue, describing
our entire line of twenty-three models.

The Black Mfg. Co.
ERIE, PA.

The Brightest Light That Ever Came Over the Pike ...MADE BY...
BADGER BRASS MFG. CO.
Kenosha, Wis.
Write for 16-page Cat.

ABSOLUTELY FREE! A Manson \$75 Three Crown Wheel
for the best four verses
containing the words
"Manson Model 33, \$75 Bicycle."
Write for particulars... MANSON CYCLE CO., 73-75 W. Jackson St., Chicago.

CONCERNING CYCLOMETERS. Price, \$1.25.
With the perfection of the Trip, in
barrel form, the plain 10,000 mile
meter will soon be a relic of the
past. The pleasing features of
the U. S. Trip, and its little cost,
will so popularize this style that
we think it useless to continue the
manufacture of the plain meters.
For '08 we offer this model, con-
sisting of two distinct cyclom-
eters in one.
U. S. MANUFACTURING CO., Fon du Lac, Wis.

His Pigeon-English.

A Chinaman, we must agree,
Walks all right, on the road,
But looking in his face we see
His eyes are pigeon-toed.

THE "HOW" IS WHAT COUNTS.

The proper use of the bicycle is an exercise that
is so beneficial to both mind and muscle as to be
above exception. The following editorial, from a
recent issue of the *American Medico Surgical Bul-
letin*, discusses the subject of the use and abuse of
the bicycle in a most concise and able manner:

An unprejudiced observer who has practically tested the
use of the bicycle as a health-giving agent, when used mod-
erately, must confess its immense value. It is a most fascinat-
ing mode of exercise, and in that fascination resides the
secret of its power for good. Toil when disliked never does
the good to those needing toil that it can do when made at-
tractive. In the bicycle we have one of the most attractive
inducements to out-of-door exercise that has ever been de-
vised. The statistics of our boards of health already show the
most favorable results from its use. With it, as with every-
thing else, it is bad by misuse in about the same proportion
as it is good by proper use. It is as potent for evil by mis-
direction as it is for good when properly used. Because of
this, enemies have arisen against it, who seek to discourage
its use. As well might they condemn the sharp instruments
of the surgeon because they can be used to destroy life as

NORTHAMPTON BICYCLES

FOR 1898.

Models A.-B., \$65. Models C.-D., \$50
 Florence, No. 50-60, \$40.

An elegant line for the retail dealer. Fitted with New Departure rear hub brakes. Every bearing made from tool steel; every connection a drop forging. Agents Wanted in Unoccupied Territory.

NORTHAMPTON CYCLE CO.
 Northampton, Mass.

—“THE SLICKEST WHEEL THAT WHIRLS.”—

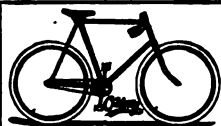
REID & HUGHES, Waterbury, Conn., Agents for Connecticut.
 A. R. JUSTICE & Co., 718 Chestnut St., Philadelphia, Pa., Agents
 for Pennsylvania, New Jersey and Delaware.
 L. E. WARNER, Northampton, Mass., Agent for Western Mass.
 NEW YORK EXPORT AND IMPORT CO., 56 Pine St., Sole Exporters.



Fairbanks-Boston Laminated **WOOD RIMS** are the highest grade for bicycles. Be sure you have them on your 1898 high grade bicycle. Send us your address and receive a sample section for examination.
 FAIRBANKS-BOSTON RIM CO., { BEDFORD, MASS., & { BRADFORD, PA.



Clean and Hang Up your wheel; but first anoint it with **3 in One** OIL. Then you are all right. Yes. Cleans, lubricates, prevents rust. Sample bottle sent for 2c. stamp.
G. W. COLE & CO. (Room A3), 111 Broadway, New York.
 BY THE WAY—AVOID SUBSTITUTES!



... SEND FOR OUR CATALOGUE ...

Cutting Bicycles,

Prices \$45 and \$60,

ARE FITTED WITH THE

Willits Automatic Rear Hub Brake. IT'S THE BEST BRAKE.

HAY & WILLITS MFG. CO.
 Indianapolis, Ind.

readily as to save it. The most potent remedies of the materia medica are the most dangerous poisons. One might as reasonably decry these as denounce the bicycle because it can be misused.

And yet just because a few fool cyclists ride the bicycle to the distress of themselves and others, thousands who ride it for health and happiness will be in a measure condemned by the thoughtless public that is often prone to reckon without weighing all the facts in the case.

The air is filled with fleecy flakes,
 Old Winter is a “hummer,”
 And skaters now are ‘round the lakes
 Where “skeeters” were in summer.

“THERE is no failure except in no longer trying. There is no defeat except from within, no really insurmountable barrier save our own inherent weakness of purpose.”

THE ocean swell is a “high roller.”



GOOD-BYE TO THE BICYCLE AGENT.
Napoleon and Josephine Bicycles
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Did you see it in last week's “BULLETIN”?

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NEW YORK BELTING AND PACKING CO. (Ltd.)
 25 Park Place, New York.

The Difference.

“Old maids” are women who through life have never had a beau,
 While “maiden ladies” are the ones who’ve had but let them go.

“Polished brass will pass with more people than rough gold.”

WHAT relation is the door to the doormat? It's a step-farther.

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STERLING ELLIOTT

BOSTON, MASS.

THE EXTREMELY OLD OR THE
EXTREMELY YOUNG DO NOT
RIDE BICYCLES.

1898

JANUARY

1898

Sun.	Mon.	Tues.	Wed.	Thur.	Publication Day.	Sat.
It's all very fine to "talk to the fair and let the child, and when they may," but the fellow who stops should remember the child. May be looking on his own day. —L. A. W. Bulletin.	That is a great country, but some parts of it are too small. —L. A. W. Bulletin.	Remember for good walking, but looking out as often as at the destination to get it. —L. A. W. Bulletin.	The man who appreciates the difference between good and bad roads may be said to have "bicycle sense." —L. A. W. Bulletin.	It's very simple to be lame, but it's not so simple to be lame in the right place. Then it's a case for a bike. That's the trouble, I find, in who or what we are. We are "bicycle sense" the rest of it is a game. —L. A. W. Bulletin.	If you are an amateur and "not at all," that's the time to be doubtful. Don't show your real feelings. —L. A. W. Bulletin.	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	<p>The best way towards getting well is to stop taking medicine. —L. A. W. Bulletin.</p> <p>"I'm off for a ride," the cyclist cried, as he pedaled away to give his wheels some more to school their bones and "I'm off for a ride," repeated he. —L. A. W. Bulletin.</p> <p>The owner of the road tells the size of the road. —L. A. W. Bulletin.</p> <p>The man who is extremely wise knows when to get on his feet, and when he gets down, gets down. —L. A. W. Bulletin.</p> <p>The old time pump where we used to pump, is broken and out of date. For the new time pump at the cycle store is working the cycle of time. —L. A. W. Bulletin.</p>				

ONLY A WORKING GIRL.

NIXON WATERMAN.

SHE'S only a working girl, busy each day
 In gaining her portion of bread;
 Her mother is old and infirm, so they say,
 Her father, they tell me, is dead.
 And there, at her window, I see her employed, —
 I glance at her morning and night,
 And think that without her the earth would be void
 Of much of its beauty and light.

She's only a working girl, seeking to send
 A brother through college, I hear;
 May the angels her deeds of devotion befriend
 And crown her endeavor with cheer.
 More strength to her hands and more warmth to her heart!
 May the clouds never darken her sun,
 And duty and beauty, in Love's magic art,
 Forever be wedded as one.

She's only a working girl. Chance has decreed
 She must dwell with the lowly of earth;
 And yet she is rarer in thought and in deed
 Than the queenliest princess of earth.
 And I would she might know that her beautiful life,
 Though shadowed with want and with care,
 Has been, in the midst of my toil and my strife,
 A hope and a song and a prayer.

NATURE'S CYCLING IMPULSE.

The pneumatic tire ushered in the cycling age in 1890. Twenty-two years before, in 1868, there had been a violent flurry, much excitement and a short-lived fad over the velocipede. But in a year or two that passed away almost as completely as if it had never been, and in this country there were left no indications that any new life would spring from its ashes. Five years after the velocipede furor, a contributor to a New York paper, who does not seem to have ridden the velocipede, but who recognized its brief career by a single reference to it, took up the subject of man's natural tendency to assimilate all motion to the revolving wheel, and under the heading, "The Wheel Instinct," said some things of interest as illustrating what may be called the cycle instinct. In part he says:

"The perpetual lever called a wheel is the masterpiece of mechanical skill. At home, on sea and land, like the feet of the Proclaiming Angel, it finds a fulcrum wherever it happens to be. It is the alphabet of human ingenuity. You can spell out with the wheel and lever — and the latter is only a loose spoke of that same wheel — pretty much everything in the Nineteenth Century but the Christian Religion and the Declaration of Independence. Having thought about it a minute more, I am inclined to except the exceptions, and say they translate the one and transport the other.

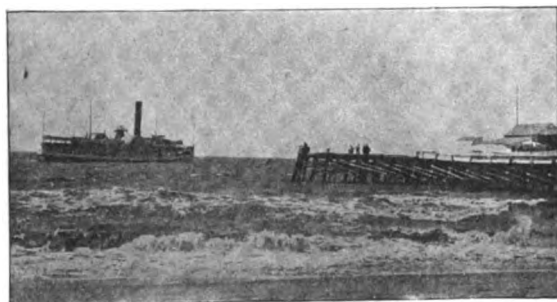
"Were you ever a boy? Never? Well, then, my girl, was n't one of your first ambitions a finger-ring? And there is your wheel, with a small, live axle in it! But whatever you are, did you ever know a boy worth naming and owning who did not try to make a wheel out of a shingle, or a board, or a scrap of tin? Maybe it was as eccentric as a comet's orbit, and only *wobbled* when it was meant to *whirl*, but it was the genuine curvilinear aspira-

tion for all that. Boys, young and old, 'take to' wheels as naturally as they take to sin. I am sorry for the fellow who never rigged a water-wheel in the Spring swell of the meadow brook, or mounted a wind-mill on a barn gable, or drew a wagon of his own make. My sympathies do not extend to his lack of a *velocipede*, which is nothing if not a *bewitched and besaddled wheelbarrow*.

"In fact, it seems to be the tendency of everything to *be* a wheel. There's your tumbling dolphin, and there's your whirling world. The conqueror, whose hurry set on fire the axles of his chariot, was no novelty. Who knows that the Aurora Borealis and the Aurora Australis, lighting up the sky about the polar circles in the night-time, may not be the flashes from the glowing axles of the planet? Who knows that the ice and snow may not be piled up about the Arctic and Antarctic just to keep the flaming gudgeons as cool as possible? . . .

"When they made narrow wooden hands with slender wrists, and called them oars, and galleys swept the Eastern seas in a grave and stately way, they did well. When they fashioned broad and ghastly palms of canvas that laid hold upon the empty air, and named them sails, they did better. When they grouped around an axle the iron hands that buffeted the waves and put the seas, discomfited, rebuked, behind the flying ship, they had their wheel, and they did best."

Since this was written the wheel has found unimagined usefulness and perfection in the cycle, whose limits of value and adaptability are yet unknown.



CYCLERS' SNAP SHOTS. — STEAMER LANDING AT CAPE MAY.

Photo. by F. H. Schacht, Jersey City, N. J.

An index to Vol. XXVI., just closed, will be sent for a stamp.

WE DON'T wish to be accused of being pessimistic because we dare mention the fact that Easter bonnets are yet between us and our next summer's salary.

An Ulster County, N. Y., paper says that the roads in their present frozen condition are much better than in Summer, and that hauling is much easier on them. What an illustration of the value of hard roads.

A COLLEGE OWED.

JOE LINCOLN.

Rondeau.

HE owes me "ten!" It's quite too bad;
 He borrowed it, the heartless cad,
 And vowed, in his assuring way,
 The morrow he would surely pay,
 For then he'd have his check from "Dad."

I lent it, like a guileless lad.
 A year has passed and ah, it's sad
 To think that even now, today,
 He owes me "ten."

But it's some comfort here to add
 He did n't borrow all I had,—
 For Bob for "fifty" was his prey,
 And Fred for "twenty," so they say,
 And so perhaps I should be glad
 He owes me "ten."

ON FORM IN RIDING.

For several years past, one of the most common sights upon the wheel has been the "scorcher." The influence of racing upon road-riding has often been referred to, and changes in road wheels to assimilate them to racing patterns have been frequently noted. In the "scorcher" we have the rider himself trying to follow the customs and necessities of the track and transplant to the road a style of riding that is unsuited to it, useless on it, awkward in appearance and generally uncomfortable for the rider, unless at high speed.

A "scorcher" is sometimes a strong rider who actually maintains so rapid a gait that the drop of his bars, lowered head and crouched position really are of service to him by reducing wind resistance. In a vast majority of cases he is simply an individual who thinks he can ride very fast, or wants to do so, and provides himself with a ram's-horn bar for the possible emergency of moving at full speed for a few yards, or an endeavor to pass some other rider.

It is not denied that one can ride at *full speed* more easily and in better time with quite low bars, but, on the road, no necessity for such effort arises outside of road-racing (for which low bars can be easily secured), with which we are not concerned. Even then it is only in the sprint that so low a drop as is often seen is desirable. For the conditions of ordinary fast work on the road the rider's power can be applied to better advantage in a slightly more upright position.

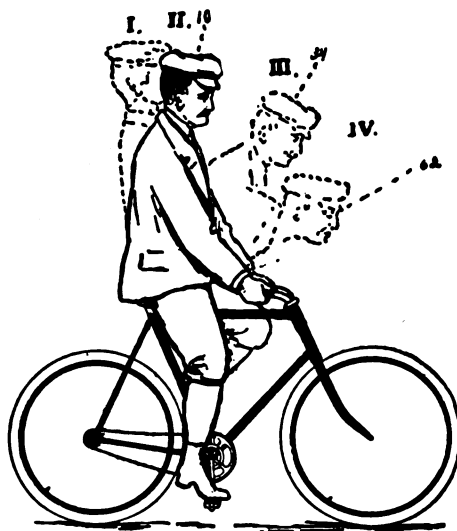
On a track where surface resistance is very small and it is largely a question of rapid pedaling, the legs can be kept flying with the body almost at right angles to them; but on the road the ordinary inequalities and the grades increase the resistance to be overcome to such an extent that gears need to be lowered and a more upright position assumed. Man can exert his greatest strength in the direction of his backbone,—that is to say, in a perpendicular direction.

Perhaps this is the reason why Michael, who is very light, and uses an exceptionally high gear, sits

more erect than most racing men. Physiologically, he ought to do so, for he can certainly use his muscles to better advantage in overcoming the increased resistance of the big gear he pushes.

A perfectly vertical position on a bicycle, however, is exceedingly awkward, and, in nature, whatever is ungainly is disadvantageous. There are conditions inseparable from the propulsion of a wheel that make the riding position more graceful and easy when the body is inclined forward at a slight angle. It is necessary to consider the relations of saddle, pedals and handle bar, and arrange them with reference to a rider's arm and leg reach before anything else is done, and then the bars can be raised or dropped to suit the rider's taste and the riding he intends to do.

For *leg reach*, the height of saddle should just allow the heel to reach the pedal when it is at its lowest point. For *arm reach*, the horizontal position of saddle should allow the hands to hold the grips of the handle bar comfortably, when they are in the same horizontal plane as the top of saddle,



and the body is inclined forward at an angle of about ten degrees. If the rider wishes to bend forward at a greater angle the bars can afterwards be lowered. Some slight modifications of these relative positions may be required, owing to ordinary variations in length of trunk, leg or arm in different individuals, and a position should be found in which the rider is seated easily, with no muscles of the body in tension.

Good form and grace on the wheel depend upon a correctly-proportioned machine, the proper adjustment of saddle, pedals and bars, and the relaxation of all muscles except those directly in use.

In the picture, Figure I., in outline, shows a perfectly vertical position. It is unnecessary, unsightly and actually disadvantageous. The body is stiff, instead of being relaxed; both pedaling and steering are done stiffly; the bars need to be raised to a bad position, and the rider's arms held straight out

in front of him in a most unnatural and tiring manner. In no other occupation and under no other conditions does a person hold his arms so high and so nearly at right angles to his body as he does when he sits on his wheel like a ramrod. Control of the steering is less positive by raising the bars high in the head, and the body offers the maximum resistance to the wind. There is not a compensating advantage.

Figure II. shows a forward inclination of ten degrees, and is about what should be adopted by everybody who wants to sit "straight." The slight forward inclination takes place at the hips; the back is kept straight; the chest is expanded; a reasonable weight is thrown upon pedals and bars, which can be properly placed in the head; the non-active muscles can be relaxed, the arms naturally dropped, and grace, comfort and power obtained.

In Figure III. the forward inclination of thirty-four degrees indicates about the maximum that can be used for comfort in road-riding, and all that is required to break the wind and obtain high speed; the bars in this case can be a little below the saddle. Between it and Figure II. can be found many positions offering power, grace and comfort for riders of varying tastes and powers.

Figure IV. shows a racing position wholly unnecessary, and out of place on the road.

ROLLER CHAINS.

Five or six years ago roller chains vied in popularity with the block pattern, but the latter soon after drove them entirely out of the American, and nearly out of the English, market. Since then they have been improved and are steadily growing in favor. They are said to keep much cleaner than block chains, but racing men object to them on the ground that they cannot jump into a sprint quickly with them.

ILLUMINATING SIGN-BOARDS.

A new luminous substance has been discovered by a French chemist, says the *King of the Road*. The inventor wishes to apply it to guide-posts, and other boards containing notices, which it may be necessary to read in the dark as well as daylight. A danger board was treated with the compound and pronounced by those who saw it to be an admirable thing.

CLEAN STREET ALLIANCE.

An organization under the above name has been formed in St. Louis for the purpose of securing clean streets. The city precincts each have a committee of five to look after their interests, and there is a central committee with general executive officers. They say the condition of the city is very bad, and must be improved.

"A HORSE! a horse! my kingdom for a horse!" is one of Shakespeare's stock quotations.

The Strength of Love.

"Yes, darling!" he cried, "you shall reign as my queen!
Every gift of the gods shall be thine,
All the wealth and affection of earth I shall glean
For the joy of my princess, divine!"

"Oh, dearest" she murmured, "You bring me such bliss"—
Here a tear-drop stole over her cheek,
"Just to think you are going to do all of this
On only eight dollars a week!"

EVOLUTION OF THE CYCLE.

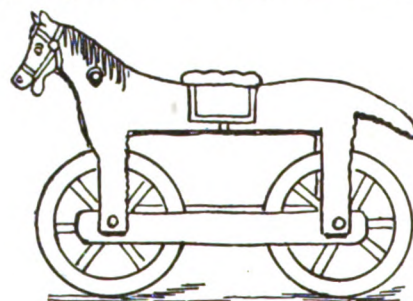
III. First Two Wheelers.

1767-1821.

The exact date of the appearance of the first two-wheeled machine is as uncertain as that of its four-wheeled predecessor. It has usually been given as 1816 or 1818, but there are indications that it may have been much earlier. It is said that about 1767 some such machines were invented and used, and there seems to have been an impression when the hobby-horses appeared, early in the present century, that they were improvements on previous ones. Perhaps the earlier affairs were alluded to in the following verses, ascribed to an English magazine of 1787:

"Though some perhaps will me despise,
Others my charms will highly prize,
Yet, nevertheless, think themselves wise.
Sometimes, 'tis true, I am a toy,
Contrived to please some active boy;
But I amuse each Jack O' Dandy;
E'en great men sometimes have me handy,
Who, when on me they get astride,
Think that on Pegasus they ride."

These sentiments coincide so closely with what we know of the conditions about 1820 that it seems as if the lines must have been written then; though it is by no means impossible that they were the result of a more local interest of the earlier date, which would naturally have proved of short duration, owing to the thorough uselessness of the machines. Even then, there should have been other contemporary notice of them, and it will not be



HOBBY-HORSE — 1808.

strange if future investigation prove that some crude sort of hobby-horse was made in the 18th century.

In 1808 we begin to get a trace of the appearance of a strange machine, and a description of it. Two wheels of equal size were connected by a rigid frame, the upper bar being carved to represent the head and body of a horse. It was propelled by thrusting the feet upon the ground, with a backward movement, something as in skating, and it could travel practically only in a straight line, as it was.

provided with *no means of turning* the front wheel. This defect made it difficult to control, dangerous at any speed, and a very useless contrivance. It resembled the first picture.

It is not yet entirely settled whether the Baron von Drais, of Mannheim on the Rhine, or M. Niepice, of Chalons, was the first one to produce a



DRAISINE — 1816.

machine having efficient steering qualities. The former seems to have been employing his invention in his duties as Master of the Woods and Forests, while the latter was astonishing the frequenters of the Luxemburg Gardens. In 1818, Louis Joseph Dineur obtained for the Baron, in Paris, a patent, in which the machine was called a "velocipede," the new word following in its formation the name *velocifere*, which was then applied by the French to certain vehicles drawn by animals. The Germans called it "Drais Lauf-Mashin," after the inventor, and in England it was known as the Draisine. This form is still preserved in Germany, and in the present tariff the words "Draisinen" and "Strasendraisinen" are used in the section relating to "Fahrtraeder" — bicycles. In 1891 the cyclists of von Drais' native city decided to erect a monument to his memory as "The Father of the Bicycle."



CELERIPEDE — 1816.

The French machine of Niepice was first called *Celerifere* and then *Celeripede*. Its construction was similar to that of the Draisine, and the great improvement in both these machines over their predecessors was the introduction of steering. In the Draisine the front wheel was carried in a fork swivelled to the fore end of the perch, and controlled by a bar above which carried cross handles for the rider to grasp. Immediately in front of the saddle was a chest-rest, to be leaned against when moving rapidly. It was intended that the arms should grasp the handles from *beneath* it in steering, and not rest upon it, as is shown in most illustrations. The steering of the Celeripede was effected by a vertical fork passing through the perch, and carrying cross handles on top. Both machines were propelled by the long, swinging strides of the rider just as earlier ones had been.

It has been asserted that Baron von Drais introduced his machine into England soon after patenting it in France, but this impression seems to have

arisen from the association of his name with it. At any rate, in 1818, Dennis Johnson, of Long Acre, improved the Draisine in its details and lightened it considerably, taking out a patent for it in December of that year. He first called it the "Parisian Curricule," but this was not a popular name, and was altered to "Pedestrian Curricule." The older names used on the Continent were also applied to it, and, as interest in it developed, the terms "Hobby-Horse" and "Dandy-Horse" came into general use. An adjustable saddle — evidently movable only fore and aft — was used, and new steering arms and handles adopted.

In 1819, John Baynes, of Leeds, patented a machine propelled by "levers, treadles and crutches," on which the feet were not to touch the ground. It



PEDESTRIAN CURRICULE — 1818.

does not appear to have proved practicable or have come into use, and very little is known of it. Two years later Louis Gompertz, of Surrey, endeavored to supplement leg action by bringing the arms into use for the purpose of driving the front wheel. His front fork worked in a rude socket, and to the steering handle was attached a segment rack which geared in a pinion on the front wheel hub, so that the arms could assist in the propulsion. It was a clumsy and impracticable affair.



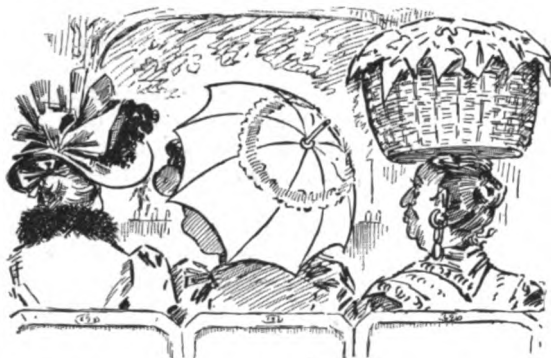
HOBBY-HORSE — 1821.

In the meantime (1819) the Draisine had been introduced into New York, and had aroused much interest there. The fad spread to other cities; some machines were made and rented out, and in June a patent for "an improvement in the velocipede" was granted to W. K. Clarkson; but no details of it are accessible, as the patent office was destroyed by fire in 1836, and this patent has not been restored on the files.

The sub-head to Chapter II. of "Evolution of the Cycle," on page 743, issue of Dec. 31, should have read, "Three and Four Wheelers."

THREE OF A KIND.

We can get used to any old thing, so they say,
And experience proves it is true.
People had to get used to big hats at the play
Though they hide the whole stage from the view.



And since the fool public puts up with the first
Of the evils our artist has shown,
Why should n't the other two both do their worst,
And expect folks to let them alone?

SIDE-PATHS IN ST. PAUL.

In order to provide better facilities than the suburban streets and the wagon roads in the vicinity of the city afforded, and to enable the riders of the city to reach the many picturesque places near St. Paul, an organization was formed in the Spring of 1896, known as the St. Paul Cycle Path Association. Its object is the construction of side-paths.

After canvassing the situation in regard to the best method of raising funds, it was decided to solicit, from those interested, annual contributions or membership fees of \$1.00 each, the proceeds to be devoted to path construction. The plan met with popular favor and has been in operation for two seasons. Membership badges, to be attached to the wheels, are issued, each year of different pattern, to show that the rider is willing to and does contribute a fair share to the general welfare, and is not a sponge, gaining pleasure at others' expense.

Membership contributions are collected by voluntary canvassers. An evening paper has given most valuable assistance by publishing much reading matter regarding path-making, and the names of those contributing. In the two seasons thirty miles of fine path have been built. The public has been educated to appreciate the truth that a side-path for cyclists is a necessary and proper thing on a public highway. That this is so is proved by the fact that after the work of the association had shown the utility and desirability of cycle paths, aid was obtained from the city and county governments to an extent covering nearly one-half the total expense.

In building paths it has been found desirable to put them as far as practicable from the wagon way, as more trouble is caused by drivers attempting to travel the paths with teams than from all other causes.

The method of construction adopted has been to prepare a fairly smooth foundation, of the proposed width, on which a layer, three to four inches thick,

of soft coal cinders is spread and rolled. Then a wearing surface of clay, one-inch thick, with one-quarter of an inch of coarse sand or fine gravel to finish, and again thoroughly rolled, after being carefully graded, so as to give a smooth wheeling surface with a slight crowning cross-section. In case gravel can be obtained, an equally-good and cheaper path can be constructed with it instead of cinders.

The cost of the work per mile has been as follows: For cinder paths, three feet wide, \$150; six feet wide, \$200; eight feet wide, \$250; ten-foot boulevard path, constructed in substantial manner with broken-stone crossings, \$400. Average cost of construction, \$260 per mile. The total amount spent on side-paths has been approximately \$8,000. Those who have enjoyed their use appreciate the fact that in no other way could the same amount of money furnish as good opportunities for pleasure and business travel to so many people as enjoy these paths. They have been built on the streets leading out of the city to the popular resorts. A ride over them takes the cyclist to Como Park and Lake, or along the gorge of the Mississippi River from St. Paul, past picturesque Fort Snelling and Mendota to Minnehaha Falls. In the opposite direction the rider wheels through pleasant farm scenes over a good path, thirteen miles, to White Bear Lake, with its boating, bathing, and the usual social attractions of Summer watering-places.

For the coming year extensive plans have been made for extending the path system. The city of



CYCLE PATH, SUMMIT AVE. BOULEVARD, ST. PAUL.

Photo. by Geo. L. Wilson.

St. Paul has included in the tax levy for 1898 the sum of \$5,000 to be expended in the construction of side-paths. Minneapolis, the other Twin City, has organized a similar association and has already done considerable work at the end of 1897. Both cities have given promise of substantial financial assistance to their respective associations for the coming year, and it is intended that the year of '98 shall see the best system of cycle paths in the United States, and leading, as it will, amid beautiful scenery, it will be a wheelman's paradise.

GEO. L. WILSON.

WHEN NATHAN LED THE CHOIR.

JOE LINCOLN.



I S'POSE I hain't progressive,
but, I swan, it seems ter
me
Religion is n't nigh so good as
what it used ter be.
I go ter meetin' every week
and rent my reg'lar pew,
But hain't a mite uplifted when
the sarvices are through.
I take my orthodoxy straight, like
Gran'pop did his rum,—
It never hurt him, neither, and a dea-
con, too, by gum!
But now the preachin's mushy and
the singin's lost its fire;
I'd like ter hear old Parson Day, with
Nathan leadin' choir.

I'd like ter know who told these folks
that all was perfect peace,

And glidin' inter heaven was as slick as meltin' grease;
Old Parson Day, I tell yer what, his sermons made yer think
He'd shake yer over Tophet till yer heerd the cinders clink.
And then, when he'd gin out the tune and Nate would take
his stand

Afore the chosen singers, with the tunin'-fork in hand,
The meetin'-house jest held its breath, from cellar plum ter
spire,

And then bu'st forth in thunder tones with Nathan leadin' choir.

They didn't chime so pretty, p'r'aps, as does our new quartette,
But all them folks was there ter sing, and done it, too, you bet!
The basses they'd be rollin' on, with faces swelled and red,
And racin' the supraners, who was p'r'aps a bar ahead;
While Nate beat time with both his hands and worked like
drivin' plow,

With drops o' sweat a-standin' out upon his face and brow;
And all the congregation felt the Lord was shorely nigher
When e'er they heerd "Old Hunderd" sung with Nathan
leadin' choir.

Rube Swan was second tenor and his pipes was kinder cracked,
But Rube made up in loudness what in tune he might a-lacked;
But 't was a leetle cur'us, though, fer p'r'aps his voice would
balk,

And when he'd fetch a high note give a most outrageous
squawk.

And Uncle Elkanah was deaf and kinder'd lose the run,
And keep on singin' loud and high when all the rest was done;
But, notwithstanding all o' this, I think I'd never tire
O' list'nin' ter the good old tunes with Nathan leadin' choir.

We've got a bran-new organ now, and singers—only four—
But land! we pay 'em cash enough ter fee a hunderd more.
They sing newfangled tunes and things that some folks think
are sweet,

But don't appeal ter me no more'n a fish-horn on the street.
I'd like once more ter go ter church and watch old Nathan
wave

His tunin' fork above the crowd and lead the glorious stave;
I'd like ter hear old Parson Day jest knock the sinners higher,
And then set back and hear a hymn with Nathan leadin' choir.

FOR A NATIONAL BOULEVARD.

Writing on the subject of a great highway across
the country, a correspondent of a Denver paper says,
"the subject of a National boulevard has at various
times been touched upon, not with much seriousness
or hope of its being undertaken, but from lack of
influence, enormous cost, and the old cry of 'pater-
nalism,' which has been a political club used for years
to block anything that would benefit the people at

large. When considered from a business standpoint,
this same enterprise would be one of untold value to
the masses, as well as the classes, and it certainly
appears that the time is very near when something
will be done in this matter. . . .

"This highway should be one hundred feet wide,
covered with broken stone one foot thick, concreted
thereon, and the right of way should include ten feet
on either side, this space to be reserved for tree-plant-
ing. The starting point of this line should be Bos-
ton, thence west through southern New York, touch-
ing Cleveland, Indianapolis, St. Louis, Kansas City,
Denver, Salt Lake and San Francisco. Its cost
would be in the neighborhood of perhaps \$250,000,-
000, but would be of vast benefit to the country on
one question alone,—from its influence in favor of
good roads. . . .

"During the pleasant seasons of the year, thou-
sands would travel in every class of conveyance on
such a boulevard, thus necessitating the establish-
ment of hotels, livery stables, etc., at intervals to
accommodate those demanding them. Besides the
thousands of men required in construction and re-
pair of such work, there would be many others em-
ployed in the States contiguous to this line in im-
proving roadways leading into it, as well as the
increased number in new buildings, additional bi-
cycle, carriage and other manufactories. There
would very likely be along this thoroughfare a Gov-
ernment telegraph line, with offices at frequent inter-
vals to accommodate travelers. . . .

"As this question is of utmost importance to bi-
cycle and carriage makers, as well as labor generally,
the combined influence is more than sufficient to in-
duce prompt action on the part of our senators and
representatives in Congress, and could not be ig-
nored without danger to their political aspirations."

THE COMPETITION.

Some of our more distant competitors may have
mailed names before the close of '97 which may not
have reached us at this time, as we were obliged
to make up these forms on Monday, Jan. 3rd. In
order to insure the absolute accuracy of our count,
we have thought the only wise course to be the hold-
ing of the official announcement until next week. A
considerable increase of names, received at the last
moment, makes us fearful of doing some one an in-
justice if we were to attempt to call the count cor-
rect as it appears at the present time. All figures
will be gone over with the utmost care, and the final
official result published next week.

The ocean's banks are high and dry,
The wind, alas, is failing, too,
The waves, who dare to plunge, go broke:
No wonder that the sea is blue.

Every State in the Union should have a road de-
partment whose members should be men qualified
by training and knowledge for their work, says the
Auburn Times.



INSTRUCTION IN ROAD-BUILDING IN MASSACHUSETTS.

With the building of better highways there has arisen a demand for practical road-builders and competent highway engineers, not only for occasional work in constructing country roads, but for permanent positions as street superintendents and road commissioners in towns and cities. This demand is beginning to be recognized, and preparations made to meet it, by affording courses of instruction on the subject in various institutions, public exhibitions of the working of road machinery, and in other ways.

As Massachusetts was among the first to improve her highways, so she was about the earliest to provide instruction on the subject of road-building. In the Institute of Technology and the Lawrence Scientific School, Harvard University, complete courses of instruction are given; models, drawings and photographs are used in the lecture rooms, and visits are made to works in process of construction. Anyone may enroll himself in the course in highway engineering at the Lawrence Scientific School, by the payment of a small fee.

But, however good the instruction furnished to young men in institutions of learning, it will be some years before their training is completed, and more years before they acquire the experience that will make them most valuable. In the meantime, roads must be built, and those engaged in building them, and others who are responsible for the care of them, require practical instruction. To afford this, in connection with the construction of the State highways, has always been a feature of the work of the Massachusetts Highway Commission.

In the last four years the State has expended nearly two million dollars on its roads. The work has been located in 125 different municipalities scattered throughout the State, out of a total of 353, or over one-third of the entire number. Fifty other municipalities have built modern roads, or 175 in all; so that almost exactly one-half of the entire number of towns and cities have had experience in first-class road-building. As towns are given the first choice of taking contracts to construct State highways in their own territory, and many have undertaken it, there are hundreds of men scattered

over the State who have had actual experience in building some of the best roads in the world. This alone has proved a valuable means of disseminating information. One result is that good foremen can now be readily secured where, four years ago, it was a difficult task.

High-class road-building, according to the most-approved, scientific methods, and the use of modern machinery, in so many widely-separated localities, has afforded town officials, whose duty it is to look after the roads, opportunities for obtaining information that they could get in no other way. These men ordinarily fill other offices and are engaged in business, and have no time to leave home to study road-building theoretically; but, when roads are constructed near their doors, under competent supervision, they are quick to appreciate it.

The Highway Commission employ about sixty resident engineers, one of whom is stationed wherever the State builds a road, to instruct the contractor in the methods to be employed, and he remains on the ground from start to finish. These engineers are, in turn, looked after by five divisional engineers and a chief engineer, to secure uniformity. At the end of the season, all the engineers are called together, and discuss the year's work in detail. The meetings are lively and interesting, and anyone who has attended them will appreciate their value.

Besides this, the Commission holds a public hearing in each county every year. Town officials, and all others interested in the roads, attend them, and views are freely interchanged. An association has also been formed, at whose meetings experiences are interchanged and papers read. By these methods the young and inexperienced man learns both theory and practice, and the older practical man becomes acquainted with modern theories.

PRODDING TURNPIKE COMPANIES.

A law has been passed by the Michigan legislature requiring the turnpike companies in the State "to construct, reconstruct, repair and maintain their roads in good repair, and of the same material and in the same manner as required by their charter, within six months after the passage of the Act." If they fail to comply with the law, the roads are to be considered as abandoned, and no further toll can be charged on them.

A local option side-path law will be introduced into the New York legislature. Under it, any county can levy a small tax on wheels for the purpose of building and maintaining cycle-paths.

The citizens of Sewickley, Pa., have been holding meetings to further the improvement of their roads, and calling the attention of the county commissioners to their requirements.

Over five thousand citizens signed a petition for better street paving and repair, and presented it to the mayor and board of public works of Denver.

COST OF MACADAM ROADS.

In response to inquiries as to the cost of macadam roads, we give the following, which are the figures in Massachusetts. Country highways are macadamized to a width of twelve or fifteen feet. There are but two of the narrower width in the State as yet. In villages the width varies from eighteen to thirty-four feet, and the depth is according to traffic. On sandy, gravelly or porous soil the broken stone is laid to a depth of six inches, and on clay or wet soil telford is laid to a depth of eight inches and covered by four inches of broken stone, with a layer of gravel from two to four inches in depth on top of the clay and beneath the telford.

The cost includes excavations, drains, telfording, gutters, culverts, fences, monuments and engineering, in addition to the macadam. At the end of 1896 the average cost of the 107 miles, completed, was \$10,369. (Macadam, \$5,485, and miscellaneous, \$4,884.)

Average cost per mile of grading	\$1,391 00
“ “ “ “ drains	150 18
“ “ “ “ telford	78 81
Lowest “ “ ton “ broken stone	1 06
Highest “ “ “ “ “ “	3 10
Average quantity per mile of broken stone	3,000 tons
Highest “ “ “ “ “ “	4,400 “
Lowest cost “ “ macadam	\$3,000 00
“ “ “ “ completed road	5,600 00
Highest “ “ “ “ “ “	23,000 00

TO LOCATE ROADS PROPERLY.

Country roads, almost as a rule, are badly located. The older ones followed the tracks of bridle paths and farm lines, and grew up, no one knows exactly how; but many of the later ones have been laid out and accepted under some official form of procedure, and yet show no improvement. The “viewers” who select and recommend the routes are influenced by too many friendly and personal considerations, and too often divert the roads from their proper courses, regardless of the rights and needs of the traveling public. They seem to feel that their immediate local interests are the only ones concerned, and do not realize that not only they, but all who use the roads, *for all time to come*, will be obliged to travel circuitous routes, and clamber up and down hills, to the enormous loss of time and energy, because of their mistaken and short-sighted policy.

Verily “time is money,” and grades and square corners constitute a heavy, perpetual tax upon the public, for rarely is a route once in use changed to other location.

The importance of locating a road correctly at the outset, according to competent surveys and thorough examination, can hardly be over-estimated. Where reports are made by viewers to some superior body with whom the final decision rests, it is of great importance that the viewers be liberal minded, intelligent and public spirited, and that one of them should always be a thoroughly competent engineer. A full report of every examination should be made, and should contain sufficient data to make it possible

to base an intelligent and accurate opinion on it.

Deputy Secretary of Agriculture, John Hamilton, of Harrisburg, Pa., is endeavoring to secure better work in this direction, and has prepared the following form of report, with the object of securing full and explicit information in answer to each question:

ROAD VIEWERS' REPORT.

All reports of boards of road viewers, to view and lay out new roads in this district, shall contain full and explicit information upon the following points:

1. The date of the view.
2. Where held.
3. Whether proper legal notices were given.
4. What viewers were present?
5. Whether they were severally sworn or affirmed.
6. Between what points the proposed road is desired?
7. Is such a road necessary?
8. Should it be a public or a private road?
9. Submit a plot or draft of the proposed road, giving courses and distances; also indicating where the line of the proposed road crosses other roads, property lines, streams and ravines; also showing location of buildings and other improvements near which it may pass.
10. Submit a profile drawing showing the elevations and depressions and contour of the surface over which the road runs.
11. Draw all maps and drafts to a scale. The vertical lines of the profile map to be upon a larger scale than the base line.
12. Show the number of degrees of grade at various points.
13. Describe the character of the ground over which the proposed road runs, giving also the kind of sub-soil; whether rock, clay, gravel, sand, muck, etc.
14. Mark on the profile map the cuts and fills, also the height and length of all bridges and culverts.
15. Make out and submit an estimate of the cost of constructing the road.
16. State whether or not damages are demanded; if so, how much, and by whom.
17. State whether any protests were made against the laying out of the proposed road; and if so, by whom.
18. State the objections, if any, raised against granting the road.
19. Have you laid out this road over the shortest and best practicable route? If not, why not?

To be dated and signed by each member of the Board of Viewers present at the view, giving names in full, and post-office addresses.

ACTIVITY IN MARYLAND.

Work in Maryland is being concentrated on the bills for a State road engineer and a highway commission, the latter containing a wide-tire clause and a provision that road taxes shall hereafter be paid in cash. The farmers' clubs of the State are to be enlisted in the work, if possible. The Vansville Club has already appointed a committee to communicate with all other clubs and request them to send representatives to the next legislature to urge that body to take action on highway improvement.

A great many of the statements made about the cost per mile of roads are apt to prove misleading. A fair comparison cannot be made without knowing the width and depth, the amount of grading required, methods employed, and many other details which seriously affect the price.

A sample piece of five hundred feet of steel roadway, the plates being laid on cement, is to be put down on the Brecksville road near Cleveland.

A Good Roads League has been formed in Colorado, and is actively agitating highway improvement needs, means and methods.

TOLL roads have been largely abolished in Indiana.

League of American Wheelmen

... Official Department ...

Officers for 1897 and 1898.

President, ISAAC B. POTTER, Potter Building,
New York City.
1st Vice-President, A. CRESSY MORRISON,
Care of Scott & Bowne, New York city.
2d Vice-President, C. FRANK KIRKER,
148 Ellison St., Paterson, N. J.
Treasurer, JOHN W. CLENDENING,
269 14th St., Portland, Oregon.
Secretary, ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Executive and Finance.

THE PRESIDENT AND VICE-PRESIDENTS.
Membership Committee.

GEO. L. COOKE, Box 1101, Providence, R. I.
Highway Improvement.

OTTO DORNER Milwaukee, Wis.

Racing Board.

ALBERT MOTT, Park Heights,
near Kate Ave., Baltimore, Md.
A. D. WAIT, Cohoes, N. Y.
GEO. W. DORNER, 175 Blackstone St., Boston, Mass.
HERBERT W. FOLTZ, Indianapolis, Ind.
W. I. DOTY, Denver, Colo.
HENRY S. DIXON, Dixon, Ill.
HENRY GOODMAN, 132 Sixth St., Portland, Ore.

Transportation.

BURLEY B. AYERS, 924 Walnut St., Chicago, Ill.

Rules and Regulations.

E. KOSTOMLATSKY, Cedar Rapids, Ia.

Rights and Privileges.

WALTER S. JENKINS,
706 Mooney-Brisbane Bldg., Buffalo, N. Y.

Auditing Committee.

J. FRED ADAMS, Haverhill, Mass.

RENEWAL LIST NO. 41.

Including renewals from Dec. 27th to Dec. 31st, inclusive.

Alabama	1	New Jersey	11
Arizona		New Mexico	
Arkansas		New York	60
Colorado		North Carolina	2
Connecticut	35	North Dakota	
Delaware	1	Ohio	6
District Columbia		Oklahoma	
Florida		Oregon	
Georgia		Pennsylvania	24
Idaho	1	Rhode Island	1
Illinois	5	South California	10
Indiana	10	South Carolina	12
Iowa	4	South Dakota	3
Kansas		Tennessee	
Kentucky	1	Texas	2
Louisiana		Utah	
Maine	1	Vermont	
Maryland	2	Virginia	15
Massachusetts	15	Washington	6
Michigan	6	West Virginia	1
Minnesota		Wisconsin	8
Mississippi		Wyoming	2
Missouri	2	Canada	
Montana	1	Foreign	1
Nebraska	1	Mexico	
Nevada		Indian Territory	
New Hampshire	1		230

DELAWARE DIVISION.

I have this day appointed the following gentlemen as members of the Committee on Improvement of Highways:

Albert O. H. Grier, Wilmington
Theodore A. Leisen, W. T. RUDD, Chief Consul.
WILMINGTON, DEL., Dec. 28, 1897.

MINNESOTA DIVISION.

The annual meeting of the Minnesota Division was held Thursday afternoon, Dec. 9, 1897, at the office of

Chief Consul Arthur B. Ovitt, Pioneer Press Building, St. Paul.

Ex-Chief Consul M. L. Knowlton made an oral report, setting forth the affairs of the League while they were under his control.

Ex-Secretary-Treasurer John I. Willson presented his report which was accepted. His report showed an increase in membership of 64 per cent, for the year ending Nov. 30, 1897.

Mr. A. B. Choate, of Minneapolis, was elected delegate to the National Assembly.

CHAS. E. BOND,
Minn. State Div., L. A. W.
MINNEAPOLIS, MINN., Dec. 20, 1897.

ILLINOIS DIVISION.

To the Members: You are hereby notified that the commission of thirty-five cents on each application heretofore existing has been abolished, and all applications sent me in the future must be accompanied by the regular membership fee and dues.

Fraternally yours,

GEORGE D. LOCKE, Sec.-Treas.
JERSEYVILLE, ILL., Dec. 30, 1897.

NEW HAMPSHIRE DIVISION.

CLUB REPRESENTATIVES.

Exeter Bicycle Club.—Dr. W. H. Nute.
Good Roads Association of Keene.—A. W. Pressler.
ROBERT T. KINGSBURY, Sec.-Treas.

RHODE ISLAND DIVISION.

Every member of this division, obtaining fifteen new names between January 1st and June 30th inclusive, will be presented with a handsome Honor Badge, under certain terms and conditions, for which apply to

MARSHALL W. HALL,

Box 222, Newport, R. I.
PROVIDENCE, R. I., Dec. 31, 1897.

AMENDMENT.

NOTICE.

At the next meeting of the National Assembly, I will offer the following amendment to Article VIII., Sec. 1, of the L. A. W. Constitution:

To amend clauses (a) and (b) by striking out the words, "accompanied by a fee of two dollars."
To amend clause (c) by striking out the words, "and accompanied by a fee of two dollars."

WILLIAM D. KEMPTON, Chief Consul.
CINCINNATI, Dec. 29, 1897.

AMENDMENT.

I hereby give notice that I will offer the following amendment to Article III., Section 1, of the Constitution, at the National Assembly, to be held at St. Louis, in February, 1898.

By striking out the word "amateur" from this section and all other sections of the Constitution inconsistent thereto. Any amateur white wheelman of good character, eighteen years of age or older, shall, with the endorsement of three members or three other reputable citizens, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution.

FRED GERLACH.
CHICAGO, ILL., Dec. 27, 1897.

AMENDMENT.

I hereby give notice that at the meeting of the National Assembly of the L. A. W., to be held at St. Louis, Mo., in February, 1898, I will offer the following amendment to the Constitution of the L. A. W.:

"Article III., Section 1, by adding the following: 'The Board of Officers of any State Division shall have the power to establish a junior membership of the League of American Wheelmen, to be subject to the control and management of the Board of Officers of the State Division in which the junior member resides.'

"Such junior membership shall consist of persons between the ages of 12 and 18 years, who must be a member of the family or a ward of a regular member of the League of American Wheelmen, in good standing at the time of the presentation of the application for membership as a junior member of the League.

"Each junior member shall be furnished with a numbered ticket of membership by the Secretary-Treasurer of the State Division, and shall also be furnished by the State Division with a pin of appropriate design free of charge.

"Junior members, while in good standing, shall be entitled to all the privileges and protection offered regular members of the League of American Wheelmen, but shall not have the right to vote nor hold any office in the League, nor to receive, without charge, the 'L. A. W. Bulletin,' road books or other publications issued free of charge to the regular members of the League.

"Each junior member shall also be entitled to hotel and repair shop discounts while touring in the company

or under the care and control of a regular member of the League.

"Each applicant for membership in the League as a junior member must pay to the Secretary-Treasurer of the Division an initiation fee of 25 cents, and shall pay annually the sum of 50 cents as dues. Such initiation fees and dues shall be paid into the treasury of the respective State Division for the exclusive use and benefit of the Division.

"When a junior member shall attain the age of 18 years his membership shall terminate, but such member may, on application to the Secretary-Treasurer of the Division, if otherwise eligible, be at once entered on the membership roll of the League of American Wheelmen on payment of the membership dues of the League, and shall thereafter be entitled to all the rights, privileges and benefits of a regular member of the League of American Wheelmen.

"It shall be the duty of the Secretary-Treasurer of the Division to at once notify the Secretary of the League of American Wheelmen to enter on the roll of the League the name and residence of such member.

"The Board of Officers of any State Division may insert a clause in the Constitution and By-Laws of such Division providing for the establishment of a junior membership in such Division, subject, however, to the provisions of the Constitution."

JOHN F. CLARK, L. A. W. No. 13,044.

PRINCES BAY, N. Y., Dec. 27, 1897.

AMENDMENT.

I present the following amendments to the Constitution for the consideration of the National Assembly, at its meeting, to be held in St. Louis, Mo., in February, 1898:

Amend Article III., Section 1, by striking out the word "amateur."

Amend Article III., Section 8, by striking out all preceding the "Amateur Rule" and substituting the following:

Section 8. "All members as such shall possess equal rights and privileges, but for the convenience of the Racing Board, and to aid in the proper enforcement of the rules governing racing, each applicant for admission to membership shall state whether he is a professional or an amateur, the status of the applicant to be determined by the following amateur rule:"

Insert new provision to bear such number as to Article and Section as may be determined by the Assembly:

"No person shall be eligible to entry in any race, run under the rules of the League of American Wheelmen, unless he be a member of, or an applicant for membership in, this League; satisfactory proof of which shall be furnished by such entrant in such manner as the Racing Board may require. Any violation or evasion of this requirement shall subject the offender to such penalty as the Racing Board may see fit to inflict."

OWEN LAWSON, Sec.-Treas.

LOUISVILLE, KY., Dec. 28, 1897.

AMENDMENT.

I hereby give notice that I shall offer the following amendments to the Constitution of the L. A. W., at the next annual meeting of the National Assembly, in case of the adoption of any amendment to the Constitution or By-Laws, whereby sanctions or permits for Sunday racing shall or may be granted to any Division:

Article III., Section 1. Change to read as follows: "Any wheelman of good character, eighteen years or over, shall, with the endorsement of two League members, or three other reputable citizens, be eligible to membership in this League, upon payment of the initiation fees and dues, as provided in this Constitution; provided, however, that any Division may incorporate in its Constitution a requirement, to be filed upon its adoption with the Secretary of the League, whereby no person shall be eligible to membership in such Division unless an amateur wheelman, or unless a white wheelman, or unless an amateur white wheelman; and in this case no person, whether a member of the League or not, shall be entitled to become a member of such Division, unless eligible according to such requirement of that Division, but may, irrespective of his residence, join another Division to which he is eligible, or, if a member, retain his membership in the Division to which he last belonged."

GEO. L. COOKE,

Chief Consul R. I. Div.

PROVIDENCE, R. I., Dec. 31, 1897.

AMENDMENT.

I will propose the following amendment to Article VIII., Section 1, clause (c), of the Constitution, by adding after the word "Division," in the third line, "not later than December 1st in each year."

Article IV., Section 7, of the By-Laws, adding a new clause:

The chairman of the Racing Board shall receive a salary of \$5,000 per annum and the other members thereof shall be allowed such sums annually for the expenses of their office as shall be fixed or approved by the National Assembly at any regular or special meeting.

GEO. D. LOCKE.

JERSEYVILLE, ILL., Dec. 30, 1897.

Lapel Button. No. 1, vitrified front in colors, with button back or catch pin for ladies, 15 cents.

AMENDMENTS.

I propose the following amendments to Article V. of the L. A. W. By-Laws:

Section 1 (d). In last paragraph change "after the finding of the Committee" to "after publication of the finding of the Committee in the 'L. A. W. Bulletin.'"

Section 2. In third paragraph strike out "membership;" in last paragraph strike out all after "expulsion" and substitute this: "but in the last case an appeal may be taken by such member to the Rights and Privileges Committee, if made within twenty days after publication of the finding in the 'L. A. W. Bulletin.'"

Section 3. In first paragraph strike out "wheelman." (New) Section 4. "A member of the League charged with being ineligible to membership, for causes other than professionalism, may be protested in writing by any member. In case of such protest the charges and specifications shall be sent to the Secretary, who shall make a record of the protest, and forward all the papers to the Membership Committee. The committee shall furnish the protested member with a copy of the charges and hear him in his own defence. If, after a full hearing, the committee shall find that the charges are sustained, it shall direct the Secretary to expunge the name from the books."

Section 4. Change to "Section 5;" in fifth paragraph change "may" to "shall" and strike out "in such case."

Section 5. Change to "Section 6;" in last paragraph strike out "membership" and change "they" to "it" in both instances.

GEO. L. COOKE,
Chairman Membership Committee.

PROVIDENCE, R. I., Dec. 31, 1897.

AMENDMENT.

Amend By-Laws, Article IV., Section 7 (b), to add after the words "Women Competitors" the words "if it is to be continued for six days."

Very truly,
CONWAY W. SAMS, Chief Consul.

AMENDMENTS.

Proposed amendments to the Constitution and By-Laws of the L. A. W.

CONSTITUTION.

Change Article VI., Section 1, to read as follows:

Section 1 (a). The officers of the League shall be a President, First and Second Vice-Presidents, Treasurer and Secretary.

(b). The President and First and Second Vice-Presidents shall hold office for two years, and shall be elected by mail vote of the members in the Divisions between the fifteenth day of October and the fifteenth day of November in alternate years, beginning in the year 1898.

(c). The Treasurer shall hold office for one year and shall be elected by the National Assembly at the annual meeting.

(d). The Secretary shall be elected by the National Assembly and shall hold office as long as he shall render satisfactory service; but the National Assembly may, by a two-thirds vote of the members and proxies present at any meeting, declare the office of Secretary vacant, and hold an election for his successor, one month's notice of the intended declaration of a vacancy having been given.

Provided, however, that nothing in this section contained shall be construed as affecting the tenure of office of the present officers of the League; but each shall hold office for the term for which he was elected.

BY-LAWS.

Change Article X. to read as follows:

ARTICLE X.

Elections.

Section 1. Elections in the Divisions for officers of the League shall be by the Australian ballot system; shall conform in each Division to the particular mode of this system used in that Division; and the names of the nominees for such offices may be printed on the ballots for the Division officers, at the head thereof, or on separate ballots, as each Division shall decide. In Divisions where the Australian system is not used, or where the Secretary of the League conducts the elections, he shall formulate the particular mode to be used.

Section 2 (a). One nomination for the office of President, First Vice-President and Second Vice-President, respectively, may be made by any Division Board having ten or more members, which must be certified to by the Chief Consul and Secretary-Treasurer of such Division.

(b). Nominations for the same offices may be made, under the same restriction as to number, by nomination papers signed by at least twenty-five members of Division Boards, with their official names and League numbers affixed thereto.

(c). All nominations must be filed with the Secretary of the League on or before September 15th of the year in which the election is to be held. Nominations made in any other way, or filed later than September 15th of that year, shall not be received.

(d). No such nominee shall be entitled to have his name printed upon the official ballots unless he be nominated by at least seven Division Boards, or by one hundred members of Division Boards in the manner prescribed in this section; and the Secretary of the

League shall as soon as may be give official notice of the nominees so entitled.

Section 3. The Executive Committee of the League shall establish and enforce rules for the custody and counting of the ballots cast for officers of the League in elections in the Divisions and for the proper and speedy certification of the result to the Secretary of the League.

Section 4. The person who shall receive the greatest number of votes regularly voted for the office of President, First Vice-President and Second Vice-President, respectively, shall be declared elected.

Section 5. Elections in the National Assembly for officers of the League shall be by written or printed ballot, and a majority of all the votes cast shall be necessary to elect. Each officer shall be elected by a separate ballot.

Also change Article II., Section 1 (a) to read as follows:

Section 1 (a). There shall be at least one annual Meet of the League. The Executive Committee may divide the country into two or more sections, in which case there may be one annual Meet for each section. If there be no contest for the Meet, the Executive Committee shall have full power in the matter. In case of a contest, the place must be decided by mail vote of members of the National Assembly, if no such division be made, or if made, then by mail vote of members of the National Assembly belonging to the section where contest is made, such vote to be taken in the month of January. The time of the Meet shall be determined by the Executive Committee.

GEO. L. COOKE,
Chief Consul R. I. Div.

OHIO DIVISION.

Delegates to National Assembly have been elected, viz.:

Parker G. Reed, Chillicothe.
Walter H. Chubb, 91 Bell Ave., Cleveland.
M. W. Bliss, Jr., Columbus.
S. L. Ghaister, Fostoria.
J. Milton Finch, Dayton.
Chas. F. Henry, Marietta.
J. B. Griffith, Steubenville.

W. C. MUNRO, Sec.-Treas.

CINCINNATI, Jan. 1, 1898.

NEW JERSEY DIVISION.

SPECIAL NOTICE.

Beginning Jan. 1, 1898, all renewing members will receive a road book free when renewing. In previous years 25 cents additional has been charged. In future the book is mailed with every renewal absolutely free. This applies only to renewals expiring after January 1st.

WORKING MEMBERS, TAKE NOTICE!

The old system of premiums has been entirely abolished. Members having applications to their credit can secure any of the old premiums, but no applications will in future be credited on the old system.

The Honor System: A handsome steel engraved certificate, and a beautiful, sterling silver and enamel medal, will be the future system of award. Circulars explaining the new honor medal will be mailed all local consuls in a few days. Begin your recruiting now, and forward one new application to the Secretary-Treasurer of the Division, with the request that your name be placed on the honor roll.

JAMES C. TATTERSALL, Sec.-Treas.

INDIANA DIVISION.

Owing to the great increase in the work of my office, attendant upon the rapid increase of membership in this division, and the fact that my personal business is too much encroached upon thereby, I hereby tender my resignation as Secretary-Treasurer of this Division to take effect January 1, 1898.

GEO. C. STACEY, SEC.-TREAS.

The resignation of George C. Stacey, as Secretary-Treasurer of this Division is hereby accepted.

WALLACE SHERWOOD, Chief Consul.

James A. Allison, of Indianapolis, is hereby appointed Secretary-Treasurer of the Indiana Division, L. A. W., vice Geo. C. Stacey, resigned.

WALLACE SHERWOOD, Chief Consul.

INDIANAPOLIS, Dec. 30, 1897.

COLORADO DIVISION.

The Colorado State Division has been divided into four districts with the following in charge:

First District. Chief Consul Searles, Denver: Arapahoe, Boulder, Clear Creek, Douglas, Elbert, Gilpin, Jefferson, Kit Carson, Larimer, Logan, Morgan, Park, Phillips, Sedgwick, Summit, Washington, Weld and Yuma.

Second District. C. W. Dawson, representative, Colorado Springs: Archuleta, Baca, Bent, Chaffee, Cheyenne, Conejos, Costilla, Custer, El Paso, Fremont, Huerfano, Kiowa, Las Animas, Lincoln, Otero, Prowers, Pueblo, Rio Grande and Saguache.

Third District. E. L. Ogden, representative, Aspen: Eagle, Garfield, Grand, Lake, Pitkin, Rio Blanca and Routt.

Fourth District. J. E. Berry, representative, Montrose: Delta, Dolores, Gunnison, Hinsdale, La Plata, Mesa, Montezuma, Montrose, Ouray, San Juan and San Miguel.

Local consuls will hereafter report to the man in charge of the district in which their counties are named.

A. H. SEARLES, Chief Consul.

DENVER, COL., Dec. 17, 1897.

KANSAS DIVISION.

The Board of Officers, Kansas Division, L. A. W., met in the city of Salina, at the office of Chief Consul J. L. Bishop, Dec. 27, 1897.

Present: Chief Consul, J. L. Bishop; Vice Consul, J. B. Doncyson; Secretary-Treasurer, W. C. F. Reichenbach; Representatives, L. C. Staples and O. K. Leigh.

Meeting called to order at 8.15 P. M.

Reports from Secretary-Treasurer, Chairman Roads Improvement and Chairman of Racing Board were heard, and on motion accepted.

Mr. Doncyson suggested the advisability of procuring advertisements from all repairmen in the Division for use in road book.

Communication from President I. B. Potter on the subject of recruiting was read and placed on file. The Board discussed generally questions of recruiting and other matters vital to the Division.

On motion, the city of Salina was selected as the place for holding the annual State Meet of 1898.

Moved and seconded, that the Division pay the actual traveling expenses of members of the Racing Board while in attendance at one meeting. The Board ruled to allow delegate to the National Assembly all actual expenses outside of railroad fare. It was the sense of the Board that the delegate to the National Assembly vote for State control of racing, admission of professionals to membership in L. A. W., and that the League retain its control over racing. A ballot being taken for delegate to National Assembly of 1898, Mr. W. M. Glenn was unanimously elected.

Adjourned.

W. C. F. REICHENBACH, Sec.-Treas.

TOPEKA, KAN., Dec. 28, 1897.

COLORADO DIVISION.

At a regular meeting of the officers of the Colorado Division, of the L. A. W., Charles W. Dawson, of Colorado Springs, was elected delegate to the National Assembly.

Very truly yours,

ISAAC SUTTON, Sec.-Treas.

DENVER, COL., Dec. 30, '97.

KENTUCKY DIVISION.

At the regular December meeting of the Board of Officers of Kentucky Division, L. A. W., held on Dec. 30, 1897, the election of delegates to the National Assembly resulted in the choice of Messrs. K. F. Pelouze and J. W. Brigran, both of Louisville.

Yours very truly,

OWEN LAWSON, Sec.-Treas.

LOUISVILLE, KY., Dec. 31, 1897.

MARYLAND DIVISION.

LOCAL CONSULS, ATTENTION!

Repeated requests have been made of the local consuls of Maryland to send to me certain information concerning the amount of money spent on the roads in their counties. Some have not yet replied. If this applies to you give the matter your attention at once.

LEGISLATION.

Copies of the bills which the Division intends to ask the legislature to pass can be obtained from Mr. Samuel N. Wams, Chairman of the Legislative Committee, 1766 E. North avenue, Baltimore, Md. Look up the members of the legislature for your county, and get them interested in our legislation.

Fraternally yours,

CONWAY W. SAMS, Chief Consul.

DISTRICT OF COLUMBIA DIVISION.

The following were elected delegates to represent this Division at the National Assembly:

William Gettinger, 709 9th street, N. W., Washington, D. C.

Jacobus S. Jones, General Land Office, Washington, D. C.

Yours fraternally,

CHAS. E. WOOD, Sec.-Treas.

WASHINGTON, D. C., Dec. 31, 1897.

MASSACHUSETTS DIVISION.

Through a clerical error, in the publication of the report of the Executive Committee, it was stated that the new Hand Book would be printed on writing material. No doubt this is in a measure true; but the intention of the writer was to state that it was to be printed on lighter material.

A. K. PECK, Sec.-Treas.

BOSTON, Dec. 31, 1897.

NEW YORK STATE DIVISION.

Condensed report of the annual meeting of the Board of Officers of the New York State Division, L. A. W., held at the Grand Union Hotel, New York city, on Monday evening, Dec. 20, 1897. Chief Consul Walter S. Jenkins presided. Fifty-seven members present. Reports, as follows, were read, and, on motion, accepted, ordered spread upon the minutes and filed:

Report of the Chief Consul,—Walter S. Jenkins.
Report of the Retiring Chief Consul,—Isaac B. Potter.
Report of the Auditor,—Geo. E. Blackham, M. D.
Report of the Secretary-Treasurer,—W. S. Bull.
Report of the Retiring Executive Committee,—Geo. E. Blackham, M. D.
Report of the Executive Committee,—Geo. E. Blackham, M. D.

Report of the Rights and Privileges Committee,—Geo. E. Miner, Chairman.
Report of the Committee on Improvement in the Highways,—W. C. Vrooman, Chairman.
Report of the Road Book Committee,—W. M. Meserole, Chairman.

Report of the Racing Board,—A. D. Wait, Chairman.
Report of the Long Island Sign-Board Committee,—E. H. Walker, Chairman.

The report of the Hotel Committee, Chairman R. L. Stillson, was, on motion received, ordered spread upon the minutes, filed and the recommendations contained therein referred to the Executive Committee with power to act.

Appropriations were made as follows:
Chief Consul's allowance..... \$1,000 00
Secretary-Treasurer's salary, as provided by the By-Laws..... 2,500 00
Stenographers and clerks, division headquarters..... 2,000 00
Office rent..... 1,200 00

Total..... \$6,700 00

On motion of Vice-Consul Belding it was resolved, that the delegates to be elected to the National Assembly from the New York State Division, at this meeting, be instructed to forward their proxies to the Secretary-Treasurer not later than Feb. 1, 1898, whether it is their intention to personally attend the next meeting of the National Assembly or not. Failure to send proxy on or before Feb. 1, shall be deemed a resignation as a delegate to the National Assembly.

On motion of Mr. Fullerton it was resolved, that the delegates elected to the National Assembly be instructed to vote for Isaac B. Potter for President of the League of American Wheelmen.

On motion of Mr. C. E. Simms, Jr., the following resolution was adopted:

"Resolved, That the delegates from this division to the National Assembly, to be held in St. Louis, on Feb. 9, 1898, be and they are hereby instructed to urge the passage of an amendment to Section 1, of Article III, of the Constitution of the League of American Wheelmen, by adding the following:

"The Board of Officers of any State Division shall have the power to establish a junior membership of the League of American Wheelmen, to be subject to the control and management of the Board of Officers of the State Division in which the junior member resides.

"Such junior membership shall consist of persons between the ages of twelve and eighteen years, who must be a member of the family or a ward of a regular member of the League of American Wheelmen, in good standing at the time of the presentation of the application for membership as a junior member of the League.

"Each junior member shall be furnished with a numbered ticket of membership by the Secretary-Treasurer of the State Division, and shall also be furnished by the State Division with a pin of appropriate design free of charge.

"Junior members, while in good standing, shall be entitled to all the privileges and protection offered regular members of the League of American Wheelmen, but shall not have the right to vote for nor hold any office in the League, nor to receive, without charge, the L. A. W. BULLETIN, road books or other publications issued free of charge to the regular members of the League.

"Each junior member shall also be entitled to hotel and repair-shop discounts, while touring in the company or under the care and control of a regular member of the League.

"Each applicant for membership in the League as a junior member must pay to the Secretary-Treasurer of the Division an initiation fee of twenty-five cents, and shall pay annually the sum of fifty cents as dues. Such initiation fees and dues shall be paid into the treasury of the respective State Division for the exclusive use and benefit of the Division.

"When a junior member shall attain the age of eighteen years, his membership shall terminate, but such member may, on application to the Secretary-Treasurer of the Division, if otherwise eligible, be at once entered on the membership roll of the League of American Wheelmen, on payment of the membership dues of the League, and shall thereafter be entitled to all the rights, privileges and benefits of a regular member of the League of American Wheelmen.

"It shall be the duty of the Secretary-Treasurer of the Division to at once notify the Secretary of the League of American Wheelmen to enter on the roll of the League the name and residence of such member.

"The Board of Officers of any State Division may insert a clause in the Constitution and By-Laws of such Division, providing for the establishment of a junior membership in such division, subject, however, to the provisions of the Constitution."

On motion of Mr. Frank La Manna, the Secretary-Treasurer was instructed to cast the unanimous ballot of the Board of Officers for the following delegates to the National Assembly: George R. Bidwell, P. F. Brunner, E. A. Crow, A. H. Curtis, Dr. W. K. Doty, T. T. Eckert, Jr., F. M. Frohisher, Matthew Gibb, G. A. Heaney, Arthur A. Housman, E. W. Jones, Dr. L. C. LeRoy, George E. Miner, Dr. F. A. Myrick, George C. Pennell, Richard Peters, Will R. Pitman, Louis Rosenfeld, G. E. Scheffer, C. E. Simms, Jr., P. S. Tilden, Robert A. Van Wyck, Frederick A. Ware, M. T. Wilbur, George B. Yard, all of New York city; John Barnett, N. S. Cobleigh, Charles F. Cole, R. W. Dye, Waldo E. Fuller, H. B. Fullerton, Michael Furst, Frank La Manna, Franklin P. Mapes, Walter M. Meserole, George T. Stebbins, R. L. Stillson, Frederick W. Wurster and Edward H. Walker, all of Brooklyn; J. F. Clark, Princes Bay; E. F. Hill, Peekskill; Max Parpart, Mount Vernon; F. L. Rodewald, New Brighton; Huyler Ellison, Freeport; Charles T. Harbeck, Islip; G. A. Roullier, Flushing; Malcolm McConihe, Troy; Richard H. Robe, C. H. Van Allen, and W. M. Honig, Albany; W. E. Underhill, Schenectady; C. B. Benson, Hudson; A. D. Wait, Cohoes; Edward Leonard, Auburn; William Pierson Judson, Oswego; Eugene F. Pugh, Utica; Charles Higham, Middletown; C. L. Houghton, Ithaca; Edward E. Kattell and F. W. Ogden, Binghamton; William W. Armstrong, Rochester; William H. Baker and Henry E. Smith, Buffalo; W. L. Beck, Lockport; Charles M. Brown, Jamestown; William R. Lansing, Rochester; Dr. George E. Blackham, Dunkirk.

Resolutions offered by the following were carried:
By Mr. Yard:

"In the interest of preserving the natural scenery of the Palisades of the Hudson, and at the same time of securing a parkway underneath the cliffs from Fort Lee to Piermont, which, connected with the Hudson County Boulevard, would give an uninterrupted roadway from Bergen Point, N. J., to Piermont, N. Y., a distance of thirty-five miles; therefore, be it

"Resolved, That the New York Division, L. A. W., is heartily in sympathy with the efforts now being made by the Federation of Woman's Clubs of New Jersey to secure action by the authorities of the States of New York and New Jersey to accomplish that purpose."

By Mr. Baker:

"Resolved, That the Board of Officers of the New York State Division, L. A. W., express its disapproval of prolonged bicycle races, such as six-day affairs, and recommend to the National Assembly the adoption of an amendment that will prevent in the future contests of this character, which are more likely to be injurious than beneficial to the sport."

By Mr. La Manna:

"Recognizing that our retiring Chief Consul, Isaac B. Potter, has, by his indomitable energy and persistence, secured the legal status of the wheel and its recognition as a necessary adjunct of travel, that by his efforts, and notably by his idea of an honor badge, he has increased the roll of the New York State Division from a membership of 3,031 in 1894, when it was third in line of States and 12 per cent. of entire League membership, to its present roll of 26,007, first in line of States and 27 per cent. of entire membership; and that in every way he has most loyally and faithfully discharged the duties of his office, we, the representatives of the New York Division, extend to him our heartiest and sincerest thanks."

On motion the Executive Committee was empowered to have these resolutions suitably engrossed and presented to Mr. Potter.

By Mr. Fullerton:

"Resolved, That the hearty thanks of the New York State Division be extended to The New York Press for its generosity and courtesy in printing and distributing official news and reports of the L. A. W. to all members of the New York State Division, and to other active wheelmen, thereby making a valuable addition to our recruiting material."

By Mr. Fullerton:

"Resolved, That it is the sense of this meeting that the Secretary-Treasurer, W. S. Bull, attend the meeting of the National Assembly at St. Louis."

By Mr. Sims:

"Resolved, That the Board of Officers of the New York State Division in annual meeting assembled heartily disapprove and condemn the proposition to introduce at the next session of the State Legislature a bill having for its object the imposition of a tax upon each bicycle used in this State, the proceeds of which tax to be devoted to the construction of side-paths; and be it further

"Resolved, That it is the sense of this Board that the wheelmen of this State should strenuously oppose the passage of any bill taxing bicycles for any purpose, unless other vehicles be included in the provisions of the Act."

By Dr. Piffard:

"Resolved, That the code of ordinances in the city of New York, known as 'Rules of the Road,' is heartily endorsed and recommended to the members of the L. A. W., New York State Division in other cities for

adoption, to the end that the 'Rules of the Road' throughout the State be made uniform."

By Mr. Potter:

"Resolved, That the hearty thanks of this Board be extended to the officers of the Long Island Railroad Company, for the improved facilities already provided, and now projected for the better accommodation and comfortable transportation of cyclists touring and traveling along the line owned and operated by said company, and that we congratulate said company upon the four-fold increase of travel and income due to this policy within the last year.

"Resolved, That the Transportation Committee of our Division be instructed to prepare a list of all railroads and other transportation lines operating wholly or partly within this State, including steamship and steamboat lines, and to indicate upon such list those lines carrying bicycles as personal baggage according to the letter and spirit of the so-called bicycle baggage laws now in successful operation in nine different States, and to recommend all traveling cyclists and those directing the shipment of goods, to give preference to such friendly lines in the bestowal of their patronage.

"Resolved, That the Transportation Committee be further requested to place a copy of said list, with such proper communication as it may deem fit to prepare, into the hands of each member of our State Division, and to send the same to all other cycling organizations, and to otherwise distribute the matter so prepared, through the medium of cycling and other newspapers, throughout the State."

(CONTINUED NEXT WEEK.)

RACING BOARD BULLETIN.

BALTIMORE, MD., Jan. 3, 1898.

The Luzerne County Fair Association, J. R. Fhert, secretary, having paid handicapping fees, are restored to the sanction privilege.

W. C. Bass, Richmond, Ind., will be refused sanctions in the future, having failed to deliver the prizes won at his Meet.

Henry J. Pote, Lynn, Mass., is ruled off all L. A. W. tracks in every capacity pending payment of sanction and protest fees.

Messrs. Walter Greismer, Oliver Titlow, Wm. Fulton and Mart Fleckinger, who comprised the Reading Trotting Association, Reading, Pa., will be refused sanctions pending payment of handicapping fees.

Amateur Records Accepted.

Two miles, against time, paced, made by Charles J. Miller, at Buffalo, N. Y., Oct. 22, 1897, time, 3:44 1-5.

Professional Records Accepted.

One-half mile, competition, made by C. R. Coulter, at Denver, Colo., Sept. 12, 1896, time, 59 3-5.

One mile tandem, against time, unpaced, made by F. W. Swanbrough and A. B. Hughes, at Denver, Colo., Oct. 4, 1897, time, 1:51 2-5.

Transferred.

Victor Ekberg, Worcester, Mass., clause (i).
E. T. Lewis, Baltimore, Md., clauses (a, b and i).
Lyle Allender, Philadelphia, Pa., clause (b).
J. F. Casey, Worcester, Mass., clause (i).

Suspended.

E. T. Lewis, Baltimore, Md., to Dec. 30, 1898, for entering an amateur race after having knowingly competed with professionals.

ALBERT MOTT,
Ch. R. B., L. A. W.

STOLEN WHEELS.

TRINITY, No. 5623 C. Louis A. Du Bois, 109 Clinton, Boston.

CLEVELAND, No. 57,963. E. N. Bailey, Sac City, Ia.

WILHELM, No. 21,667. Charles Crouse, 891 Preston street, W. Philadelphia, Pa.

Handle-Bar Ribbon. Royal purple with embroidered label on each end, 25 cents.

Ticket Holders. No. 1. Best calfskin with extra pocket for personal cards, 25 cents. No. 2. Calfskin with single pocket, card in sight, 10 cents. Celluloid, steel bound, 10 cents. For marking the leather holders with name, 25 cents.

☞ If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can be easily exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents. Celluloid holder, 10 cents. ABBOT BASSETT.

LOCAL CONSUL BUTTON.

We have a neat and inexpensive button for Local Consuls. Sent by mail for 20 cents.

APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution.

Tickets will be issued fourteen days after publication of members.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By-Laws.

Boston, Jan. 7, 1898.

Total, 655-103,285.

Over 121,000, COLORADO, 8-588.

- Unattached.
268 Vaniman, I. T. Boulder
9 Anderson, Peter, 12 Sand st Denver
270 Atkins, H. H., Jr., 621 E. Colfax av "
1 Jones, I. M., 1821 Arapahoe st "
2 Williams, Thomas, 3081 Market "
3 Lichner, Peter Globeville
4 Sedahl, James Monte Vista
5 Koepper, F. A. "

Over 121,000, CONNECTICUT, 2-2046.

- Unattached.
276 Burrows, Wm. H. Middletown
7 Smith, Miles M. Winsted

Over 121,000, DELAWARE, 1-267.

- Unattached.
278 Rossiter, Albert E., 1212 Jeff st Wilmington

Over 121,000, DISTRICT OF COLUMBIA 2-956.

- Ill. C. C.
279 Henrichsen, Wm. H. Washington
Unattached.
280 Perkins, Frank Walley, 325 Corcoran st "

Over 121,000, FLORIDA, 3-96.

- Unattached.
281 Reese, E. Ewing Laurel Hill
2 McLaughlin, J. S., 124 Gadsden Pensacola
3 Batchelor, De, Olie and Osceola av Winterpark

Over 121,000, ILLINOIS, 14-3819.

- Ill. C. C.
284 Dickinson, Chas., Clark & 16th sts Chicago
5 Hanson, Wm., 21 East Division "
6 Patterson, O. H., 413 E'd of Trade "
7 Stoltze, H., 104 West Lake "
8 Swart, Geo., 1224 West Adams st "
9 Werner, Chas., 221 No. Kedzie av "
290 Day, J. S., 3034 Groveland "
1 Krissner, A. J., 3813 Forest av "
2 Shaw, E. W., 5550 Jeff av "
3 Schafer, Wm. H., 2629 Stewart av "
4 Thomas, J. W., 4535 Indiana av "
5 Pavlik, Otto S., 90 Johnson st "
Unattached:
6 Spielen, H. E., 128 5th av Durand
7 Burton, L., Box 161 "

Over 121,000, INDIANA, 197-1867.

- L. A. W.
285 O'Mara, J., Enterprise Hotel Indianapolis
9 Van Camp, C., 1324 No. Del. "
300 Ward, Steve, 52 Circle "
1 Moore, W. Scott, 426 Stevenson Bldg. "
Ridgeline.
2 Hugh, Will, 244 E. Vermont "
3 White, Ed. M., 115 E. Walnut "
4 Church, F. H. Knightstown
5 Smith, E. E. "
White.
6 Schroeder, G., 331 E. Wash. Indianapolis
M. C. & A. C.
7 Dipper, Wm., 221 E. Main Madison
8 McLelland, C. R. "
Unattached:
9 Knarr, Jno. G. Clarksville
310 Brennan, John T., 1532 Woodlawn Indianapolis
1 Billingsley, D. F., 1220 E. Wash. "
2 Clark, Edmund D., 801 No. East st "
3 Deane, J. H., 722 Indiana av "
4 Finehout, J. H., 934 Huron "
5 Ferger, Ed., Bates House Pharmacy "
6 Hereth, E. G., 1447 N. New Jersey "
7 Herpick, Geo. H., 826 Camp "
8 Johnson, E. M., 1617 No. Merid "
9 Jenk, B. J. T., 121 Highland av "
320 Jameson, S., 2720 Ash st "

- 2 Lowe Clint, 516 Douglas "
2 McClure, T. J., 30 Miley av "
3 Mayer, Geo. J., 2018 No. Ala. st "
4 Poucher, Chas. H. C., City Hospital "
5 Paetz, Geo. L., 522 Stevens st "
6 Rieger, Oscar, 1077 No. East "
7 Risdon, C. W., 48 No. N. Jersey "
8 Smith, Harry B., 696 No. Ala. "
9 Sweeney, A. M., 1702 No. Ill. st "
330 Smith, Harry C., 2115 No. Meridian "
1 Walker, Wm. A., 15 Aetna Bldg "
2 Brown, May B., 403 E. South "
3 Prinkmeyer, Geo. C., 1306 No. Penn. "
4 Brattain, Earl J., 66 Huron "
5 Day, Thos. C., 1620 No. Meridian "
6 Edwards, D. W., 2026 No. N. J. "
7 Holloway, Charles E., 150 E. Market "
8 Hoster, J. P., 26 W. Georgia "
9 Kelley, P. J., 41 Virginia av "
340 Koehring, George, 835 Dougherty "
1 Leighty, J. D., U. S. Pension Office "
2 Moore, Edw. D., 318 No. East "
3 Martin, Jno., 139 No. Alabama "
4 Palmer, Frank G., 316 E. St. Clair "
5 Pearce, W. E., Blancherine Bldg "
6 Rogers, E. W., 26 W. Georgia "
7 Reynolds, F. F., 519 No. Alabama "
8 Reese, Dr. E. E., 244 E. Ohio "
9 Schildmeier, Ben, 882 Virginia av "
350 Stone, Lynn E., 514 No. Illinois "
1 Smith, H. W., 912 Huron "
2 Adam, H. C., 35 E. Ohio "
3 Atchison, Harry O., 704 No. Sen. av "
4 Armstrong, Sig., Armstrong Laundry "
5 Akin, L. G., 3550 No. Ills. "
6 Brown, Chas. A., 1519 Hoyt av "
7 Barrett, Chas. E., 2604 Ash "
8 Burke, C. P., 2304 Talbot av "
9 Beigler, George, 1603 Hoyt av "
360 Buchanan, Wm., Denison Hotel "
1 Berterman, W. G., 241 Mass. av "
2 Cline, N. A., Denison Hotel "
3 Crawford, Ed. T., 23 N. State "
4 Crall, John H., 2224 Talbot av "
5 Caldwell, Edmond J., care When Clothing Co. "
6 Cook, T. V., Jr., 58 Monument pl "
7 Churchill, D. J., 40 Thorp block "
8 Crone, Jacob, 134 N. Del. "
9 Critchlow, W. W., 516 N. Del. "
370 Dochez, A. E., 917 N. Ills. "
1 Dickson, Geo. A., Grand Opera House "
2 Dick, Geo. W., 37 Virginia av "
3 Dale, Chas. F., 121 N. Penn. "
4 Dithmer, Agnes L., 121 Highland av "
5 DeWitt, Carroll L., 920 Stevenson bldg "
6 Eckman, John M., 218 E. Pratt "
7 Egger, Chas. J., 830 Daugherty "
8 Fosdick, Geo., 2218 N. Ala. "
9 Frenzel, O. N., 1623 N. Ills. "
380 Furnas, R. M., 102 Woodruff pl "
1 Flickinger, E. E., 95 Lombard bldg "
2 Forrest, S. T., care Ind. Hominy Mills "
3 Graves, Willis Y., 615 N. J. st "
4 Gentle, Jas. M., 202 N. Penn. "
5 Goetz, Philip, 1602 N. Delaware "
6 Goldstein, A. L., 143 N. Ills. "
7 Hewitt, Horace, 1116 College av "
8 Hart, John P., L. E. & W. Office "
9 Hatfield, C. C., 15 S. Meridian "
390 Harman, E., care Ind. Bicycle Co. "
1 Hauss, Philip, 481 Senate av N. "
2 Hildebrand, Clate S., 330 Capital av N. "
3 Hildebrand, P. M., 52 S. Meridian "
4 Hubbard, W. W., 1002 N. Del. "
5 Hornaday, M. G., 2013 N. Senate av "
6 Hammond, Chas. M., 830 Beatty "
7 Hirsch, Susan, 312 W. Wash. "
8 Hunt, Miss Susan, 3224 N. Penn. "
9 Huder, Henry J., Penn. and Wash. sts "
400 Hoeb, E. J., Ind. Business University "
1 Hancek, Henry S., 148 E. Market "
2 Herriott, W. M., 210 N. Penn. "
3 Howes, C. A., 120 Senate av N. "
4 Harmering, C. H., 10 N. Del. "
5 Ilg, Fred, 23 Virginia "
6 Jenks, R. M., 336 No. Ill. st "
7 Jarger, W. A., 3310 E. Wash. "
8 Kershner, W. H., 140 E. Market "
9 Koster, O., 334 W. Court. "
410 King, Isaac, 628 Huron st "
1 Lasher, Clinton D., 2025 No. Ala. "
2 Lowe, Otis R., 2140 No. Penn. "
3 Lilly, Jno. M., 510 No. Del. "
4 Luby, J. W., 114 E. Wash. "
5 Lawrence, C. W., Hotel English "
6 Mueller, Gus. H., 1 W. Wash st "
7 Marsee, Mary D., 403 East South st "
8 Moore, A. H., 120 No. Senate av "
9 Miller, R. A., Jr., 7 So. Ill. st "
420 Moore, John, 1728 No. Ill. st "
1 Moore, Arthur E., 1728 No. Ill. st "
2 McGregor, John, 619 Huron st "
3 Miller, Winfield, 1429 No. Penn. "
4 MacFall, Russell T., 1216 Stevenson bldg "
5 Mallory, C. E., 2104 No. Penn. "
6 Maxwell, M. R., L. E. & W. R'y "
7 Monninger, Fred, 203 No. Ill. "
8 Nickum, C. W., Mass. av "
9 Navin, R. M., 602 No. Ills. "
430 Navin, J. N., 146 E. Market. "
1 Oval, C. J., 334 W. Court. "
2 Quinn, Samuel, 827 Capitol ave. N. "
3 Peck, H. L., 318 E. St. Clair "
4 Poehler, Wm. F., 70 Tacoma av "
5 Pfeiffer, Gus, 51 No. Ills. "
6 Plogstert, L. W., 519 Davidson "

- 7 Pearson, J. S., 1613 No. Del. "
8 Ross, Andrew W., 52 So. Meridian "
9 Rauh, S. E., 131 Capitol av "
440 Runyon, H. A., 812 East Y. "
1 Rollin, Claude L., 517 No. N. J. st "
2 Rhoades, C. S., Big 4 Ry Co. "
3 Reed, W. C., 16 No. Pa. st "
4 Raphael, B., 2131 No. Meridian, "
5 Share, Chas. K., 110 Woodruff pl "
6 Spear, E. H., 907 Stevenson bldg "
7 Smythe, Dr. E. A., 529 Stevenson bldg "
8 Stewart, Chas., 720 No. Capitol av "
9 Smithers, Henry C., 319 W. Mid st "
450 Sheets, C. F. Willis, 25 E. St. Joseph "
1 Stein, Theo. W., 1410 Central av "
2 Schulmeyer, C. W., 1524 No. Capitol av "
3 Schwartz, Maurice, 2150 Talbot av "
4 Sloan, Geo. B., 22 W. Wash. "
5 Stout, W. A., 136 W. Market. "
6 Swain, H. O., Journal bldg, room 14 "
7 Tompkins, John R., 116 No. Meridian "
8 Thayer, O. L., care The Sun "
9 Urnston, Guy, 2207 College av "
460 Varney, G. E., United States Arsenal "
1 Van Winkle, Miss Mary B., 1414 Central av "
2 Van Blarcom, N., 301 Mass. av. "
3 Ward, Henry A., 1303 Polk, "
4 Weitz, E. A., 2112 Highland pl "
5 Warner, C. M., 14 E. Wash. "
6 Wilson, Homer H., 1831 No. Ala. "
7 Ward, Miss Margaret A., 617 No. N. J. st "
8 Werbe, Geo. A., 146 No. Penn. "
9 Sherwood, John B., 1211 Stevenson bldg "
470 Wishard, Dwight M., 2006 No. Illinois, "
1 Wechtetetter, Flora, 110 No. Senate av "
2 Wishard, Dr. W. N., 18 E. Ohio "
3 Gappen, Sam M. Greenfield
4 Bell, Louis A., Main st Knightstown
5 Deem, T. B., Main st "
6 Hood, R. S. "
7 Holloway, O. E. "
8 Heaton, Wait M., Main st "
9 Walton, R. P., Main st "
480 Garber, M. C. Madison
1 Gosnell, Will "
2 Morris, Thos. "
3 Schill, John J. "
4 Thacker, Herman, "
5 Waltz, John H. "
6 Kramer, John W., 711 W. Third "
7 Smock, Edward. "
8 Nodler, Chas. W., 414 East "
9 Hoppes, Chas. A. O., Del. Co. Nat'l Bank Muncie
490 Ruskirk, Wm. J. Paoli
1 Hill, La C. Shelbyville
2 Heck, Isaac, Miller av "
3 Spalm, Lewis, 110 West Broadway "
4 Green, Arthur. "

Over 121,000, KANSAS, 2-503.

- Unattached.
495 Austin, Hiram, Lt. Battery F. Art'y. Fort Riley
6 Dotson, A. F. Great Bend
Over 121,000, MARYLAND, 6-1931.
Unattached.
497 Feille, Henry, 1511 Eager st Baltimore
8 Le Cope, Geo. W., 1518 Park av "
9 Marburg, Wm. A., Mt. Vernon pl "
500 Murphy, J. Edwin, Herald bldg "
1 Williams, Hy. W., Fidelity bldg "
2 Eareckson, Dr. W. R. Elk Ridge

Over 121,000, MASSACHUSETTS, 71-12,535.

- Eliot, C. C.
503 Johnson, J. W., 76 Carolina av Jamaica Plain
Roxbury Bl. Club.
4 Bird, Wm. H., 42 Roxbury st Roxbury
5 Dickinson, Robert C., Jr., 40 Roxbury st "
6 Cox, Edwin W., 143 Kingstn Boston
Unattached.
7 Adams, Myron M., 26 Windom Allston
8 Walker, Leon E., Angell st Attleboro
9 Sheafe, Alfonso Josephs, 31 Worcester Boston
510 Du Bois, Louis A., 109 Clinton, "
1 Davies, R. W., 64 Prospect Cambridgeport
2 Dexter, Clara B., 216 Winsor "
3 Dimock, Harold L., 649 Mass. av "
4 Gavel, Jas., 5 Sterling Terrace "
5 Hogan, Wm. S., 373 Norfolk "
6 Harris, A. E., 211 Hamshire "
7 Kendall, Geo. M., 623 Mass. av "
8 Wells, Harry, 660 Main Charlestown
9 Noble, William T., 65 Orange Chelsea
520 Keith, Francis A., 1 Monadnock Dorchester
1 Keith, Mrs. Francis A., 1 Monadnock "
2 Chase, Herbert A., 15 Union Haverhill
3 McLaughlin, Geo., 38 Vine. "
4 Salkins, Mrs. Patience, 33 Howard "
5 Roberts, Geo., 109 West River Hyde Park
6 Pickett, Chas. M., 802 Centre Jamaica Plain
7 Rich, T. Bertern, 194 Bolyston "
8 Stevens, Chas. B., 5 Starr Lane, "
9 Dignam, Dr. M. A., 295 Essex Lawrence
530 Delmage, E. R., Gorham st Lowell
1 Lowe, Edward A., 61 Church "
2 Lyford, Alfred E., 295 Central st "
3 Lyford, Mrs. Cora E., 295 Central st "

- 4 Naylor, Charles, 250 Wentworth av " "
5 Thompson, S. H., Thorson Hardware Co. " "
6 Newhall, Fred W., 224 Lewis Lynn
7 Phelps, O. B., box 154 Maynard
8 Manser, Miss Grace L., Harrison st. Middleborough
9 Swan, Henry S., Melrose Highlands
540 Bancroft, J. V., 1, Pleasant New Bedford
1 Baylies, Theodore, 86 Bedford " "
2 Baylies, Edith L. A., 92 Bedford " "
3 Bates, Whitney E., 72 Thomas " "
4 Carney, John F., 177 Union " "
5 Hayes, Lucy G., 24 Cedar " "
6 Hervey, Jas. W., 578 County " "
7 Hoyt, Thos. D., 29 Cedar, " "
8 James, A. S., " "
9 Jones, Fred A., 297 Cedar " "
550 Kelley, Wm. E., 138 Grinnell " "
1 Lee, Ernest W., 75 Mill " "
2 Longfield, Jos. S., 52 Shawmut av " "
3 Marshall, H. J., 34 Crapo " "
4 McKimmon, W. B., 116 So. 6th " "
5 Oliver, S. U., 197 Union " "
6 Parker, Wm. C., 57 State, " "
7 Sisson, W. H. A., 139 Union " "
8 Slocum, Francis R., 5 Maple " "
9 Taylor, Jas., No. Cottage " "
560 Hills, J. E., 198 Park st Newton
1 Walker, Robert A., 64 Dudley Roxbury
2 Ross, Capt. Alexander Somers-st
3 Coolidge, Geo. T., 19 K st South Boston
4 Parlow, Chas. E., South Dartmouth
5 Kingsbury, Chas. B., 100 Orleans Springfield
6 Ferrigno, Nicholas, box 102 Watnaam
7 Harrington, Jas. J., 352 Mt. Auburn Watertown
8 Whidden, Mrs. T. M., 61 Winthrop West Newton
9 Pollard, Edmund S., box 217 West Gardner
570 Estabrook, Fred W., 5 Mendon Worcester
1 Garrity, Wm., Jr., 145 Grafton " "
2 Graham, Andy, 22 Jackson " "
3 Harding, Sidney P., 268 Pleasant " "
Over 121,000, MICHIGAN, 3-2033.
D. W.
574 Fry, John, 28 Webster pl Detroit
5 Hunte, H. C., Hotel Normandle " "
6 Waite, D. J., 1114 Majestic " "
Over 121,000, MISSOURI, 2-1630.
Unattached.
577 Rauschenbach, O. A., 925 Pine St. Louis
8 Wright, Wm. H., 2830 No. 23rd st " "
Over 121,000, NEW HAMPSHIRE, 2-1103
Unattached.
579 Marshall, Frank P., Lancaster
580 Sutton, Nathan L., 37 Cross st Nashua
Over 121,000, NEW JERSEY, 5-6854.
Unattached.
581 Hazard, C. L., Beverly
2 Presby, Rev. Jos. W., Ema
3 Wright, A. E., 327 Pacific av Jersey City
4 Reid, Thos. N., Highland av Kearney
5 Dale, Wm. G., 46 Merchant st Newark
Over 121,000, NEW YORK, 50-26,983.
Bradbury C. C.
586 Wadsworth, Chas. D., 1090 Bedford Brooklyn
Unattached.
7 Lightowler, Jos., Bay 35 st Bayside
8 McTigue, P. J., Fayette Longhamp
9 Dobson, Thomas H., Brockport
590 Baden, Chas. L. A., 173 Dean st Brooklyn
1 Jordan, T. F., 22 Md. st " "
2 Otto, J. M., 885 Bushwick av " "
3 Creamer, W. S., Jr., 75 Second pl " "
4 Conkling, Frederick A., 679 Macon st " "
5 Frolke, Frank, 306 Lexington av " "
6 Grover, W. W., 71 Van Buren st " "
7 Leggo, Miss F. Ida, 363 Grand av " "
8 Mickleborough, Geo. W., 633 Lafayette av " "
9 Shepard, Miss Nelly, 319 Summer av " "
600 Shepard, Miss Flo. E., 213 Vernon av " "
1 Williams Edw. C., 991 Elliott sq Buffalo
2 Hook, Wm. C., 210 Terrace " "
3 Ganster, Chas. H., M. D., 381 Hampshire st " "
4 Gangster, Mrs. Chas. H., 381 Hampshire st " "
5 Makany, E. H., Clyde
6 Herenden, E. G., 414 W. Church Elmira
7 Maurer, Wm., 140 E. Water " "
8 Rose, Theo. C., 353 West Church " "
9 Smith, Walter L., 222 W. st Church " "
610 Tutthill, J. C., Cr. enport
1 Haubert, John S., 123 East Main, Middletown
2 Crawford, Geo. R., Stevens av Mt. Vernon
3 Bodley, Geo. A., 117 Van St 3 th st New York
4 Bodley, John, 1063 6 th av " "
5 d'Aurenc, Jules Lassier 32 So. Williams-st " "
6 Dickson, W. Scott, 41 East 70 " "
7 Hughes, Dora H., 178 W. st 2nd " "
8 Levy, Albert, 2 and 4 Sone st " "
9 Lawrence, G. Frederick, 112 Broadway " "
620 Mendy, Justin, 2 and 4 Stone st " "
1 Derand, Emile, 32 So. William st " "
2 Denison, C. F., 129 W. 24th " "
3 Gillespie, Chas. H., 52 John " "
4 Gillespie, Jas. M., 52 John " "
5 Hertz, Julius, 245 W. 136th " "
6 Jahn, Ernest C., 10 Liberty " "
7 Kuleher, T., 54 South " "
8 Kerrins, M., 217 1st av " "
9 Merriam, Walter H., 209 W. 56th " "
630 Muller, Fred, Southern boulevard, near Anthony av " "
1 Owens, I. E., 108 W. 135th " "
2 Ransburg, Otto, 336 E. 70th " "
3 Schnibbe, George W., 63 Leonard " "
4 Tufts, Mildred, Gorham, 124 W. 11th " "
5 Giffing, Wm. C., Jr., 78 Main st New Rochelle
Over 121,000 NORTH CAROLINA, 1-66.
Unattached.
636 Battle, Frederick G., Durham
Over 121,000, OHIO, 7-3090.
E. C. & A. Club.
637 Miles, Chas. H., Fremont
Unattached.
8 Jewell, Jerry J., Carpenter
9 Vignos, Major A., (anton
640 Kean, Will M., Scotch Ridge
1 Cooper, Geo. F., Xenia
2 Haven, A. D. D., 28 W. Market st " "
3 Sing, Henry " "
Over 121,000, PENNSYLVANIA, 270-2481.
Mercury.
644 Dickenshead, Chas., 24 No. 9th Allentown
C. C. Wheelmen's League.
5 Jackson, Maurice A., 19 East Linn Bellefonte
W. C. C. C.
6 Du Shane, Donald Ferris, 63 No Mill New castle
C. W. C. C.
7 Alexander, Morton R., 422 Brown Philadelphia
Glenwood B. C.
8 Riggall, Charles W., 2015 No. 29th " "
Ideal Wheelmen.
9 Smith, Albert E., 1225 No. 25th " "
L. C. C.
650 Davis, John R., 236 So. 8th " "
1 Hounsell, L. Victor, 1550 Wallace " "
2 Smith, John, 1741 Selgel " "
3 Simmsion, Simon, 108 Pine " "
Century Wheelmen.
4 Bowman, Carl M., 1814 No Broad " "
5 Bowker, J. S., 2037 No. 13th " "
6 Cawley, W. C., 18th and Columbia av " "
7 Disston, H. E., 1609 No. Broad " "
8 Ely, R. B., 1405 No. 18th " "
9 Eldridge, J. L., 1718 No. 16th " "
660 Forster, Frank, 2333 No. 13th " "
1 Farrell, Jas., 2242 No. 18th " "
2 Faucett, L. P., 412 So. 13th " "
3 Frank, Edgar K., 1607 No. 15th " "
4 Godwin, Frank P., Jr., 2042 Oxford " "
5 Holden, C. D., 2313 No. 15th " "
6 Hess, Oliver C., 1827 Ridge av " "
7 Huston, J. H., 1611 Diamond " "
8 King, Frank, Grand Opera House " "
9 Remmerline, Wm. J., 423 Walnut " "
670 Little, Jos. V., 779 No. 41st " "
1 Miller, F. Ray, 2132 So. Callowhill " "
2 Maguire, Jas. F., 1432 So. Penn sq " "
3 Palmer, E. C., 1307 No. Broad " "
4 Rutherford, L. P., 2040 Camac st " "
5 Schiller, Wm., 45 So. 16th " "
6 Stafford, J. Jr., Broad and Norris " "
7 Sears, C. B., 1820 Wallace " "
8 Staacker, H., 1221 Race st " "
9 Steel, E. De H., 2213 Orford " "
680 Sharp, E. H., box 313, Sta. Q. " "
1 Sigler, G. W., 1941 No. 18th " "
2 Schwartz, Fred, 1813 No. 16th " "
3 Sheaffer, E. P., 2100 Spruce " "
4 Spindler, Jas. H., 115 Vine " "
5 Thudium, Wm., Washington Hotel, 7th and Dauphin " "
6 Wentzel, C. W., Front and Poplar " "
7 Wolverson, Rodney, 1004 No. 16th " "
8 Schwartz, G. J., Jenkintown
Keystone.
9 Dengel, Mrs. W., 5843 Parker Pittsburg
690 Hickey, John, care Press " "
1 Macfarlane, Dr. J. W., 3617 Butler " "
2 Maloney, T. J., Hilland av " "
3 Rogers, Oscar A., 341 Lehigh av " "
4 Vanderslender, Mrs. John, 5434 Broad " "
5 Marlon, Alex. M., 85 Fayette Allegheny
Unattached.
6 Charlton, A. W., 51 Washington " "
7 Farren, E. L., 385 Washington av " "
8 Hemphill, E. M., 60 Compromise " "
9 Kerr, H. E., 219 Federal " "
700 Lobaugh, L. G., 70 Linden av " "
1 McGarrell, Miss Lydia, 48 Taylor av " "
2 Morris, W. J., McClure and Woods Run av " "
3 Pearson, Harry R., 281 Federal " "
4 Robinson, J. W., 19 Cedar av " "
5 Searlon, Thos. J., 191 North av " "
6 Schaffnit, William, 391 California av " "
7 Templar, Jas. S., Jr., Ellis av " "
8 Walton, Samuel R., 156 Western av " "
9 Wilcox, G., 725 Ohio " "
710 Young, O. Chester, 104 Arlington av " "
1 Robel, J. H., Beaver Falls
2 Covert, H. " "
3 East, Frank T., Bellevue
4 Hanning, Miss Eleanor A. " "
5 Enasco, Geo. R., box 491 " "
6 Lichty, Chas., Phila. av Boyertown
7 Dowler, Wm. L., Talbot av Braddock
8 Wilson, W. N. " "
9 Kimberling, W. E., Cambridge Springs
720 Mellor, Geo. E., box 87 Edgewood Park
1 Mellor, Mrs. Elizabeth B. " "
2 Coard, Miss Janey Emsworth
3 Aley, Francis Fallston
4 Childs, F. L. " "
5 Allison, Miss Anna B., School Lane Germantown
6 Holmes, Harry G., 111 West Franklin " "
7 Burns, P. C., box 107 Great Bend
8 Smith, A. M., box 154 Hall's ax
9 Meill, Mrs. Jas. B., Ingram
730 Wright, Thos. W. " "
1 O'Donnell, E. J., 105 Cotton Manayunk
2 Hood, Geo. Gowen, Roumfort av Mt. Airy
3 De Armit, S. C., Negley
4 Allison, John, box 546 New Brighton
5 Bert, Walter G. " "
6 Dunlap, J. E. " "
7 Glasser, Louis A. " "
8 Graham, W. A. P. " "
9 Garmen, Will H. " "
740 Hartman, J. A. " "
1 Jackson, Miss Evelyn " "
2 Merrick, C. M., Jr. " "
3 Merrick, Miss Mabel " "
4 McDanel, Fred " "
5 Miller, A. B. " "
6 McClain, F. P. " "
7 Phillips, E. " "
8 Ripper, Louis " "
9 Reader, W. S. " "
750 Smith, Lawrence B., box 12 " "
1 Simpson, E. M. " "
2 Shanks, Albert " "
3 Schweppes, Harry L. " "
4 Withrow, J. W. " "
5 Whiteley, Gustave " "
6 Lloyd, Wm. M., New Kensington
7 Allen, H. Merian, 516 Girard bldg Philadelphia
8 Rosdewex, Louis A., 1230 Spring Garden " "
9 Blake, Miss E., 2150 Franklin " "
760 Brooks, Geo. A., 1505 Tucker " "
1 Buckley, Fred M., 608 Bambrey " "
2 Deacon, Edwin L., 1250 Sartain " "
3 Ebert, Frank H., 2824 Water " "
4 Fisher, Dr. Henry M., 317 So. 12th " "
5 Karn, Walter S., 2151 No. 8th " "
6 Potter, Z. T., 3524 Watts " "
7 Petry, Geo., 1014 Marlborough " "
8 Pearson, C. A., Jr., 3815 Poplar " "
9 Powers, Frank, 612 Reed " "
770 Richman, J. Webb, 2418 Carpenter " "
1 Stevens, C. Ford, 925 Pine " "
2 Seeds, Mrs. B. G., 4635 Fairmount av " "
3 Whittington, H. S., 415 Chestnut " "
4 Yeager, John A., 2347 Thompson " "
5 Bircher, J. E., 1328 Toga st " "
6 Hewitt, Luther E., 3321 Smedley at " "
7 Tierney, Miss A. M., 1921 No. 13th st " "
8 Whaley, Wm. B., 467 Marshall st " "
9 Gardner, Chas. H., M. D., 963 No. 10th " "
780 Schurmann, Wm., 3017 Diamond " "
1 Conrad, Wm. R., 619 Carnegie bldg Pittsburg
2 Deardorff, I. L., 41 11th " "
3 Foster, J. L., Care German Nat. Bank " "
4 Kelly, J. A., 619 Smithfield " "
5 Longwell, H. E., Homewood av, cor. McPherson " "
6 Longwell, Mrs. H. E., Homewood av cor. McPherson " "
7 Schilde, Harry B., 711 So. Negley av " "
8 Alden, E. C., 5960 Alder st " "
9 Adams, Rob't L., 112 E. Valline st " "
790 Ankron, L. F., 5201 Pum av " "
1 Adams, W. E., 168 Carver st " "
2 Acher, Edward C., 508 Rappley st " "
3 Adams, F. R., 331 Fourth av " "
4 Arensburg, E. E., 241 Amber st " "
5 Anderson, Mrs. A. E., 24 Mawhinney " "
6 Barl, Lawrence, 416 7th av " "
7 Bruckman, Fred, 125 Brushst av " "
8 Barnett, A. L., Care Press " "
9 Benitz, John J., 1118 Buff st " "
800 Bigelow, Thos. S., 409 4th av " "
1 Burford, J. Guy, 138 So. Beatty st " "
2 Bosworth, G. B., box 932 " "
3 Bosworth, M. M., box 409 " "
4 Cluly, Robert E., 5510 Stratford av " "
5 Clark, Brandon G., 8 Brushst av " "
6 Crawford, I. S., 727 S. Negy " "
7 Dickinson, Leonard D., 327 Lehigh st " "
8 Du Barry, G. D., 1321 Penn. av " "
9 Diebold, M. E., Press " "
810 Durdis, Jas. A., 1315 Bluff st " "
1 Dean, V. H., 526 Walnut st " "
2 Eaton, C. S., 6290 Sellers " "
3 Eades, Samuel, Co. Commissioners " "
Office " "
4 Farrara, Peter, 254 Main " "
5 Flynn, P. J., Wes. U. Tel. Co. " "
6 Flynn, J. D., 5627 Margaretta st " "
7 Ford, W. E., Care Press " "

8 *Flood, Miss Mary E., 842 S. Negley av	560 *Patterson, Mrs. Henry S., 5725 Walnut st	9 Smith, W. C. Sheraden
9 *Flood, Mrs. James, 842 S. Negley av	1 *Reynolds, Mrs. L. D., 6902 Hamilton av	900 Boggs, Chas. V. Sheradenville
530 *Gerdes, Minnie, Winnebiedle av	2 *Hambo, Mrs. Ada, Homewood av	1 *Houston, Miss Sara E. Springdale
1 Greves, David H., 5173 Penn. av	3 Rowland, R. A., 5534 Hay st E. E.	2 *Houston, Miss Libbie
2 Galbrath, Wm. M., 414 Grant	4 Riebling, Otto, 319 5th av	3 De Armit, T. B. Turtle Creek
3 Gernert, John, 2011 5th av	5 *Rienhart, Miss Bertha, 709 So. Negley	4 Compton, M. Washington
4 Gillilan, G. A., 341 4th av	6 *Rankin, Mrs. Jas. L., 5100 Penn.	5 Northrup, B. H. West Elizabeth
5 Griffith, Robt M., 4624 Forbes st	7 *Reed, Mrs. Alfred, Wilkins av	6 Snee, John A. West Philadelphia
6 Hunter, Geo. E., 4616 Forbes st	8 Reed, Alfred, 320 Fifth av	7 *Whitelam, Miss Florence, 5021 Pen-
7 Hirst, W. R., 5534 Hays st, E. E.	9 Ross, Robert G., 304 Lawn st	8 Jack, A. A., 715 Wood st Wilkinsburg
8 Husemen, Lewis E., 5627 Margaritta st	370 Reynolds, B. T., Jr., 1312 Lincoln av	9 *Patterson, Miss Jennie W., 311 Mif-
9 *Hays, Miss Olive, 639 College st	1 Schwartz, Wm., 213 Cedar st	fin st
530 Hopkins, J. W., Boggs av	2 Schmeltz, H. M., 5133 Penn. av	910 *Sibothan, Mrs. T. H. Wilmerding
1 Halser, Geo. H., 1928 Larkins alley	3 Skirvington, W. H., 318 Homewood av	1 Pearson, Chas. A. Wyncote
2 Krapp, John, Care Press	4 Stephens, Jas. P., 421 No. Highland av	2 *Pearson, Kathryn
3 Knight, R. W., 216 Flisk	5 Snyder, John, Press	3 *Pearson, Miss Sara
4 Korta, Wm. F., Care Press	6 Shallinberger, Frank D., 5506 Walnut st	
5 Larson, L. A., 309 Main st	7 Southworth, Ernest, Telegraph, Steves Dept.	
6 Long, Leon C., 5424 Stanton av	8 Snyder, W. J., 108 4th av	
7 McLean, C. B., 5931 Home	9 *Thrumston, Miss Cora, Sheridan and Stanton avs	
8 Morris, Robert L., 206 Brushton av	880 Tribby, Elmer E., 5213 5th av	
9 Murray, Jas. B., 222 Sothern av	1 *Timms, Margaret, 162 Home st	
540 Moellenbroch, Chas. W., 2168 Wylie av	2 Traynor, J. F., 436 4th av	
1 Mooney, M. J., Care Press	3 Willson, Wm. E., 135 So. Highland av	
2 Miller, John, Care Press	4 Wickersham, Wilmer, 5534 Hays st, E. E.	
3 McGrew, A. P., Jr., 306 Ophelia st	5 Woodwell, John, So. Lang. av	
4 McQuitty, L. H., 34 Fourth av	6 *Williams, Miss Amizette, Press,	
5 Mazer, Joseph, 105 Wylie av	7 Walker, W. S., 3605 Boquet st	
6 McKnight, W. N., Harblson & Walker Co.	8 Wagner, Joe, 8 Sycamore st	
7 Mazer, Jacob, 1016 Wylie av	9 *Walker, Mrs. C. D., 5423 Howe st	
8 McComb, M. L., 23 Kelly st	890 Zanglein, C. W., 433 Wood st	
9 Moore, H. J. C., 305 4th av	1 Hamilton, J. B., 523 Euclid av	
50 Owens, S. T., Jr., Wightman & Irwin st	2 *Krepps, Miss L. Mae, 920 Bellefonte st	
1 *O'Brien, Mrs. G. G., 5th and Craft avs	3 Keenan, C. G., 5550 Hays st	
2 *Orr, Mrs. Frank C., 128 Linden av	4 *Wise, Miss Laura Amelia, 141 No. 6th Reading	
3 Pope, Charles E., 421 Wood st	5 Kauffman, T. W., 527 Jamestown Roxborough	
4 *Power, Mrs. W. S., 293 Elysian av E. E.	6 Groom, Geo. W. Sewickley	
5 Penney, T. B., 439 33d st	7 Richardson, O. S., Broad st	
6 *Parker, Miss Fanny, 5825 Rippey st	8 Parker, E. C. Sharpsburg	
7 Patten, Jas., 113 25th st		
8 Prince, W. F., 410 Times bldg		
9 Pattison, Walter, Press Office		

Over 121,000, RHODE ISLAND 2-1663.

Unattached.
 914 Healy, Charles H., 73 Allenton North Kingstown
 5 Weeden, Clinton R., 120 Waterman Providence

Over 121,000, SOUTHERN CALIFORNIA 2-425.

Unattached.
 916 Cook, Geo. P., 651 Echandra Los Angeles
 7 Paulk, G. F., 1226 Washington

Over 121,000, WASHINGTON, 1-413.

Unattached.
 918 McCulley, A., box 73 Snohomish

Over 121,000, WISCONSIN, 4-2638.

Pastime C. C.
 919 Duchateau, A. J. B. Green Bay
 920 McCormick, M. J. Unattached.

LEAGUE CLUB APPLICATION.

1 Knudsen, Chas. T., 719 34th st Milwaukee
 2 Schmitz, Fred W., 264 Brady st
 870 L. A. W. Club Indianapolis, Ind.



No. 168,087: — If a valve won't work right after a new washer or plunger has been properly inserted, take it to a competent repairman.

No. 8,018: — A properly made and adjusted cyclometer should not be affected by the speed. Great care is often required to make the adjustment perfectly accurate. If the wheel bearings are very loose, the wobbling of the wheel might affect the cyclometer.

L. R. H. AND OTHERS: — John Bartholomew, Edinburgh, Scotland, publishes cycling maps and books relating to the British Isles.

No. 170,000: — The renumbering of League memberships was decided upon at the General Assembly meeting, at Albany, last February. The applicants for membership whose names appear in this issue of the L. A. W. BULLETIN are given new numbers. As fast as members renew, new numbers will be given them.

A Geographical Paradox.

They say an isle's surrounded by the sea on every hand,
 But down in Egypt there's a Nile surrounded by the land.

FOR TOURING IN GREAT BRITAIN.

To tour advantageously in Great Britain and Ireland, one should join the Cyclists' Touring Club, say several members in reply to recent inquiries. Excellent road books and reduced hotel rates can thereby be obtained. Applications may be sent to Frank W. Weston, Savin Hill, Boston, Mass.

"To run up a cyclometer," No. 180,059 says, "make a belt out of a piece of common white cord and pass it over the large grooved wheel of your wife's sewing machine, and then over the axle of the cyclometer, between the star wheel and barrel. Run the machine at a 1.56 gait and the work is done."

A writer in an English paper thinks that sprocket wheels ought to be adjustable, in order to take up the wear of the chain, and wonders that "our Yankee friends, after all their boasted cleverness, have not given us something good in this direction." It happens that such a device was shown at the New York Cycle Show about two years ago.

WHILE Washington was not exactly the father of labor organizations it must be admitted that his feat of getting his army across the Delaware between sunset and cock crow deserves to be known as one of the earliest nights of labor.

Is THE fellow who goes about seeing how much gas people have burned a meteorologist?

Monarch Playing Cards



Illustrating Lillian Russell, Tom Cooper,
Lee Richardson and Walter Jones.

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Special dozen price to clubs.

MONARCH CYCLE MFG. CO., Lake, Halsted and Fulton Sts., Chicago.

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not alike. All bicycles differ from the Clipper (which has no "stock" parts). Most people who investigate the actual merits of bicycles are riding Clippers. To know a Clipper is to own a Clipper (if you can afford the price, and most people can). We are

Reaching Out

Our facilities are being further increased and improved. We are in a position to give the rider a better bicycle for the same money than ever before. No rider of a Clipper bicycle need be dissatisfied with his mount.

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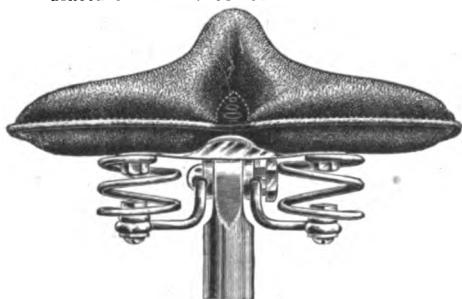
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N. S. W.

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