

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, March 11, 1898.

Number 10.



BETHLEHEM PIKE CHESTNUT HILL, PA.
Photograph by F. W. Sharp, Philadelphia.

Subscription, \$1.00 per Year.

Special Club Rate to League Members Only, 25 Cents.

Entered at Boston Postoffice as Second-Class matter.

Price, 5 cents.

PAID CIRCULATION, 103,899.

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**THE KIND THAT
SELLS EASILY**

is the kind that rides easily; that keeps out of repair shops; that is strong, swift, sure. That's the

STERLING BICYCLE

"Built Like a Watch."

It has been put to the supremest tests for speed, coasting, hill climbing, endurance—everything that makes a wheel right and desirable, and has invariably proven its worth. Good agents make good money selling Sterlings. Perhaps it isn't sold in your town.

Prices . . \$60, \$75 Tandems . . . \$125
Racers \$85 Chainless . . . \$125

HANDSOME ART CATALOGUE MAILED FREE.

STERLING CYCLE WORKS,

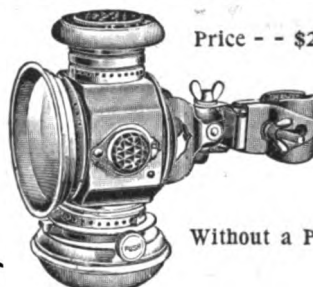
274-276-278 Wabash Ave., Chicago.

New York Agents, SCHOVERLING, DALY & GALÉN, 302 Broadway,
New York City.

Pacific Coast Agents, A. C. NICHOLS & Co., 400 to 404 Battery St.,
San Francisco, Cal.

IT STANDS ALONE.

Price -- \$2.50.



Without a Peer.

**The
M. & W. '98 Bicycle Lamp**

has all the attractive features which won for the M. & W. '97 so high a place in the wheel world, but with numerous improvements. **Combination Bracket**, which can be used with outside brake, **Secure Oil-Pot**, **Lock**, etc.

THE WHEELMAN'S LOG

Complete, Beautiful,
Indispensable, Invaluable.

Sent to any address on
receipt of 2 ct. stamp.

SPECIAL RATES TO CLUBS.

Attractive in Appearance.
Reliable in Service.
Reasonable in Price.

WRITE FOR CIRCULARS.
If local dealer cannot supply
you we will ship, express paid,
to any part of United States or
Canada on receipt of price.

The Matthews & Willard Mfg. Co.

40 MURRAY ST.,
NEW YORK.

WATERBURY,
CONN.

Have You Seen Him?

There is a man in our town and he is wondrous wise,
To learn to ride a bicycle industriously he tries.

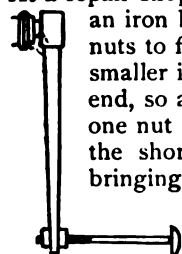
And when he tumbles in the street, with all his might and
main

He bravely mounts the wheel once more and tumbles off
again.

IF A PEDAL SHAFT BREAKS.

In case of a broken pedal shaft it is awkward and hard work to be obliged to ride home with one foot. In such an emergency, No. 91,427 says that the following expedient has enabled him to ride sixteen miles: Remove the end of broken shaft from crank.

At a repair shop, hardware store or blacksmith's get an iron bolt six or seven inches long, and two nuts to fit it. Be sure to have the bolt a little smaller in diameter than the hole in the crank end, so as not to injure the thread. Screw one nut nearly an inch down the bolt; put the short end of bolt through the crank, bringing the nut close up to the outside of crank; then screw the other nut close up to crank on inside. Adjust the nuts so that the inner one is flush with the end of the bolt, and lock them up tight with the crank between them. This will take the place of a pedal temporarily.



A French rider, who used his wheel on 255 days in 1897, says that there were 247 pleasant days; 62 showery days, and 56 rainy days during the year.

THEY WERE SHOCKED.

An English agent who had been much annoyed by passers-by handling and lifting the sample which stood outside his door is said to have connected an attractive looking machine with a galvanic battery inside, by means of wires passing down the cellar grating, and to have switched the current on whenever he saw curious people interfering with his property. One boy who received a shock was utterly unable to remove his hands until the current was turned off.

ENGLISH TASTE.

In cycle construction the features most prominent in 1897, in England, seem to have been the increasing popularity of disc-adjusting hubs; the introduction in a fairly tangible form of brazeless joints; the discussion of the merits of chainless machines and their partial introduction; increased attention paid to the construction of chains and chain-wheels; strengthening of rear forks, to obtain greater rigidity; a tendency to higher gearing, and an advance in popularity of up-to-date tricycles.

In 1895 only seven single-tube tires were shown at the Stanley Show; in 1896 there were 168, and in 1897 there were 296 on exhibition there.

Thirty-six thousand Spanish cyclists have signed a petition to Parliament asking for better highways.

ARE YOU LUCKY?

Have You an Old Wheel?
 Do You Want a New One?

We will tell you how to obtain an 1898. . .

"NIAGARA" BICYCLE

without cost. You know that the "Niagara" is the only wheel you can depend upon, and is, therefore, the one you should secure.

HERE IS OUR PROPOSITION:

We will give a new '98 "Niagara" Bicycle free in exchange for the oldest pneumatic-tired bicycle in actual use. Send us your name and address, name and factory serial number of wheel. A postal is sufficient. The award will be made in April. Address Dept. J,

**BUFFALO WHEEL
 COMPANY,**

New York Office,
 51 Broad St.

Buffalo, N. Y., U.S.A.



Be Reasonable.

To win the prize our hearts may wish,
 We'll have to work and wait;
 We can't expect to catch the fish
 Until we dig the bait.

A SUGGESTION FOR R. R. MEN.

It is often stated that wheelmen make claims for attachments said to be lost while the bicycle is being carried in a baggage-car. Sometimes these claims

B. & A. R. R.	
BOSTON	
TO	
WORCESTER.	
BELL, - - -	●
LAMP, - - -	
CYCLOMETER, - -	●
TOOL-BAG, - -	

are disputed, but in most cases the proof is lacking. Sometimes attachments are actually lost or stolen while the bicycle is in the possession of the R. R. Co. Sometimes they are lost just before the wheel

reaches the railroad, and the wheelman honestly thinks the blame is on the trainman.

And at still other times (we regret to say it), the wheelman makes an unjust claim.

The *L. A. W. BULLETIN* suggests a cardboard tag similar to the design shown. By the use of such tags the baggage agent who receives a wheel for transportation, may, with a punch, indicate just what attachments if any were accepted with it, and the baggage man at the other end of the route need not be in doubt as to any claims that are made.

The tag as punched shows that the bicycle to which it is attached had a bell, and cyclometer, but no tool-bag or lamp.

GRAPHITE FOR CHAIN LINKS.

Several members write to say that they do not agree with No. 81,462, and that they find that a chain that has been well oiled will become very dirty during a ride, on account of the oil that is bound to work out and collect dust, no matter how carefully it is wiped off at the start. If no graphite is at hand, it will answer to wipe off the chain occasionally and apply oil, but graphite is thought by many to be far and away the best lubricant for use on the chain-links.

To keep the chain clean, an English doctor attaches a small fan to the rear fork and rotates it by means of a cord and pulleys running from the fan to the crank-hanger axle.

WHEN YOU BUY A BICYCLE...

patronize a bicycle dealer—one who has the facilities as well as the inclination to take care of his trade.



are not sold in department stores, and your neighbor can purchase a Crescent as cheap as you can, but no cheaper — at the CATALOGUE PRICE.
'98 CATALOGUE FREE.

Western Wheel Works

CHICAGO.

NEW YORK.

GOOD AGENTS

are wanted to sell "19 year old"
Rambler
BICYCLES

in cities and towns where we have no agents.
These are the advantages you will have over your competitors:

Name

of both the Rambler and its makers have become household words **everywhere**.

Quality

has always been **STANDARD** in Ramblers — this year better than ever.

Price, \$60

is **fair**, "the **highest** that's fair," and one people seem willing to pay for highest grade wheels.

WRITE US **NOW** — MENTION THIS PAPER.

GORMULLY & JEFFERY MFG. CO.

CHICAGO.

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

Ad. No. 247.

VASELINE versus OIL.

The correspondents quoted on page 152, issue Feb. 18, treat the vaseline question fairly from both sides; nevertheless, we continue to receive letters praising and condemning it. The latest opinions are to the effect that vaseline is really the only proper lubricant; that vaseline is no better than oil, but merely saves trouble; and, finally, that vaseline impedes the rolling of the balls, is not a good or satisfactory lubricant, and its only possible excuse is saving the necessity for frequent oiling — while a moderately heavy mineral oil of good quality is in all respects the best possible form of lubrication.

And there we are!

TO AID IN REPLACING BALLS.

After the bearings of a machine have been taken apart for cleaning, No. 168,087 says that he finds a small horse-shoe magnet very handy, as he can pick up the balls with it wherever they may lie, and easily replace them in the cups. Balls can also be readily removed from the cups by it. He has picked up as many as eight at one time.

An English device to accomplish this same purpose has been recently brought out; it is called a "magnetic ball-lifter," and is used in the same way. When a ball is placed in its proper position, it is readily detached from the lifter by a slight touch of the thumb.

A WARNING TO SPAIN.

NIXON WATERMAN.

If we must fight them blame Spaniards it will be a easy trick
To teach 'em things they never knowed an' do 'em up so quick
They won't know what's the matter, fer we'll fool 'em in a flash,
An' afore their army's thinkin' w'y we'll bu'st it all to smash.

We won't need ary soldier ner a cannon ner a gun;
'Ith old-style ways o' fightin' w'y I calculate we're done,
Fer we've now discovered something that they an't no mortal thing,
Er that 's the way I figger it, kin stan' before, by jing!

You mount a dozen fellers on them blame bisickle wheels,
An' hump 'em up until their heads is level 'ith their heels
An' let 'em scorch the way they do a-ridin' through the town
An' in about a minute they kin mow a army down.

It takes the starch out of a fellow to be completely done up. I's different with a shirt, however.

CYCLE skates are the latest. But can a cyclist do much with a "skate" on?

When the clothes of a bather are stolen, I guess
The first thing he seeks is some means of re-dress.

There is one street in Paris on which, it is said, horse-driven vehicles rarely appear. It is pretty much given over to use of cycles, motor cycles and motor cars.

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 GEVLER.

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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.

MARCH 11, 1898.

WHAT ABOUT IT?

YOU are going to stay right inside of your own picket-fence this Summer or you are going about, more or less. If you go about you will walk or use some other means of travel. If you use "some other means" it will be a bicycle or something else. What "else" is there? Horse and carriage, cars, and one's own legs.

Horse and carriage cost a "heap" of money and are "a right smart" of trouble. Can't house them "upstairs, downstairs, in my lady's chamber." Can a bicycle. Bicycle can live in a flat. Horse and carriage can't. Bicycle lives on air—any kind of air will do. Bicycles live in Chicago. Horse must have corn or oats, and hay, and drink, and more air than a bicycle. Who'll curry and water and feed him? Rain or shine, whether you use him or not? Can't put him in the attic and go away on a thousand-mile vacation trip by land and sea. Can a bicycle. Can't take him with you. Can a bicycle.

And who wants a horse, anyway? He'll kick, balk and run away. He looks nice in pictures. He has heaves, curb, ringbone and spavin. He used to be of some account before stage coaches went out of fashion. He reads all right in stories. We all love the horse. The French are very fond of him. They eat him. They don't eat bicycles. They keep them to ride.

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And who likes to ride on the cars? Nobody likes hot, stuffy steam-cars. Most everybody likes the electrics. That's just it. That's why everybody stays away from them when they can. Always jammed when there's anything worth seeing. Of no use when there is n't.

It's the crowd we want to get away from. Can't do it on the cars. Can on the bicycle. Go any place any time. City boulevard or rural by-path. Stop where you like, go as far as you wish, get home when you please.

Bicycle has right-of-way everywhere. Carries its own track. Makes its own time-card. Cars won't stop for you to pluck a wild flower or drink from a wayside spring. Bicycle will. Let those who must ride on cars, and those who may on bicycles.

And what about walking? Well, there's too much of it to the mile. It's nice to be able to walk, but sad to have to do too much of it. The legs grow weary before the eyes have seen half enough. The mind out-travels the body. You walk and tire yourself. You ride a bicycle for rest and recreation.

Walking is work. Cycling is play. It's a mind cure and a muscle mender. Are you going to ride a bicycle this Summer? If so, what about your friends who may not be readers of the L. A. W. BULLETIN?

Ask them what about it?

THE LOCAL CONSUL.

In his manifold personality the Local Consul is the most important official of the League. He does most to secure new members and to retain old ones. He may not be greatly in evidence at National Meets, but he knows more about the streets and highways of his community than does any other officer. He does n't depend on hearsay. He knows whereof he speaks. He is on the ground.

Every infringement of wheelmen's rights affects him personally. He runs up against them. He does most to correct such wrongs. He is everywhere and at all times. He cannot cross the street without being reminded of his duties. His opportunities are just at his fingers'-ends. He knows "the boys," and they tell him all about it. He

"MYSTERY AND INNOCENCE ARE NOT AKIN.

(HOSEA BALLOU.)

Hence we demonstrate our innocence by eliminating all mystery from the circulation of the

L. A. W. BULLETIN,

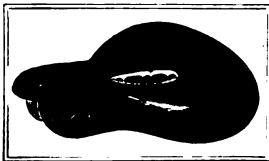
THAT POINT...



is what holds the blocks of our chain in contact with the sprocket and prevents any clicking or snapping noise. It also re-enforces the block where the most wear comes, and thus increases the life of the chain and sprocket.

MORSE CHAIN CO., Trumansburg, N. Y.

"A SOFT THING" ***** "IT'S FULL PNEUMATIC"



The Perry

* **BACKED BY A
REPUTATION.**

Honest material, honest construction, and the endorsements of thousands of '07 riders. These are a few of the causes that made the Perry saddle famous,—the saddle that made riding a pleasure and a comfort for its riders. Dealers, there will be a demand for it. Riders, if you would save your systems of constant jolting and jarring, you will need it. Specify it on your mounts. A postal card brings our catalog.

THE HARRIS TOY CO., Toledo, O.

"IT'S FULL PNEUMATIC" ***** "IT'S ALL SOFT"

has his finger on the public pulse. He knows what should be done to improve matters, and, better yet, he has an intelligent appreciation of what can be done. He does n't shoot wide of the mark. He is in plain sight of the target. He can tell if the high-ways are of sand or clay, and what is needed to better them.

The Local Consul is the fibrous root that really establishes a living, growing relationship between the tree and the soil. He brings the League in touch with the public. He is the only official representative which many of the people ever see or meet. He is (or should be) a reasonable, popular citizen of his community, a gentleman and a scholar, and a good fellow generally. And may he live long and prosper!

WHY WE DO.

We are asked why should wheelmen work for good roads which are attained but slowly instead of working more for cycle paths which we could build in time to enjoy them during our lives.

Because we are interested in roads more as citizens than we are as wheelmen, and because good roads for everybody will tend to general prosperity. We believe, however, that there are many cases where the only proper thing to do first is to build cycle paths.

Double loads cheapen transportation.

MERIT will count IN THE LONG RUN.

More points of Merit are found in the '08

"Imperial's"

—the go-lightly kind
than ever before. The highest possible standard is
always maintained.

Prices, **\$50** and **\$40** Send for Catalogue.
Liberal Discount to
Reliable Agents.

AMES & FROST COMPANY, Chicago.

Pneumatic Cushion ON **PIERCE CYCLES** Frames

The Maximum of Comfort!

Send for Catalogue, which
is Free to all applicants.

GEORGE N. PIERCE CO.

105 Chambers St., New York.

145 Columbus Ave., Boston.

Factory Office, Hanover St., Buffalo.

ECCENTRICITIES OF SIGN-BOARDS.

Guide-boards are very much like some people who cannot be held responsible for the statements they make, and they are just about as annoying. Any one who has toured awheel, or traveled much on country roads, has discovered that the average sign-board is one of the worst of prevaricators. Apparently the best of them only seek to approximate distances, and sometimes the guesses which they record are of the most startling character.

But this is not to be wondered at. These boards are erected by local authorities, and the figures which adorn them are various enough to represent all shades of opinion in the village as to distances. At corners a block apart the distance to B—— will vary a full mile; a half-mile down the road, the figures will be a mile larger, and another half-mile down the same old figures will reappear. If you become disheartened at these conflicting statements, and make inquiry of some resident you meet, you will get a new figure that cannot be reconciled with anything you have seen. As a matter of fact, these rural people travel but little; they have no means for measuring distances, and their ideas about them are extremely hazy.

In touring it is almost impossible to stop, and get into conversation with a resident of the parts, without being asked some question as to distances between nearby points. There are always local differences of opinion, and each one wants his own

The *Klondike* RIGID BACK BICYCLE LANTERN

Throws a large, clear light. Burns Kerosene. Positively will not jolt or blow out. Made entirely from Brass, and beautifully embossed and nickled. If your dealer has n't them, send express prepaid for

\$2.00.

Made by...

THE E. P. BRECKENRIDGE CO., Dept. B, Toledo, O.

Our Imperial Spring Back Lamp, \$1.50 each. | Our Light Weight Spring Back Lamp, \$1.00 each.



is just what you have been looking for.

Send for '98 Catalogue.

NEW BRUNSWICK TIRES

WHY THEY LEAD THE FIELD.

Experience, Facilities and Economical Operation—that's the winning combination.

Experience—Our Company is the oldest company making tires in the world; it was founded in 1839. **Facilities**—We have the largest single-tube tire factory in America. **Economy**—Our business connections enable us to buy the best crude rubber lower than any other tire maker in the United States.

We offer this season a complete line of **CORRUGATED, SMOOTH, ROUGH and BASKET Treads**,—the best tires we have ever made.

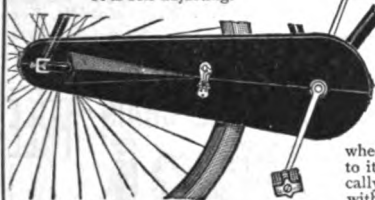
OUR NEW '98 CATALOGUE SENT FREE.

NEW BRUNSWICK RUBBER CO., New Brunswick, N. J.

NEW YORK, 90 Reade St. CHICAGO, 56 Fifth Ave. BOSTON, 207 Congress St. BUFFALO, 94 Pearl St.

THEY ARE GOING TO BE POPULAR THIS SEASON. THE SAFETY GEAR CASE

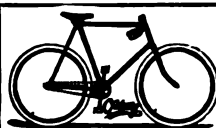
"It covers the whole chain."
"It is self-adjusting."



is the only practical article of its kind on the market, and will fit any wheel. L. A. W. riders, get in line and protect your chain. Write to us and we will tell you all about it. If it is not sold in your town, send us your wheel and we will fit a case to it. Your wheel is practically chainless when fitted with a **Safety Gear Case**.

The **SAFETY** is enamelled in any color to suit purchaser, and without any extra charge, thus making a beautiful addition to your mount.

SAFETY GEAR CASE CO., 319 and 321 St. Clair St., Toledo, O.



... 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.

idea backed up by the cyclist's cyclometer. The only way to get accurate information in advance is from a good map.

In northern Jersey a sign-board near a town reads "7 1/8 miles to R—." It is a painter's mistake for "7/8 mile," but there it stands, a nuisance and an absurdity.

'98 CATALOGUES RECEIVED.

Owing to our limited space and to the large number of catalogues received, we are able to give only a line to each. The names printed in display type are of those who have made complimentary mention of the L. A. W. in their catalogues. We understand that in most cases copies of these catalogues may be had for a stamp.

BICYCLES.

Acme Cycle Co., Elkhart, Ind., *Acme Bicycles*.
Black Mfg. Co., Erie, Pa., *Tribune Bicycles*.
Buffalo Cycle Mfg. Co., Buffalo, N. Y., *Envoy and Fleet-wing Cycles*.
Davis Sewing Machine Co., Dayton, Ohio., *The Dayton*.
Erwin Mfg. Co., Rensselaer, N. Y., *Erwin Bicycles*.
Gormully & Jeffery, Chicago, Ill., *Ramblers*.
Grand Rapids Cycle Co., Grand Rapids, Mich., *The Clipper Chainless*.
Overman Wheel Co., Chicopee Falls, Mass., *Victor Bicycles*.
Pope Mfg. Co., Hartford, Conn., *Columbia Bicycles*.
Waltham Mfg. Co., Waltham Mass., *Orient Bicycles*.
Western Wheel Works, Chicago, Ill., *Crescent Bicycles*.

BICYCLE SUNDRIES.

Farwell, Osmun, Kirk & Co., St. Paul, Minn., *Gilt Edge Sundries*.

H. T. Hearsey Cycle Co. Indianapolis, Ind., *Tabasco Sundries*.

Manufacturers' Agents & Supply Co., Chicago, Ill., *Parts and Fittings*.

New Departure Bell Co., Bristol, Conn., *Bells and Cyclometers*.

National Cement and Rubber Mfg. Co., Toledo, Ohio. *Cements, Oils, Graphites, etc.*

Shone-Hanna Mfg. Co., Rochester, N. Y., *Sundries and Parts*.

Waterbury Watch Co., Waterbury, Conn., *Cyclometers, Watches, etc.*

SADDLES.

Hunt Mfg. Co., Westboro, Mass., *Hunt Cycle Saddles*.

TIRES.

The B. F. Goodrich Co., Akron, Ohio, *Goodrich Tires*.
Hartford Rubber Works, Hartford, Conn., *Hartford Tires*.

BICYCLES AT INDIANAPOLIS.

All trains to Indianapolis arrive at one union station. A large number of wheels are likely to require attention at that point during the National Meet. J. R. Cavanaugh, chairman of the Indianapolis committee, would be thankful for suggestions which would be useful in handling such a large number of wheels to advantage.

M. S. Aldridge, Local Consul at Elgin, Ill., supplies the public with a vest-pocket time-card of all roads leading from that city, and thereon is a well-worded invitation for cyclists to join the League.

The worse the road, the heavier the tax.

The Best Lamp in the Worldfor Bicycles and
Carriages is the**Solar****"THE BRIGHTEST LIGHT THAT EVER CAME OVER THE PIKE."**

THEY ARE THE

LAMPS TO BURN

ACETYLENE GAS.

CANNOT Jar or Blow OUT.**NO Dirt, Smoke, Danger, or Grease.**Throws light 100 feet ahead and cannot explode. Price, with one can of carbide, **\$4.00**. Sent prepaid to any part of United States on receipt of price. Write for 16-page Catalogue.**THE BADGER BRASS MFG. CO.****Kenosha, Wis.**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.**\$50** Buys the Best **Eagle Bicycle****\$35** for good, reliable, up-to-date '98 models.

For ten years Eagle Bicycles have been recognized as highest grade. They have lead in improvements.

Drop forged joints. Choice of finish. M. & W. Tires.

Agents Wanted in every town. Catalogues ready.

THE EAGLE BICYCLE MFG. CO., Torrington, Conn.**He Was.**

"I am not as others are," he said;
Then he took off his wig to prepare for bed,
Removed a leg, with a weary sigh,
Likewise an arm and a bright glass eye,
Took out his teeth with a graceful art,
And added, "No, I'm a man apart."

A VICTORY FOR THE WHEELMEN.

Among the prominent wheelmen of Hyattsville, Md., is Chas. H. Welch, who rides to and from Washington, D. C., each working day in the year. On one of these trips in February he was riding, as usual, in the middle of the road, but on coming to a place that was impassable he turned and rode on the sidewalk for perhaps twenty-five feet, and in so doing violated a town ordinance.

A neighbor observed this and swore out a warrant for Mr. Welch's arrest, which warrant was served, and the case brought before the local justice.

Mr. J. C. Ellis, local consul for the town, determined that a law-abiding citizen like Mr. Welch should not without a struggle be punished for not riding on an absolutely impassable road, and brought a number of witnesses who swore to the condition of the highway. The judge gave as his decision that "town ordinance or not, when the roads are impassable, vehicles and bicycles might use the sidewalk, and in case of absolutely impassable roads riders and drivers would be justified in removing fences and traversing private property until the worst part

**FOR \$10.00****The Eagle....
Graphophone**

Just the thing for L. A. W. Clubs.

Price, with japanned tin horn, 2-way hearing tube and aluminum reproducer **\$10.00**
A handsome carrying case of polished wood, extra **2.00**
Recorder with sapphire point, extra **5.00****Outfit No. 1**, including Eagle Graphophone, aluminum reproducer, japanned tin horn, 2-way hearing tube, 9 records and record box for 12 cylinders **15.00****Outfit No. 2**, including Eagle Graphophone, handsome polished oak carrying case, aluminum reproducer, 26-in. japanned tin horn and stand, 2-way hearing tube, 12 records and record box for 12 cylinders, **20.00**

Send cash with order. Catalogue of Talking Machines, Projecting Machines, and Stereopticons on application. Address,

THE CITY ELECTRIC WORKS, LITTLE FALLS N. Y.**THE... "RUSCH" SADDLE**The only saddle that conforms to the shape of the rider. Price, \$3.50. Special Offer of **\$2.00** for a short time, to introduce the saddle. Strictly hand-made of the best oak-tanned leather. Weight of saddle, 18 oz.

Money refunded if not satisfactory.

THE "RUSCH" BICYCLE SADDLE CO.

91 and 93 Thompson Street, New York City.

FREE-A MYERS DETACHABLE CHAIN-FREEWe Want YOU to talk about our chain, and will send a sample **\$2.50** chain, prepaid, if you agree to show the chain to your friends and accept our proposition. Send 2-cent stamp for Sample and Proposition.**THE BRIDGEPORT CHAIN CO., Bridgeport, Conn.**

of the road has been passed." Mr. Welch's case was therefore dismissed. This ruling if firmly established would mean much to wheelmen.

IT WILL ATTRACT WHEELMEN.

The elaborate system of parks and boulevards which was projected some time ago for Essex county, N. J., has been adopted, and work has been under way for some months. The already fine-riding district surrounding the Oranges will be developed and improved by it to such an extent that it is claimed that it will not be second to any district in the country. The parks located on the Orange Mountains, particularly the one at Eagle Rock, are superbly situated, and will prove great attractions when the system is completed.

ROADSIDES DRY UNEQUALLY.

A number of members write to say that north and south roads, if shaded, do dry fastest on the east side. They agree that much of the power of the morning sun is spent in dispelling moisture and drying out the atmosphere and that, consequently, the west side gets less heat early in the day than does the east side in the afternoon. In the case of flat, unfenced prairie roads the difference is less.

If war should result from this blow to the Maine
We'll have to move out of our castles in Spain.

THE bloomer girl will soon blossom out again.

It Leads Them All... THE FIFTY DOLLAR TRIBUNE



Large fully-illustrated Catalogue describing our entire line of 23 models, sent free.

Tribune Bicycles are recognized the world over for their unequalled quality and easy running.

THE BLACK MFG. CO., Erie, Pa.

The Adjustable Electric Bicycle Lamp



Ask your dealer to show it to you.
Price \$5.00, prepaid.
 Dry battery. Guaranteed in every way. Agents wanted. Send for illustrated catalogue. Also lamps for gas-works, breweries and carriages.

ACME CO., 10 S. 5th Street, Philadelphia, Pa.

Initial Tension Expansion Spring Seat Post
 (PATENT PENDING)



Price \$2.50 each. Guaranteed. Acts in unison with rapid vibration of wheel, as Compression Spring can't; is softer, quicker and more elastic. Adjusts to all weights. Fits any size frame. Catalogue high-class Bicycle Sundries upon request. Dealers often offer inferior goods, on which they make excessive profits.

THE BUESCHER MFG. CO., Fine Brass Workers, ELKHART, IND.

A Contrast.

The charges never seem exactly right
 That the people at the gas-house on us levy,
 For the gas will make the house so very light
 That it's strange it makes the bill so very heavy.

PROPER POSITION OF HANDLE-BARS.

An interesting letter from Chas. E. Duryea discusses the subject of position on a wheel, and the proper position of handle-bars. He says in part:

"If you will sit on a cycle or stand in a comfortable position and let the arms fall free, they will fall by the sides of the legs. Bring the cycle handles to that point, and weight can be put on the handles without effort. But in that position they are in the way of the hands when one desires to rest a little by letting go of the handles, so it is better to place them just in front of that position or so that their rear ends will be in line with the front of one's legs at that height, the general idea being to keep the centre of gravity in its proper relation to the crank shaft.

"In all cases the handles should be kept pretty well under the head and shoulders, so that they may support a part of the load without muscular effort. To secure this result the handles should adjust in an arc parallel to the arc described by the shoulders as they go forward and downward. No cycle at present marketed permits this, and so it can truly be said that no cycle yet made fits the rider in all positions. More particularly is this true of the erect positions.

NORTHAMPTON BICYCLES

Wise agents close contracts with those firms whose financial condition warrants the belief that they will continue business through the season.

"A word to the wise is sufficient."

WE THINK WE HAVE

"The Slickest Wheel That Whirls"

The above phrase is being copied in part, but we don't mind; it shows the other fellow knows a good thing when he sees it. It won't be long before some sucker steals our model.

NORTHAMPTON CYCLE CO., NORTHAMPTON, MASS.

The National Single-Tube Tire.



RIDERS:

You no doubt realize the necessity of having a tire that **will not slip**, **will not throw mud**, has **resiliency**, **speed** and **durability**.

The National is the only tire in the world having all these features. Insist on having the **National Tire** on your wheel.

MANUFACTURED BY

THE NATIONAL TIRE CO.

204 Dearborn St., Chicago, Ill.

"There need not be more said on this matter. It has been proven many times, since the fact was first learned on the 'good old ordinary,' and if makers would devote a little attention to it instead of returning to obsolete forms such as bigger wheels, bigger balls, shorter heads and other nonsense that we once outgrew, some progress would be made."

CREDIT WHERE CREDIT IS DUE.

The Philadelphia *Call* not inaptly remarks that commissioners of public roads in the several States are making their yearly reports, and the marked feature of each and every one of them is the imprint on every page of the annuals of the track of the bicycle tire. This marvelous little machine has not only upset social and dress conventionalities, but, what is of more importance, moved the country a century run farther toward the millennium of good roads.

INTERESTING, IF TRUE.

"The owner of a team has a standing of his own away above the bike user, in an indefinable way, perhaps, but it is a very self-evident way; and every bike user cherishes the hope that some day he will be able to own a carriage," is the sentiment attributed to Mr. Morris Woodhull, and expressed at the recent carriage builders' convention in New York. This sounds a good deal like the boy who whistles to keep his courage up.

The Cyclometer that Revolutionized Cyclometers.

THE VEEDER...

PRICE \$1.00

It is recognized as the Standard Distance Recorder for cycles in every civilized country in the world. Nearly half a million in use.

THE VEEDER MFG. CO., Hartford, Conn.



Patented May 1, 1897.



BERNASCO ADJUSTABLE BICYCLE SADDLE.

No freak, but all common sense. Built on entirely new principle. Best anatomical saddle ever produced. No metal edge to chafe. Does not irritate or bruise. Price \$3.50, sent C. O. D. with privilege of inspection. Write for circulars.

WM. B. RILEY & CO., Mfrs., 324 & 326 Market St., Philadelphia.

U. S. TRIP CYCLOMETER

Made for all sizes, 20 to 50-inch wheels. Polished Nickel or Antique Copper finish. Easiest to read—largest figures. Fully guaranteed.

Price, \$1.25.

U. S. MFG. CO.

Fond Du Lac, Wis.



Your address is wanted by *The Trinity* People

for 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.

"LIGHTS AND SHADOWS."

The illustration presented herewith is from a photograph taken by C. Oscar Hennion, of Brooklyn, N. Y. He calls the picture "Lights and Shadows," and the title fits it most appropriately.



Mr. Hennion is an amateur in photography, but the lights and shadows of the picture here shown are such as to secure more than the passing interest bestowed upon the average photograph. When a photographer learns the first important lesson "How to take it," he must then

learn another essential part of his work, which is "What to take." The selection of interesting subjects is quite necessary for the securing of attractive pictures. Too much time and expense are devoted to commonplace things. It costs no more to produce a good picture than it does a poor one. A little thoughtfulness and care makes the difference.



"Comfort Bicycle Carter"

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

Ask your dealer, or send 30 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.

COLUMBIA BICYCLES STANDARD OF THE WORLD. UNEQUALED, UNAPPROACHED. POPE MFG CO. HARTFORD, CONN.

\$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.

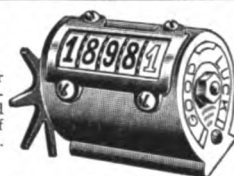
New York Store, 28 W. Broadway.

Boston Store, 63 Pearl Street



GOOD LUCK CYCLOMETERS

are made for 24, 26 or 28-inch wheels. Sample Good Luck Cyclometer sent to any address in the United States, by registered mail, on receipt of \$1.00. Every cyclometer carefully tested. For Catalogue and prices, address



BUFFALO METER CO., 365 Washington St., Buffalo, N. Y.

EXPENSIVE WHEELS.

The new cycle built of romanium, a patented composition of aluminum, nickel and tungsten, is now on the English market. It weighs but twenty-two pounds with full road tires, mud guards and brake. The rims have no joints, and the tubes of the frame are connected by a patent auto-joint, and not brazed. The metal looks like burnished silver, and will not rust or tarnish. The prices run from \$200 to \$250.

A new device for comfort, ease and speed is a gasoline motor to be attached to ladies' wheels. The frame of the machine is to be filled with constantly changing hot air, heated and forced through by means of the same heat that drives the motor. It would be a great thing for cold weather.

A Pennsylvania paper remarks that New Jersey's Highway report ought to make her big neighbor ashamed of her roads, and very pertinently adds that "the Pennsylvania legislature will act just as soon as a strong and organized public movement compels it to act, and not before."

Water is more important than food in maintaining life; but, when absorbed by roads, is as injurious to them as it is beneficial to man. Plenty of water in a road will "break it up" about as quickly as plenty of rum in a man will produce like results.

**Others might be Cheaper, but
None as Good**



Adjusts to every position of rider. Spring takes up all vibration. Send for handsomely illustrated catalogue.

The Lovelock
SADDLE CO., (Inc.)
 631 Walnut Street, Philadelphia, Pa.

Price, \$3.00.



The indicating hand can be seen at a glance, enabling the rider to note progress without straining the eyes.

TRENTON CYCLOMETERS
 made of aluminum, are accurate. Weight, 1 oz.

ASK YOUR DEALER FOR THEM.

TRENTON WATCH CO., Trenton, N. J.

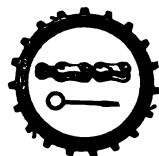
The Seat Ideal for the Ladies' Wheel.

WILL
NOT
SAG.

Built to sit on,
not to straddle.

THE WHEELER SADDLE CO., Detroit, Mich.

**The Richards Detachable
Sprocket Rim for 1898**



New improvements. New prices.
Write for circulars and quotations.

Manufactured by...

The McELWAINE-RICHARDS CO.
 Indianapolis, Ind.

UNCLE ABNER'S PHOTOGRAPH.*

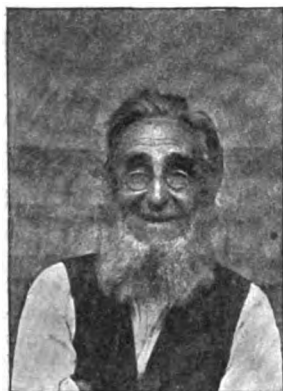
JOE LINCOLN.

SHO! I wanter know ef yer knew it! Well, there now, dear me, suz! I didn't hardly reckon that yew folks 'd know who 't wuz.

Think it looks jest like me! There, Mother, 'd jer hear that?

Now will yer say I'm grinnin' away like a chessy cat? How d'ye like my rig-out? Clothes hain't very gay, But yer see I wa'n't expectin' ter be took jest that way, But when a feller's so hamsome that they want his picter—sho!

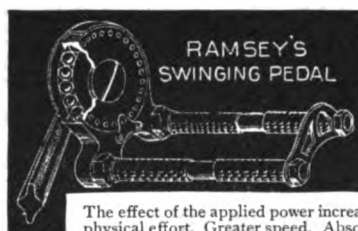
It tain't perlite ter refuse 'em, no matter 'f yer hain't jest so.



'T wuz one er them days las' summer, when airth wuz a br'ilin' stew, And I wuz on the piazza a-coolin'—er tryin' tew, With nary a coat ner hat on, and watchin' from where I sot The air on the medders shiver like smoke, 't wuz so roastin' hot, When under the layloc bushes and up through the box-ajed walk Come one er them wheelin' fellers,—and did n't he sweat! don't talk! And he wanted a drink er water, so I fetched some from the well,

And we got chattin' tergether, and he stopped fer quite a spell.

A MARVEL IN BICYCLE DEVELOPMENT.



**What is it?
...AN...
Under-Swinging
Pedal**

Patents pending throughout America and Europe.

The effect of the applied power increased fully thirty per cent. Less physical effort. Greater speed. Absolute control down grade. Hill climbing made easy by reason of automatic ankle motion. Toe clips ever ready. No more "tired feeling" after a long ride.
 Price \$5.00. Full particulars, with treatise on ankle motion, on request.

P. & F. CORBIN, New Britain, Ct. | **RAMSEY SWINGING PEDAL CO.**
 DEPT. A. | DEPT. A.
 Sole Manufacturers in the U. S. | 48 N. Eleventh St., Phila., Pa.

SEND YOUR ADDRESS TO THE...

JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

and receive a Catalogue of Famous Diamonds of the World, including the Renowned

LOVELL "DIAMOND" BICYCLES.



He said he'd been takin' picters er things that he saw fer fun, And he showed me the rig that made 'em and, sure-as-yer-live, I swun,

It wa'n't no bigger 'n a salt-box, but picters he showed it took Wuz jest as slick as a whistle and as good as them in a book. Sez he, "Will yer let me snap yer?" "Snap me," sez I, "with what?"

"I mean-shall I take yer picter? I had jest as livs as not"; Well, I looked down at my shirt-sleeves and, honest, I had ter laff,

"Say, hain't I a pooty subjec'," sez I, "fer a photygraf?"

I had n't no more 'n said it 'fore all of a sudden "click!" That box of hisn went snappin', and he sez, "I've done the trick."

"Well, *what* have yer done?," I ast him; "Why, yer picter's took, that's all."

And *then* I would n't believe him, but along sometime this Fall

The mail it fetched me a package, and he'd sent that tin-type down,

And Mother she's made more fun on 't and sez it's a reg'lar clown;

But there, I tell her, she orter grow hamsome as what I be, Then folks 'ud be takin' picters er *her* like they do er me.

* Photo. by E. K. Inver, Philadelphia, Pa.

The trained road-builder will be one of the actualities of the twentieth century, just as he is now one of the necessities of the nineteenth.

Nearly thirty towns in New York have changed from the labor to the money system for road taxes, and all report that with less tax better results are obtained than under the old methods.

ROYAL PURPLE Ribbon Badges with L. A. W. Emblem in Pure Gold; guaranteed not to tarnish. Suitable for handle-bar, hat, coat, sweater, etc. Price to L. A. W. members 15 cents; send cash or postal note—not stamp. Initial or private device or L. A. W. number if desired extra, 15c. SPECIAL RATES TO CLUBS. **RHINE & CO.,** (L. A. W. 123,275) 775 Broadway, New York City.



THE "BRAGGER" LAMP is Guaranteed not to jar out.
HITCHCOCK LAMP CO.
For sale by all dealers. Catalogue for the asking. **Watertown, N. Y.**

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



GOOD-BYE TO THE BICYCLE AGENT. Napoleon and Josephine Bicycles elegant, up-to-date 1898 models. None better. Sold by manufacturer direct to rider at wholesale prices. Do not pay agent's profit. Sent on approval. For catalogue, write **JENKINS CYCLE CO.,** 18 Custom House Place, Chicago.

..A '98.. PROPOSITION We will allow you a good price for your old wheel, in exchange for our elegant, 3 crown, Model 33. Write for proposition.
MANSON CYCLE CO.
153-155 W. Jackson Street, Chicago.

LEAGUE TIRES Get There and Get Back.
25 PARK PLACE, NEW YORK.

A LITTLE TWO TWO.
NIXON WATERMAN.

WEE, sweet baby is a joy that fills the earth with song. But when they come in pairs, the stars each glad refrain prolong.
Twin lilies from God's garden, where celestial beauties glow,
And angels, with their harps of light, go singing to and fro.



Oh, loving souls are those that come from Eden, two and two,
As walking hand in hand they stray the gates of morning through.

For each in each has found a self so linked unto its own
It will not let the other stray from Paradise alone.

And fairer falls the light upon that favored spot of earth
Where two pure lives awake as one to blissful joys of birth.
And all the household fairies weave a kindlier, softer spell
About the cherished hearth and home where sweet twin babies dwell.



Do you tire of a tire for at-tire?
OUT OF SIGHT Guards save self-respect; protect trousers in natural shape, awheel and afoot. Agents wanted. Send 10 cts. for a pair to **O. O. S. TROUSER GUARD CO.,** Fall River, Mass.



STRAUS PROTECTED TIRE.
The only lively, Puncture Proof Tire in existence. It carries its own Road.
STRAUS TIRE CO., 127 Duane St., New York, N. Y.

RIDE THE CHRISTY SADDLE.

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

NO '98 BICYCLE Will be up-to-date and complete without the
Ridgway Instantaneous Adjustable Handle-Bar.
See last week's "ad." and send for particulars and price.
JAMES H. BURT MFG. CO., SPRINGFIELD, MASS.

THE "SEARCH LIGHT" It's Such a Good Lamp it becomes your best friend. It cannot blow nor jar out.
For sale by all dealers. Send for Booklet 338.
BRIDGEPORT BRASS CO. - - Bridgeport, Conn.

LITTLE FLAKES of foliated Mica penetrate every joint and crevice, coating wearing surfaces, and positively preventing contact,—where there is no contact there can be no friction, snap or grind. Your dealer, or direct for 5 cents or 10 cents.
ALLERTON MICA CHAIN LUBRICANT, 164 Franklin Street, New York.

WHOLLY AT STATE EXPENSE.

A highway improvement bill before the New York legislature provides that the State shall bear all the expense of building highways across each county, appropriates half-a-million a year for the purpose, and limits the cost to \$3,000 per mile. This measure is advocated by many on the ground that the advantages of good roads to the cities and market towns is so great that the counties and towns should not be asked to bear any share of the expense.

At the recent meeting of the Engineer's Club of Philadelphia, General Roy Stone, director of the Government Road Inquiry Department, was present and read a paper on the good roads question, showing the waste of haulage on bad roads of the country, explaining the advantages of State aid and indicating desirable methods for road building in his usual comprehensive manner.

A correspondent of a Connecticut paper complains of the cost of macadam roads, and describes one that went to pieces in a few years. His account shows that it was not properly cared for, and it seems to have been imperfectly drained. If a good road is worth building, it is worth keeping in order.

Mayor Taylor, of Bridgeport, Conn., suggests that the best way to become acquainted with the condition of the streets is to ride over them, and intimates that it would be a good plan for the members of board of public works and street commissioners to make weekly visits of inspection, mounted on bicycles.

FRANK FOWLER'S WEEKLY

.....ILLUSTRATED.....

DEVOTED TO THE INTERESTS OF THE ONE-PROFIT TRUSS-FRAME FOWLER.
WE SELL DIRECT TO THE RIDER FROM OUR FACTORY—NO AGENTS.

ONE PRICE—~~\$~~**\$43.50**—ONE PROFIT

Volume 1.

WE SELL DIRECT TO THE RIDER.

Number 8.

PUBLISHED WEEKLY

BY THE

FOWLER FOLKS

130 to 136 W. Washington St.

... CHICAGO ...

FOWLER DEPOTS

In New York City,
Boston, Philadelphia, Pittsburgh,
Denver and San Francisco.

THIS IS OUR LATEST MOVE.

In the immediate future a full stock of Fowler bicycles and parts will be found at each of the above-named places.

From two to three weeks may be required for the establishment of these six depots, but we desire to ask that you send your name and address to our home offices (130 to 136 W. Washington St., Chicago, U. S. A.) **at once**, in order that we may classify same and advise you promptly of the location of a Fowler Depot in your neighborhood.

Don't buy a new wheel until you see the Fowler, or study our new catalogue now in press.

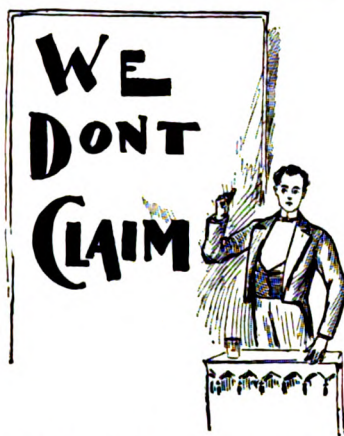
We are prepared

to spend the last cent of our year's profits in a demonstration to the people, that we have adopted the **only** plan that serves their best interests; that our policy is wise and liberal; that our wheel is **exactly** what we represent it to be.

If the doing of this shall start a bicycle war, then we welcome war! But it must be legitimate opposition. We shall not allow misrepresentations and falsehoods such as were recently circulated by two of the oldest concerns in the business, one claiming to make the "standard of the world," the other "makers of 18-year-old wheels," and whose statements were stopped by our public challenge backed by \$2,000 in gold actually put up, on the issue of Fowler quality against that of the higher-priced wheels referred to.

Here's an idea:

Have you friends in either of the above-named cities? We suggest that you ask them to call at the Fowler Depot and personally examine the 1898 Fowler, and report to you. Such a friend's advice and your reading of our catalogue should allow of a fair conclusion. Still, beyond it all, remember that we guarantee the wheel, and will refund your money if everything is not as represented.



to make the only high-grade wheel in existence. We do, however, assert very positively that there is no **better** wheel made anywhere **at any price**.

Pretty strong claim for a wheel selling for \$43.50 to all alike, is n't it?

But this question contains its own answer: "\$43.50 to all alike." We have no agents, but sell direct to the rider. The Fowler is a strictly "One-Profit" bicycle.

Once you understand our true position, you will see how simple the problem was to keep quality and reduce price, in the particular way we went about it.

The maker of the Agent-Sold wheel is

"Struck all of a heap"



He Doesn't Feel Well!

He has had to swallow the new "FOWLER PLAN" of selling direct to the rider at one profit. It first stuck in his throat, and now lies heavy on his physical and commercial stomach.

Many agents are also sick—"Confined to the house," so to speak.

And what are they all going to do about it? That concerns us only when they switch off from the track of truth, and run into an innocent party who is standing on his own ground. In that case, however,—

"LOOK OUT FOR THE ENGINE!"

When they ask you

How?

can Fowler make and sell for \$43.50 as good a wheel as ours, for which we ask \$60.—\$65.—\$70.—\$75.—\$80.—\$85.—etc.

You tell them that 25 per cent. to 50 per cent. agents' discount doesn't add to the **quality** of their wheel;

That their "contingent" expenses do not go toward making their wheel **better**;

That their bad-debt losses do not **improve quality**;

That the hundred and one other expenses incident and necessary to **their** method of doing business do not increase the merit of their output;

That Fowler buys and sells for cash or its equivalent only;

That he sells direct to the rider;

That the "differences" above referred to go to the buyer as cash (in the lower price asked);

And this is how Fowler

Maintains AND Reduces
QUALITY PRICE

P. S.—If they don't ask you this important question,—**You ask THEM!!**

OPTIONS:

Any Tire on the Market!

Any Saddle on the Market!

Baldwin Chain, etc., etc. (Ask for Catalog).

Superb Construction.

Everything the best that money can buy, and right up to date.

Our Guarantee covers the current year—not "60 days."

We will ship on approval. Money back if not absolutely as represented.

You take no risk in buying a Fowler; but you will save a neat sum of money if intending to get the best wheel-quality. Fowler quality can be sold for the Fowler price only because we sell direct to rider and ask but one profit.

"The Cheapest is the Best."

(An old saw re-set.)

Don't buy a \$75 or \$100 wheel thinking it is "the cheapest."

Spend \$43.50 for a new Fowler and get the best!

AMATEUR PHOTOGRAPHERS!

THE HOWELL

(PATENT APPLIED FOR)

film holder prevents film curling during the process of development. Simple, efficient, durable and inexpensive. Cut shows design pocket kodak size. 4 x 5 and all smaller sizes, \$1.00 per dozen.

IT'S THE ONLY

FILM HOLDER

practical for use in developing, washing and drying without removing film. Send 15 cts. for sample holder and circular giving full particulars.

HOWELL MFG. CO.

Stoneham, Mass.

"NEVER-HOT" Chains and Bearings of Bicycles

Endorsed and used exclusively by HUBBER & Co., and other leading manufacturers. Price, 15 and 25 cts. per Tube. Of your dealer, or sent by mail by ARCTIC LUBRICANT CO. - 129 Furman St., Brooklyn, N. Y.

PROPOSALS will be received until noon on March 16th, for renting the **Bicycle Track of the Philadelphia Driving Park Association**, with dressing, room and checking privileges, etc., for One Year, from April 1st. For further particulars, apply at office.

M. VOLLMER, Sec'y, 914 S. Broad St., Phila.

ANY WHEEL



WON'T HURT THE TIRE

can be fitted with a...

Faultless Roller Brake.

New invisible clamps do it. Your tire will show the difference between "any other" and a "Faultless Roller" brake in a month's use. Tires last longer when you use a "Faultless."

Hand Brake, complete, \$2.50.
Foot Brake, \$1.25.

If your dealer has n't them, drop a postal to
FAULTLESS ROLLER BRAKE CO.
Baltimore, Md., U. S. A.

BICYCLE DELIVERED FREE!



To any point East of Missouri River.
The latest and most handsome of all '08 models is the **Patee Crest**. Built of the best material throughout. Fauber one piece hanger; one piece taper gauge front fork; inch-and-a-quarter flush joints; 3-inch drop hanger. Best equipment in every particular. Sold direct to rider for \$35.00, delivered. Get our catalog free by mail. If machine is not satisfactory when received, money refunded.

PATEE BICYCLE CO.

111 Main Street - - - Peoria, Ill.

PHILADELPHIA REQUIRES LAMPS.

The mayor of Philadelphia, on March 5th, signed the ordinance requiring all pleasure vehicles, and all other vehicles when proceeding at a pace faster than a walk, to carry a lighted lantern, or lanterns, prominently displayed, between the hours of sunset and sunrise, and provides a penalty of five dollars for failure to do so. The bill becomes operative sixty days from date of passage. "While it does not directly apply to Fairmount Park, it will indirectly do so, for it will be impossible to reach or leave that pleasure ground without being provided with lights."

"This," said the bald-headed man, "is more than I can bare," and he hastily put on his wig.

RAILROAD... L. A. W. Bicycle Holders and Hangers HOUSE... CLUB... F. W. WHITCHER & CO., 4 High St., Boston, Mass.



Handsomest Chain THE LEFEVER.

Accurately built. They cost a little more. You know why. You have heard of the famous Lefever shot gun. Order Lefever chain on your '08 mount. Full particulars.

LEFEVER ARMS CO., Syracuse, N. Y.

Put a Good Tire on Your Old Wheel

Send \$5.00 for a pair of \$7.00 single-tube tires; only one pair to any one person. This offer is just to introduce the **Nock Special Tire**. Can be furnished in any size.

Fully guaranteed.
Jobbers in Sundries,

GEO. W. NOCK, 126 N. 14th St., Phila., Pa.

Bicycles and Bicycle Accessories

of every make and description.

Send for catalogue and discounts.

THE LOUIS E. DETTMAN CYCLE CO.
Marinette, Wis.

SA-YO Mint Jujubes

Quickly relieve
Coughs and Throat
Irritations.

5 CENT PACKAGES.
On sale everywhere.



In 1492.

Hide in the bushes, by the strand,
The natives watched Columbus land,
But one, incautious, raised his head,
"We are discovered, boys," he said.

A League member residing at Asland, Wisconsin, says there has not been over two inches of snow in that city, at any one time, this winter, and that he has ridden his wheel with comfort nearly every day.

Race meetings in Cape Town are said to begin at noon and continue until half-past five, with an interval for lunch. After the events are over a concert and a dance on the track sometimes close the proceedings.

Bulletin Advertisers as seen by Bulletin Readers.

A \$5.00 PRIZE
each week.

...A NOVEL PROPOSITION... ..WE WANT YOUR OPINION...

Every friend of the L. A. W. BULLETIN is interested in this,

Also its enemies, —

If it has any.

You like the paper now.

Of course; you could n't help it.

We would like to make it better.

It costs a pile of money each week as it is;

We are willing to have it cost more.

But it is n't possible for you to pay more,

Though many of you would be perfectly willing to.

My contract with the League is fixed, and it has nine years yet to run.

The advertising possibilities, however, are extensive.

It is for your interest as a reader to have our advertising columns well patronized.

All advertisers do not know the value of our circulation;

Many do.

How shall we catch those who do not?

Ans: By pleasing to the fullest possible extent those who do already patronize us.

The value of advertising (after a proper medium is selected) depends to a considerable extent upon the advertisement itself.

All advertisers do the best they can;

Some employ experts, —

Others do not.

The best experts cannot always tell whether a given ad. will be a winner, —

Not even after they have tried it, —

As it may not call for direct replies.

The more a man knows about advertising the more he is anxious to learn.

Who can tell him?

Ah! this is where the new "Bulletin scheme" comes in.

Who does the advertiser want to reach?

Presumably, the average reader?

Then who can best judge of the effectiveness of a given ad.?

Why, naturally, the readers whom it is expected to attract.

How shall we find out?

Why, ask them,

And offer an inducement for answers.

Write a letter and address it as follows:

L. A. W. BULLETIN,
Ad. Critic. BOSTON,
March 11. MASS.

The date in lower left hand corner is to represent the date of the L. A. W. BULLETIN to which your letter refers. In the letter you are asked to express your opinion of not less than five different advertisements contained in said issue. No allusion is to be made to the merits of the goods advertised, but simply to the advertisements, as such.

What is the object of an advertisement?

Its purpose is to attract the favorable attention of readers to the goods advertised, with a view of inducing them to become buyers.

TO OUR READERS:

Which advertisement in this copy of the L. A. W. BULLETIN do you consider the best adapted to influence you in favor of the goods that it talks for? and why?

Which advertisement is most likely to make you write to the advertiser for a catalogue or other information? and why?

Which advertisement most attracted your attention before you started to read it? and why?

Which advertisement do you consider to be the least convincing? and why?

In which advertisement do you see the most room for improvement? and how would you improve it?

No letter will ever be used to the detriment of the writer, the sole object of the scheme being to assist our advertisers in getting the best possible results. This will enable us to get and hold more advertisers, which means that we can then afford to make the L. A. W. BULLETIN a still better paper.

Read the advertisements.

Tell us what you think of them.

✧ \$5.00 for the best Letter each Week. ✧

Her Mine of Wealth.

No wonder Patti is so rich
In dresses rare and nice,
Because she has a voice for which
We pay most any price.
They say the matchless queen of song
Full many a jewel owns,
And why not, since to her belong
So many precious tones.
And those who know her best infer
It is her bird-like throat
That does so much to make of her
A personage of note.

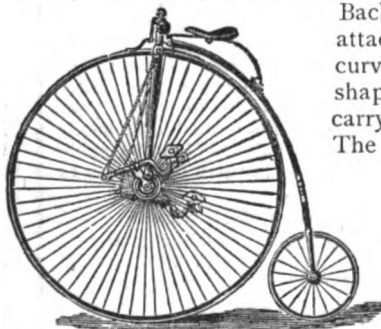
EVOLUTION OF THE CYCLE.

XII. Later English Safeties.

1882-1892.

The effort to produce a "safety" bicycle, begun by young Lawson in the early seventies, was continued until finally successful. During the early experiments, most of the machines produced were modifications of the "ordinary," the prevailing idea being to alter the high wheel in some way so as to make it safer.

In the Devon, straight rods, about the length of the front forks, were attached to the fork sides by joints near the head. At their lower ends, short and nearly horizontal arms were jointed. These short rods had attached to them, about one-third of their length from their front, a socket and pin, the pins having nuts by which they were fastened to the crank ends.



DEVON SAFETY.

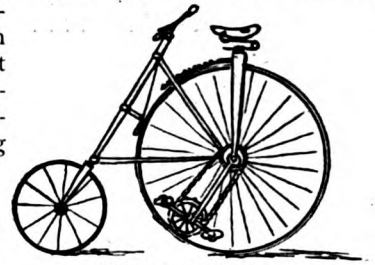
Back of this point of attachment the rods curved down into a U shape, the rear ends carrying the pedals.

The long rods swung backward and forward and, when power was applied to the pedals, they worked up and down somewhat like a piston and

crank. The "safety" element was mainly due to the backward position in which power was applied.

In the early eighties a Swing Frame safety was brought out by F. W. Jones. It looked something like a dwarf pattern of the American Star, as it had a similar appearing frame, a 36-inch rear driver and a 22-inch front steerer, though the only picture of it now obtainable makes it appear that there was more difference in size between the wheels than these figures indicate. The saddle was carried on the top of vertical forks, which were pivoted at the axle, and which extended downward and forward below the hub to carry the lower sprocket wheels and the cranks. Two short, endless chains connected these lower sprockets with smaller sprockets on the hubs. As the pivoting of the frame was from the centre of the wheel, the relative position of saddle and pedals was not altered by any amount of swing. A curved, ratcheted rod was fastened over the wheel, between

the handle-bar supports and the top of the forks, and a catch, worked by the handle, held the frame in any forward position into which the rider might swing it in ascending a hill, the object of the swing frame being to allow the frame to be maintained in the most effective position for pedalling on any grade, in the same manner that had been adopted on some tricycles.



SWING FRAME SAFETY.

In 1883 Hillman, Herbert & Cooper brought out the Kangaroo, designed by their Mr. Hillman. This machine has been supposed to be the original of a new type; but this can hardly be correct, for the specifications of Otto & Wallis' patent of July 11, 1878, seem to describe just such a machine, and in that same year, also, a Frenchman, Rousseau, is said to have built a low bicycle of just this character.

Hillman's Kangaroo was an "ordinary" bicycle, to all intents and purposes, made in a dwarf size. The driving-wheel was usually 36-inch and the back wheel 22-inch. The front forks, instead of running direct to the front wheel bearings, passed 2½ inches behind them, supported by brackets, and were continued about eight inches lower. At their ends they carried bearings, sprockets and cranks, and the lower sprockets were connected by chains with smaller sprockets on the hubs, as on the Spring Frame safety. The machine thus drove with two short chains, and steered like the "ordinary." Its safety lay in the fairly backward position of the rider but mainly in its small size.

In order to bring it prominently before the public, its makers organized a 100-mile road race, Sept. 27, 1884, and entered in it George Smith, a fast rider who had been taking careful practice on the Kangaroo. He won in 7 hours, 11 minutes, 10 seconds,



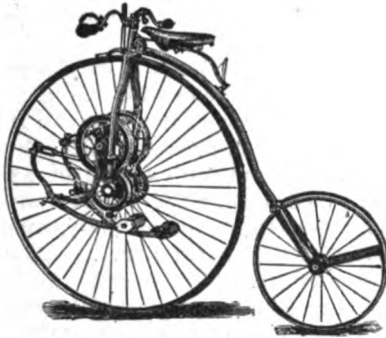
KANGAROO.—1883.

thus breaking the existing record by 4 minutes, 8 seconds. This victory immediately aroused the interest of the riding public, and the machine jumped into popular favor at a bound. Within a year every bicycle manufacturer in England was building machines on the lines of the Kangaroo, and a veritable Kangaroo "craze" was dominating wheel circles, against which lovers of the "ordinary" fought bitterly.

The Kangaroo was popular because it was fairly fast and rather safer than the ordinary. Its speed resulted from the possibility

of gearing up, and the reduced wind resistance due to its small size. Its day of triumph, however, was brief, for the rear-driving safety of the "Rover" type completely displaced it a couple of years after, as we shall soon see. The principal objections to it were a certain degree of difficulty in controlling it at high speed, the tendency of the bearings to twist and bend, and the back-lash of the chains.

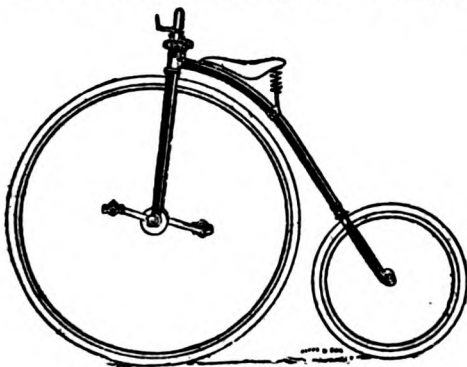
One of the imitations of the Kangaroo was fitted with a peculiar gear in which a combination of levers and gear wheels was used. On the axle of the driving wheel was a small-toothed wheel which geared with a larger one above it, and these were operated by a system of arms and levers, and produced a foot motion very similar to that of the Facile.



RACCOON SAFETY.

It was called the Raccoon. These machines were followed by several other safeties, both high and low, varying in details of construction. One pattern of the Claviger was on "ordinary" lines, with a driving gear somewhat resembling in appearance the American "Springfield," while another pattern distantly resembled the "Star;" the Mona came still nearer to the "Star," and the Jupiter was half-brother to the "Eagle." Slight variations of the Kangaroo pattern were numberless, practically all makers producing them.

The success of the Kangaroo, and the still greater and more lasting success of the "Rover" safeties which immediately followed, led thousands of persons who would not attempt to ride a high wheel to take up cycling, and many more soon gave up the "ordinary" for its safer and more comfortable rival. As the "safety" consideration was made so prominent, the advocates of the high wheel brought out,



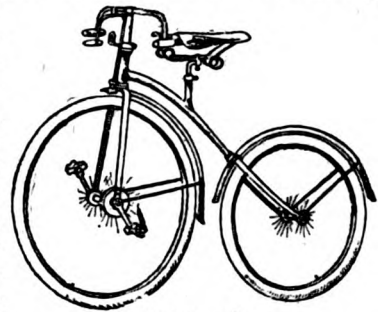
GEARED ORDINARY. — 1891.

about 1888-89, a modified pattern which was called the "Rational Ordinary." This differed from the regular type merely in having an inch or two addi-

tional rake to the front forks, a front wheel about four inches smaller and a rear one four inches larger than before (48 x 22 instead of 52 x 18), and the saddle several inches farther back. The high wheel was made more safe, and the new pattern was fairly well received, but still riders deserted their old loves for the new safety.

One more effort was made to stay the tide of desertion, and the "rational" was still further improved, in 1891, by the addition to the front wheel of the Crypto gear, which had already proved a success as a two-speed gear on tricycles. This enabled the machines to be geared up. The front wheel was made in sizes from 40 to 50 inch, and pneumatic tires were added. But the Geared Ordinary was made in vain. In a year or two, not an "ordinary" of any description was manufactured.

To many advocates of the "ordinary" it seemed as if front-driving must be superior to the rear-driving of the "Rover" type, so the driving gear of the Geared Ordinary was fitted to a machine built on the popular "Rover" lines with 30-inch front and 28-inch rear wheels. The proper position at that time was considered to be well behind the pedals, and this was easily secured. When ideas changed, it became necessary to modify the frame in order to bring the rider nearer his work. With a rather different frame the Bantam is still in use, though there has never been any very large demand for it.



BANTAM. — 1892.

"Miss Hitty McGinn, you are scrawny and thin,"
Said a spindle-legged dude with an ingrowing chin;
When she hit him and sent him to earth with a spin
And whenever he rose why she Hitty McGinn.

Frequent and accurate sign-boards are a great aid in touring.

In Geneva, Switzerland, ten per cent. of the people are said to own cycles.

Features which attract settlers to any locality are climate, location, low taxes and good roads.



Tires \$3.50 pr., warranted. — Best tires made, year's warranty \$5. MINERALIZED RUBBER CO., 18 Cliff St., N. Y.



A SYSTEM OF MILITARY HIGHWAYS.

An elaborate system of good highways for Pennsylvania is proposed by Arthur Kirk, of Sharpsburg, Pa. As the constitution of that State says "there shall be no State debt created except for military purposes," he proposes that the State create a complete system of military roads, which shall traverse the State from east to west in parallel lines forty miles apart, and in like manner from north to south. These military highways are not to utilize old roads, but are to be laid out new under the most expert supervision; be constructed in the best manner; have no grade greater than three per cent., no matter what grading may be required, and to be from forty to sixty feet wide.

The whole charge of building and maintaining these military highways is to be in the hands of the Secretary of Internal Affairs, who is to have three competent civil engineers as his counsellors. All applicants for positions of engineers in charge of the construction of these roads are to be rigidly examined before they can be appointed. The Secretary is to appoint a court to hear all claims and award damages for property taken for the construction of the roads. Before each section of road is completed, the Secretary is to sell at public auction the right to lay and use a double track street railway on it for transporting freight and passengers, for a period of twenty years, and money received from this source is to become part of the road-building fund.

Before the end of November in each year, the Secretary is to notify the State Treasurer how much will be required for the following year, which sum shall not exceed \$12,000,000. On the first Tuesday of each month, the Treasurer shall sell at public auction 20-year, three per cent. State bonds, to an amount not exceeding \$1,000,000 per month, until the sum required by the Secretary is obtained.

Such highways are expected to benefit the people so greatly that they will demand that they be built but twenty miles apart, and then ten, and then five. Mr. Kirk has given the road question much attention both here and abroad. His proposed Military Road Law has been printed with full explanations.

Good roads are a duty which every State owes to its people.

DECAY FOLLOWS NEGLECT.

A Columbus, O., engineer states that his city has spent \$5,000,000 on improving 114 miles of streets, but that they have been allowed to get into such shape that an expenditure of \$250,000 for repairs would hardly put them in decent condition.

Unless the roads are constantly watched and repaired, just as regularly and carefully as the great railway companies watch their road-beds, they will deteriorate very rapidly and practically have to be rebuilt every few years. There is no use in building expensive roads, and leaving them to go to ruin from neglect.

In a recent address, E. H. Thayer stated on this subject that "a man with one horse and cart, working eight months of the year, can keep seventy miles of good road in constant, effective and complete repair at the outside expense of \$350, which is five dollars per mile, while the cost of even attempting to make passable the ordinary country road exceeds thirty-five dollars per mile. . . . A dirt cart is loaded with crushed rock or gravel. With a hoe, a shovel and a rammer, the repairer, as frequently as the task is assigned him will permit, starts out on the road. Every washout he repairs, every rut he fills up, loose stones he throws out, rough places he levels, obstructions in water courses he removes, and his tireless efforts day after day result in keeping the good road in good repair and making happy every man and woman who drives over the highway."

It is only by following the example set by railway companies in the care of their road-beds, and acting upon such suggestions as those above given, that the highways can be efficiently maintained and properly preserved.

WORKING OF PERMISSIVE LAWS.

Permissive road laws will not bring the millennium of good roads upon us with a rush. There is still much opposition to road improvement, and it will take a good while, and much hard work, to overcome it. If county supervisors are simply given permission to indicate what roads they want improved, and their constituents don't want any done, they will not call for any road building in their districts. Under such laws, the only inducement for a county to build roads that it does not want, is the state's promise to bear half the expense. As some one remarked, "this is a good deal like asking a man, into whose intellect no ray of spiritual light had pierced, if he would n't like to be taxed for his salvation."

The abundance of large stones and boulders in many localities can be taken advantage of to reduce the expense of building stone roads; when properly broken they can often be used for foundation purposes. They are not so likely to be suitable for the wearing surface of the road.

Agitation becomes effective only when it arouses a *working* interest in those agitated.

League of American Wheelmen

... Official Department ...

Officers for 1897 and 1898.

President, ISAAC B. POTTER, Potter Building, New York City.

1st Vice-President, T. J. KEENAN, JR., Press, Pittsburg, Penn.

2d Vice-President, EDWARD N. HINES, 35 Larned St., West, Detroit, Mich.

Treasurer, J. C. TATTERSALL, Box 329, Trenton, N. J.

Secretary, ABBOT BASSETT, Russia Bldg., 530 Atlantic Ave., cor. Congress St., Boston, Mass.

Standing Committees.

Executive and Finance.

THE PRESIDENT AND VICE-PRESIDENTS.

Highway Improvement.

OTTO DORNER, Milwaukee, Wis.

Racing Board.

ALBERT MOTT, Park Heights, near Kate Ave., Baltimore, Md.

A. D. WAIT, Colmes, N. Y.

HERBERT W. FOLTZ, Indianapolis, Ind.

W. I. DOTY, Denver, Colo.

A. W. ROBINSON, 4 Post Office Sq., Boston, Mass.

J. B. SHERIDAN, St. Louis Republic, St. Louis, Mo.

Rules and Regulations.

E. KOSTOMLATSKY, Cedar Rapids, Ia.

The Renewal Season is now open.

RENEW AT ONCE.

"Bulletin" will be stopped at date of expiration.

DIVISION OFFICERS.

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

ALABAMA. Chief Consul, Alex McLeod, Birmingham. Secretary-Treasurer, John A. Snider, Birmingham.

ARKANSAS. Chief Consul, Geo. W. Thomas, Texarkana. Secretary-Treasurer, Sam S. Solinsky, Box 731, Texarkana.

COLORADO. Chief Consul, A. H. Searles, Burlington Block, Denver. Secretary-Treasurer, Isaac Sutton, 730 Cooper Building, Denver.

CONNECTICUT. Chief Consul, Philip W. Westlake, Bridgeport. Secretary-Treasurer, Lester H. Sweet, Box 953, Hartford.

DELAWARE. Chief Consul, Wm. T. Budd, care H. H. Co., Wilmington. Secretary-Treasurer, Walter D. Bush, Jr., 404 So. Clayton St., Wilmington.

DISTRICT OF COLUMBIA. Chief Consul, W. T. Robertson, 429 10th St., N. W., Washington. Secretary-Treasurer, C. E. Wood, 1325 14th St., N. W., Washington.

FLORIDA. Chief Consul, Geo. L. Bahl, Gardner Bldg., Jacksonville. Secretary-Treasurer, F. B. Matthews, Gardner Bldg., Jacksonville.

GEORGIA. Chief Consul, W. E. Grady, 113 Bay St., East, Savannah. Secretary-Treasurer, Wm. Denhardt, Box 216, Savannah.

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MASSACHUSETTS. Chief Consul, Sterling Elliott, Boston. Secretary-Treasurer, Arthur K. Peck, Office of the Division, Russia Bldg., 530 Atlantic Ave., cor. Congress St., Boston.

MICHIGAN. Chief Consul, Edward N. Hines, 35 W. Larned St., Detroit. Secretary-Treasurer, Leo A. Caro, City Hall, Grand Rapids.

MINNESOTA. Chief Consul, Albert B. Ovitt, 805 P. Bldg., St. Paul. Secretary-Treasurer, Chas. E. Bond, 205 Temple Court, Minneapolis.

MISSISSIPPI. Chief Consul, D. S. Wright, Vicksburg. Secretary-Treasurer, W. B. Abbott, Box 75, Natchez.

MISSOURI. Chief Consul, Henry V. Lucas, 105 No. 3d St., St. Louis. Secretary-Treasurer, Louis Rosen, 220 So. Broadway, St. Louis.

MONTANA. Chief Consul, James A. Shoemaker, Box 1167, Helena. Secretary-Treasurer, Lewis Penwell, Helena.

NEBRASKA. Chief Consul, D. J. O'Brien, 703 So. 13th St., Omaha. Secretary-Treasurer, Dr. F. C. Allen, 507 Court St., Beatrice.

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NORTH CAROLINA. Chief Consul, James G. Hollingsworth, Fayetteville. Secretary-Treasurer, E. L. Remsburg, Fayetteville.

NORTH DAKOTA. Chief Consul, Marcus W. Barnes, Valley City.

OHIO. Chief Consul, Dr. William D. Kempton, 19 E. Ninth St., Cincinnati. Secretary-Treasurer, Willis C. Munro, 2143 Grand St., W. H., Cincinnati.

OREGON. Chief Consul, A. B. McAlpin, Portland. Secretary-Treasurer, Don G. Woodward, Box 78, Portland.

PENNSYLVANIA. Chief Consul, Samuel A. Boyle, 654 City Hall, Philadelphia. Secretary-Treasurer, P. S. Collins, Division Office, 608 The Bourse, Philadelphia.

RHODE ISLAND. Chief Consul, George L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster St., Providence.

SOUTH CALIFORNIA. Chief Consul, C. C. Monaghan, 418 Bradbury Bldg., Los Angeles. Secretary-Treasurer, E. A. Woodard, Box 265, San Diego.

SOUTH CAROLINA. Chief Consul, H. M. Fisher, 48 Rutledge Ave., Charleston. Secretary-Treasurer, Joseph F. Walker, 247 King St., Charleston.

SOUTH DAKOTA. Chief Consul, Matthew Flynn, Fort Meade. Secretary-Treasurer, John O'Brien, Fort Meade.

TENNESSEE. Chief Consul, Charles J. Scherer, 221 Main St., Memphis. Secretary-Treasurer, Henry Hotter, Cotton Exchange, Memphis.

TEXAS. Chief Consul, R. K. Earnest, Aultman, Miller & Co., Dallas. Secretary-Treasurer, J. E. Pitts, Cleburne.

UTAH. Chief Consul, C. N. Butler, Box 884, Salt Lake City.

VERMONT. Chief Consul, B. C. Rogers, Burlington. Secretary-Treasurer, G. W. Grandy, Burlington.

VIRGINIA. Chief Consul, W. C. Mercer, 510 East Main St., Richmond. Secretary-Treasurer, L. W. Ryland, 713 East Main St., Richmond.

WASHINGTON. Chief Consul, E. Irving Halsted, 102 So. 10th St., Tacoma. Secretary-Treasurer, A. F. Tourville, 1823 23d Ave., Seattle.

WEST VIRGINIA. Chief Consul, Charles H. Gieger, 1010 Main St., Wheeling. Secretary-Treasurer, W. H. Boughner, 1008 Main St., Wheeling.

WISCONSIN. Chief Consul, M. C. Rotier, McGeech Bldg., Milwaukee. Secretary-Treasurer, Sam. J. Ryan, Appleton.

FOREIGN MARSHAL. Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

L. A. W. SUPPLIES.

Good Roads Badge. Combining U. S. shield in color, the L. A. W. emblem and inscription "Good Roads." Gold, \$2.00; plated, \$1.00.

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.

Veteran Bar. For those who have been members of the L. A. W. for ten consecutive years. \$2.50.

RENEWAL BLANK

ABBOT BASSETT, Secretary L. A. W.,

DEAR SIR:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number..... Date of Expiration.....

Name.....

Street and No. or P. O. Box.....

City..... State.....

City and Division in which my home is and to which I should be attached

Bulletin will be stopped at date of expiration. You have 60 days in which to renew.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary L. A. W., 1

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and refer to two League members (or three other reputable citizens) named below.

Name.....

Street or Box.....

City or Town..... State.....

Write references on margin below.

Cycle Club.....

Write Plainly on Blanks.

Printing Preferred.

RENEWAL LIST NO. 9.

Including renewals from Feb. 28th, to March 4th, 1898, inclusive.

Alabama	1	New Jersey	32
Arizona		New Mexico	
Arkansas		New York	133
Colorado	2	North Carolina	3
Connecticut	21	North Dakota	2
Delaware		Ohio	24
District Columbia	8	Oklahoma	
Florida		Oregon	1
Georgia		Pennsylvania	80
Idaho		Rhode Island	9
Illinois	21	South Carolina	4
Indiana		South Dakota	1
Iowa	1	Tennessee	4
Kansas		Texas	
Kentucky		Utah	1
Louisiana		Vermont	2
Maine	30	Virginia	3
Maryland		Washington	7
Massachusetts	107	West Virginia	1
Michigan		Wisconsin	12
Minnesota		Wyoming	1
Mississippi	4	Canada	
Missouri	1	Foreign	
Montana		Mexico	
Nebraska		Indian Territory	2
Nevada			
New Hampshire			

NATIONAL COMMITTEE APPOINTMENTS.

The following appointments are hereby announced:

Racing Board.

Arthur W. Robinson, 4 Post-Office Sq., Boston, Mass.
J. B. Sheridan, care *St. Louis Republic*, St. Louis, Mo.

Highway Improvement.

Otto Dorner, Chairman, Milwaukee, Wis.

Rules and Regulations.

E. Kostomlatsky, Chairman, Cedar Rapids, Ia.
ISAAC B. POTTER, President.

NEW NUMBERS.

Last Fall we renumbered the entire membership of the L. A. W. We did this by moving forward the whole list, preserving the relative position of members. Members will get the new numbers with their renewal cards of 1898.

The question of renumbering has been discussed in the BULLETIN from every point of view. It has been foreshadowed and announced. It has been explained again and again. And yet we are getting scores of letters in which we are asked,—"When are you going to renumber?" And we are also having tickets returned with comments like this:—

"I don't catch on. Last year I was number 141,199; this year I am number 66,648. Wherefore the whichness? Do you baptize a man and change his name every year? Suppose I should forget that this year was n't last year and inadvertently tell a lie about it. Go to—I don't like it."

We again make announcement that we have renumbered. The first renumbering took place in 1890. This is the second.

Abbott Bassett, Secretary L. A. W.

NEW YORK STATE DIVISION.

To the Board of Officers:

For the purpose of establishing a junior membership of the L. A. W. within our State Division under the provisions of Article III. of the Constitution of the L. A. W. as amended at the last National Assembly, and also for the purpose of taking such steps as may be necessary to encourage the formation of local organizations or consulates of the L. A. W. within this State Division, and also for the purpose of considering and adopting suitable designs for badges for the members and officers of this Division, a special meeting of the Board of Officers of the New York State Division is hereby called for Saturday evening, March 19, 1898 at 8 o'clock, at the Grand Union Hotel in New York City.

By order of the Executive Committee.

W. S. BULL, Sec.-Treas.

N. Y. State Division, L. A. W.

Milwaukee Wheel Riders.

The Milwaukee Board of Consuls, through its secretary, W. G. Birkhauser, is endeavoring to thoroughly revise the census of Milwaukee wheel riders taken three years ago. L. A. W. members are urged to send to him as large a list of names as they can think of, together with their residence addresses.

Use every possible means to make a thorough canvass of your wheel-riding acquaintances. It is anticipated that these names may be of practical use in the near future to promote the cycling interests of Milwaukee.

M. C. ROTIER, Chief Consul.

WISCONSIN DIVISION.

\$25.00 Reward.

The Wisconsin Division, L. A. W., will pay a reward of \$25.00 to any person furnishing evidence that will lead to the detection and bringing to justice of anyone who has stolen a bicycle from any member of the Wisconsin Division, payable on the conviction and sentence of the thief and upon presentation of evidence of the facts satisfactory to the Division Executive Committee.

Provided, That this only applies when the machine stolen was practically in use by the owner and not stored or on sale or unreasonably neglected, and that the reward is not payable to cycle agents, dealers or their employees on any machine stolen from them while in their custody, nor to the owner of the machine, nor to any State or municipal officer within the scope of whose duties such detection and bringing to justice lies, nor not more than \$25.00 for conviction in any one case. This offer is to continue until notice of withdrawal is given in the "L. A. W. Bulletin and Good Roads."

M. C. ROTIER, Chief Consul.

H. VAN ARSDALE, Vice Consul.

SAM J. RYAN, Sec.-Treas.

Executive Committee.

INDIANA DIVISION.

The following is the showing of towns having ten or more members in this Division, March 1st. Our membership at this time was 2,000. Indianapolis has nearly one-half of this enrollment. A large number of towns are credited with 7, 8 or 9 members. It takes 10 to get on this list. Let me see how many can get there by April 1st.

Indianapolis, 922. Terre Haute, 255. Richmond, 83. Madison, 58. Lafayette, 35. Jeffersonville, 35. Muncie, 35. Fort Wayne, 33. Elkhart, 32. Michigan City, 31. Shelbyville, 30. Bedford, 27. Kokomo, 22. Washington, 21. Peru, 19. Anderson, 17. Columbus, 16. Rensselaer, 15. Marion, 13. Wabash, 13. Crawfordsville, 13. Knightstown, 13. Angola, 12. Brazil, 12. New Albany, 12. South Bend, 12. Huntington, 12. Ambia, 11. Brookville, 10. Cannelton, 10.

Richmond made the best showing during the month. She also secures a representative because of the work done there. Some of our towns are getting lower on the list each month, showing that no work is being done. The first proofs of our tour book reached us the first of this month, and we hope that by the end of the month we may have them ready for delivery to our members.

Feb. 23d, consulate No. 1, of Indiana, was formed at Terre Haute, by the election of Geo. C. Rossell, Senior Consul; Will R. Teel, Junior Consul, and W. H. Meyer, Secretary and Treasurer. Milton Jackson, Henry Berkitt and J. C. Beckwith were elected members of the Board. The consulate starts with forty-one charter members, and from our knowledge of the way League matters are handled in that city, we look for great results there. We hope that the other towns, which have been called on to organize consulates will respond promptly. The benefits of such organization are very great, and every town in the State should secure them. Only towns having ten or more members can organize these consulates, so the smaller places should recruit up at once.

WALLACE SHERWOOD, Chief Consul.

MARYLAND DIVISION.

The members of this Division will remember that but a short time remains before the General Assembly adjourns, therefore it is absolutely necessary to get a move on us. Have you written to the members of the Legislature from your county or city asking them to vote for and work for the road bills? If you have not, do not let this week pass before you have done so. Tell them in no uncertain terms that you want the bills introduced by the Hon. Ashley M. Gould into the House passed, and tell them that Senator Williams has introduced the same bill in the Senate. Do not fail to take enough interest in this work to spare enough time to write these letters or to see the members personally.

LOCAL CONSULS.

The renewal season is now at hand, therefore write to the secretary-treasurer and get from him a list of all the League members in your locality, and see that their renewals are sent in immediately. Do not lose any old members, and get as many new members as you can.

PRIZES.

By the end of this month the scheme of prizes for obtaining new members will be announced. All applications received from the first of April will begin to be counted. These premiums or prizes are going to be worth getting. Look out for them!

CONWAY W. SAMS, Chief Consul.

OHIO DIVISION.

It makes a big difference how you talk to prospective recruits. If you talk like you were in earnest, you may get them,—but if you don't, you won't! Talk to them like a Dutch Uncle and take no excuse.

WILLIAM D. KEMPTON, Chief Consul.

MARCH 4, 1898.

KENTUCKY DIVISION.

The regular meeting of the Board of Officers of Kentucky Division, was held at No. 2510 West Jefferson street, Louisville, Ky., on Dec. 30, 1897. All the members were present except Representatives A. C. Clark and George F. Kast, who were represented by proxy.

The chief consul announced that no report of his office had been prepared, and called for the report of the secretary-treasurer, who presented the following statement of the financial condition of the Division:

Owen Lawson, secretary-treasurer, in account with Kentucky Division, L. A. W., from June 1, 1897 to Nov. 30, 1897:

1897.		RECEIPTS.	
June 1.	Balance reported	\$99 19	
" 14.	Abbot Bassett	66 10	
" 26.	L. D. Potter & Co., road book	1 00	
July 5.	Abbot Bassett	103 45	
Aug. 5.	Abbot Bassett	86 54	
Aug. 14.	Second dividend (10 per cent.) on deposit in German National Bank, suspended	82 65	
Sept. 22.	Will Z. Searle, road book	1 00	
Oct. 6.	Abbot Bassett	148 12	
Nov. 10.	Abbot Bassett	65 72	\$653 77

DISBURSEMENTS.

Chief Consul's Office.

Traveling expenses J. W. Clendenning to annual Meet	\$10 90
Stenographer	1 50
Printing and Stationery	15 25
Office expenses and postage	17 25
	\$44 90

Secretary-Treasurer's Office.

Printing and Stationery	\$30 00
Postage	37 00
Telegrams	1 38
Racing Rules	2 50
Messengers	40
Express	40
Record cards for membership roll	13 50
Office supplies	1 25
	\$86 43

Recruiting Committee.

10 free applications (prizes)	\$20 00
18 free renewals (prizes)	18 00
3 gold pins (prizes)	6 00
Printing and Stationery	5 50
Hangers and envelopes	8 00
Postage	7 00
Commission paid S. W. Sale (collecting)	7 54
1 receipt book	10
Fee for transfer No. 259	25
	\$72 39

Board of Officers.

Traveling expenses E. H. Croninger to special meeting Oct. 10, 1897	\$9 75
Traveling expenses L. E. Spring to special meeting Oct. 10, 1897	5 40
	\$15 15

Election Committee.

Printing and Stationery	\$11 50
Postage	10 00
	\$21 50

General Account.

A. D. Ruff Memorial Fund	\$100 00
Typewriting By-Laws	3 00
Rights and Privileges Committee	3 34
Advertising L. A. W. in cycle parade	11 85
Salary secretary-treasurer to date	50 00
	\$168 19

Cash on hand Nov. 30, 1897, 245 21 \$653 77

There is a balance of \$413.24 still due the Division from the German National Bank, suspended. An early dividend is expected from the receiver of the institution, and the entire amount will probably be recovered eventually.

Mr. Crawford, ex-chief consul, stated that he had audited the accounts of the secretary-treasurer, and had found them correct. Upon motion of Mr. Brigran, seconded by Mr. Gleaves, the report was then accepted.

The amendments to the By-Laws, presented by Mr. Croninger on October 10, providing for a secret ballot in election of officers, were read and adopted.

Mr. E. W. Ledman was elected a member of the Auditing Committee.

Mr. Brigran moved that a committee be appointed to supervise the printing of the By-Laws as soon as completed, and to send a copy to each member. Seconded by Mr. Pelouze, and carried. Mr. Brigran and Mr. Pelouze were appointed.

Mr. Crigler gave notice of a proposed amendment to the By-Laws as follows:
 "Article X., Section 5. The selection of the place for holding the following annual Meet shall be determined by ballot. The names of cities extending invitations shall be placed on the same ballot and voted for in like manner as officers."

Upon motion of Mr. Pelouze, seconded by Mr. Brigman, the meeting adjourned.

OWEN LAWSON, Sec.-Treas.

OHIO DIVISION.

MONTHLY MEMBERSHIP REPORT.

March 1, 1897, 2,218; March 1, 1898, 3,000; increase, 782. In the following list of places having ten or more members March 1, 1898, the stars (*) indicate an increase of membership during February:

Cincinnati,	491	Athens,	24
Cleveland,	233	Sandusky,	21
Columbus,	178	Alliance,	20
Dayton,	175	Marysville,	20
*Toledo,	154	Norwalk,	20
*Canton,	120	Springfield,	19
*Marietta,	81	Conneaut,	17
*Steubenville,	76	Lancaster,	17
Gallipolis,	75	*Middletown,	15
Chillicothe,	61	New Lexington,	15
Fostoria,	51	Canal Dover,	14
*Portsmouth,	51	London,	13
Xenia,	47	*Massillon,	13
Zanesville,	44	Waterville,	13
Fremont,	43	Martin's Ferry,	12
Akron,	42	Uhrichsville,	12
Fronton,	38	Ashtabula,	11
Tiffin,	36	Delaware,	11
Marshfield,	34	New Richmond,	11
*Bradford,	30	*Bellefontaine,	10
Lima,	30	Cadiz,	10
Hamilton,	29	Delphos,	10
*Youngstown,	27	Salem,	10
East Palestine,	25	Toronto,	10

W. C. MUNRO, Sec.-Treas.

CINCINNATI, March 1, 1898.

TEXAS DIVISION.

Secretary-Treasurer's annual report ending Nov. 30, '97.

Receipts.

Jan. 1.	Balance from C. F. Wilms.	\$194 10
8.	Bassett	45 14
Mar. 10.	Applications from Local Con.	2 00
11.	" " " "	3 00
15.	" " " "	1 00
April 8.	Renewals	2 00
8.	Bassett	40 77
8.	Renewal	1 00
10.	"	4 00
13.	Applications	6 00
16.	Renewals	2 00
21.	Application	2 00
29.	Renewal	1 00
May 5.	Application	2 95
5.	Renewal	1 00
8.	Application and Renewal	2 05
12.	"	3 30
21.	"	2 00
22.	" and Renewals.	10 00
24.	"	8 00
31.	Renewal	1 00
June 7.	Application	3 00
10.	"	10 00
18.	Renewal	1 00
July 24.	"	75
13.	Application and Renewals	6 00
19.	"	35 75
19.	"	1 75
22.	Applications	13 00
9.	Bassett	48 70
9.	Application	2 05
30.	"	2 00
Aug. 28.	Renewal	1 00
Sept. 11.	Application	2 00
Oct. 11.	Bassett	72 37
Nov. 13.	Renewals and Applications	8 75

Expenditures.

Jan. 4.	E. W. Hope, Dallas Meeting	\$5 00
4.	Stamps	1 00
4.	Office Furniture	13 50
4.	Express on Index Cards from Bassett	45
Jan. 27.	E. W. Hope, Dallas Meeting	2 00
29.	R. K. Earnest, Stationery	5 00
29.	Kirch Commission on Applications	4 00
Feb. 1.	Enterprise Pub. Co., Stationery	10 00
1.	R. K. Earnest, National Assembly Meeting	125 00
Feb. 6.	C. H. Thacker, 2 trips to Dallas	10 00
6.	Stamps	2 00
Mar. 3.	Library Bureau Cabinet	15 00
3.	Express Charges on Cabinet	2 40
3.	Wilms, Printing House, Stationery	8 25

Mar. 10.	Abbot Bassett, Applications	3 00
11.	"	1 00
15.	Stamps	2 00
16.	E. W. Pearl, Application, Houston	1 00
20.	Stamps	2 00
April 7.	Postal Cards	1 00
8.	Abbot Bassett, Appl'n and Ren'l	3 00
8.	C. H. Raguet, Com.	2 10
	Joe. Jolesch, Com.	35
	Jerome Swineford, Com.	35
10.	Abbot Bassett Renewals	4 00
13.	Express Charges on Posters	1 15
13.	Abbot Bassett, Applications	3 00
15.	Transcript Job Printing Co., Posters	6 00
16.	Abbot Bassett, Renewals	2 00
17.	Stamps	2 00
29.	Abbot Bassett, Renewal	1 00
May 3.	Enterprise Pub. Co., 5,000 Application Blanks	10 00
May 5.	Abbot Bassett, Renewals and Applications	3 00
May 8.	Abbot Bassett, Renewals and Applications	1 75
10.	Stamps	2 00
11.	Abbot Bassett, Applications	2 00
13.	"	4 00
13.	Postage on Posters	2 50
21.	Abbot Bassett, Application	1 00
21.	Abbot Bassett, Application and Renewals	10 00
May 25.	Printing Cards and Small Books	1 75
	Enterprise Pub. Co., Wrapping Posters	1 00
May 25.	Abbot Bassett, Renewal	1 00
29.	Postal Cards	1 00
31.	Abbot Bassett, Renewal	1 00
June 2.	Abbot Bassett, Application	1 00
	Exchange	10
7.	Abbot Bassett, Application and Renewals	3 00
June 9.	Stamps	2 00
10.	Abbot Bassett, Applications	5 00
17.	"	1 00
18.	Abbot Bassett, Renewal	1 00
27.	Stamps	75
July 10.	C. H. Thacker, Dallas	2 00
10.	Abbot Bassett, Renewals	5 00
	Telephone	85
	N. H. Kirch, Commission	9 00
	N. H. Kirch, Expenses to State Meet	7 50
	Cyclist and Sportsman, Advertising	23 90
	Jerome Swineford, Commission	35
13.	Abbot Bassett, Applications	4 00
13.	Abbot Bassett, Applications and Renewals	35 75
	C. H. Thacker, Expenses to State Meet	12 00
July 14.	Stamps	2 00
19.	Abbot Bassett, Application	1 00
22.	"	13 00
22.	Stamps	2 00
Aug. 28.	Abbot Bassett, Application	1 00
Sept. 11.	"	2 00
27.	Stamps	2 00
Oct. 16.	Hand Books, mailing same	33 00
16.	Stamps	2 00
16.	"	1 50
22.	Express on Ballots from Dallas	30
22.	Stamps for Ballots	3 50
Nov. 1.	Enterprise Pub. Co., Envelopes	1 25
4.	Wilms Printing House, Printing Ballots	6 00
Nov. 13.	Abbot Bassett, Applications and Renewals	6 75
Dec. 6.	C. H. Raguet, Commission	2 80
	H. D. Spore, Commission	2 00
	S. C. Hogsett	35
	J. E. Pitts, Division Secretary	58 73
	Stamps turned over to Pitts, \$2.57	\$544 93
	C. H. THACKER, Sec.-Treas.	
	R. K. EARNST, Chief Consul.	

RACING BULLETIN.

BALTIMORE, MD., March 1, 1898.

The following are handicappers for 1898:

R. F. Kelsey, Hartford, Conn.
 Geo. L. McCarthy, New York.
 A. G. Powell, Philadelphia, Pa.
 T. F. Myler, Pittsburg, Pa.
 Wm. C. Watkins, Baltimore, Md.
 C. J. Sherer, Memphis, Tenn.
 Chas. W. Mears, Cleveland, O.
 Chas. P. Root, Chicago, Ill.
 Jas. B. Green, Des Moines, Ia.

Sanctions Granted.

Penn Wheelmen, Reading, Pa., June 10.
 ALBERT MOTT,
 Ch. R. B., L. A. W.

STOLEN WHEELS.

SPECIAL MAKE. G. H. Belknap, 13 Milton ave., Boston, Mass.

STERLING (ladies' wheel), No. 776. Charles Eddy, 19 st. and 4th ave., New York city.

CLEVELAND, No. 60,272. Clarence E. Reese, 128 W. 49, New York city.

LIBERTY. T. Irving Hadden, 1280 Columbus ave., New York city.

STORMER, No. 47,899. Henry Hammill, Jr., Suffern, N. Y.

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.

Ribbon Labels. The L. A. W. badge and initials embroidered in old gold on royal purple. Used on handle-bar ribbons, on coat collar or sweater. 10 cents each; two for 15 cents; four for 25 cents.

Rubber Stamps. No. 1 reading, "We Want Good Roads," 10 cents. No. 2 reading, "Join the L. A. W. and Ride on Good Roads," 15 cents. No. 3 facsimile of Good Roads button, 20 cents. Inking pad, 10 cents. Sent by mail at these prices.

Decalcomania Decoration. U. S. shield and L. A. W. emblem, inscribed, colored; for decorating bicycles, 3 cents each by mail; 25 cents per dozen.

Sent by mail on receipt of price. Don't send stamps. Small coins are as safe as stamps.

Constitution and By-Laws. New edition ready for delivery.

Application and Renewal Blanks. We supply a good blank on bond paper at a much lower rate than they can be printed for in small quantities.

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 names.

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, March 11, 1898.

Total, 407-102,079

Over 123,000, COLORADO. 2-597.

Canon City B. C.
 894 McKeenan, Jos. Canon City
 5 Wilson, Fred

Over 123,000, CONNECTICUT, 10-2085

H. W. C.
 896 Hunter, Hugh, 37 Laurel Hartford
 S. W. C.
 7 Augenbraun, P. A., 7 Park row Stamford
 8 Harris, Cecil B., Relay pl "
 Unattached.
 9 Benedict, L. F., box 1454 Ansonia
 900 Boynton, W. R., box 1485 "
 1 Johnson, A. L., 12 N. Cliff "
 2 Mitchell, Amos P., 62 Grove st Bridgeport
 3 Bailey, Clayton C. Chester
 4 Sugden, Arthur W., Nat. Fire Ins. Co. Hartford
 5 Waterbury, Wm. F., Town Clerk Stamford

Over 123,000, DISTRICT OF COLUMBIA, 3-926.

Unattached.
 906 Irwin, N. E., 2102 18th st N. W. Washington
 7 Ward, H. H., Bureau of Navigation "
 8 Williams, E. R., 73 N. Y. av "

Over 123,000, FLORIDA. 1-136.

Unattached.
 909 Bowen, Jno. S., Hotel Peacide, Jacksonville

Over 123,000, ILLINOIS, 21-3757.

League C.
 910 Muren, Albert Belleville
 M. Wheelmen.
 1 Sherman, Charles, box X Maywood
 Unattached.

2 Fassauer, Gustav, 84 Evanston av Chicago
3 Freeman, Henry V., 5760 Woodlawn av
4 Gebhardt, Henry, 127 W. North av
5 Ingalls, F. A., 222 Rialto Bldg
6 Leonard, John S., 245 S. Canal
7 Meyer, Henry, 173 Bissell st
8 Middleton, John A., 6734 Union av
9 Payne John Barton, 2330 Groveland av
920 Rascoyeh Robert, Hotel Helen, Hyde
Park
1 Richardson, L. M., Monarch Cycle
Mfg. Co.
2 Strohm, C. B., 1202 State st
3 Tripp, Arnold, 1940 Arlington pl
4 Veltz, Edward C., 361 S. Halsted st
5 Hurz, Oscar, Dallas City
6 Swanburn, Chas., DeKalb
7 Turner, Israel F., De Long
8 Kavanagh, M. R., La Grange
9 Marriott, E. H., La Moille
930 Meyers, J. O., 214 N. 6th st Springfield

Over 123,000, INDIANA, 20-2025.

Garrett C. C.
931 Kelly L. J., Garrett
2 Wells, B. T., Gains st
L. A. W. B. C.
3 Johnston, D. C., 1306 Cap av N Indianapolis
4 Martin, Herman E., 203 Central av
5 Pursell, P. W., 225 College av
Unattached.
6 Ross, Geo. C., 602 S. Wayne st Alexandria
7 Turkle, Wm. P., 712 S. Wayne st
8 Mann, W. C., 418 N. Senate st Indianapolis
9 *Presley, Emma J., 29 S. Delaware
940 Powers, J. W., Stevens Bldg
1 *Stephens, Maude, 1412 Prospect
2 Schmidt, Adam, 20 S. Ala. st
3 Scholl, Logan C., 414 N. Illinois
4 Weller, H. D., 709 N. Ill. st
5 Kahn, Sylvan W., 319 N. East st
6 Fessler, Albert, The Denison
7 Herman, William, The Denison
8 Sicks, Edw. W., The Denison
9 Garrett, Bert, New Richmond
950 Page, B. E.

Over 123,000, KANSAS, 1-483.

Unattached.
951 Parks, A. W., 809 Quincy st N. Topeka

Over 123,000, KENTUCKY, 3-1015.

Unattached.
952 Wilson, H. H., Saxon's Band Room Lexington
3 Gazlay, Webster, 215 W. Breckenrude Louisville
4 Oppenheimer, S., 1616½ West Walnut

Over 123,000, MARYLAND, 2-1902.

Unattached.
955 Johnson, Chas. H., 12 E. 21st st Baltimore
6 Uhler, Dr. John C., 338 Madison av

Over 123,000, MASSACHUSETTS, 77-12,272.

Metropolitan W.
957 Griffin, L. E., 60 N. Market Boston
8 Jordan, H. W., 14 Franklin
9 Alden, A. T., 42 Pearl Cambridge
Commonwealth.
960 *Fisher, Kate M., 67 Worcester Boston
1 *Hoak, Emma L., 21 Lincoln Charlestown
2 *Felkin, Edith M., 6 Park av
Winthrop Beach
3 *Hubbard, Laura B., 16 Tewksbury
Boston College A. W.
4 Farrell, John P., 415 Columbus av Boston
Press Cycling.
5 Fishler, Maurice, 238 W. Canton
Cambridgeport C. C.
6 Cronk, Milford C., 59 Plymouth
Cambridgeport
7 Johnston, A. J., 610 Main
Charlestown C. C.
8 Whiting, Geo. B., 19 Harvard Charlestown
Chelsea C. C.
9 Knowles, Jas. A., 114 Spencer av Chelsea
970 Simpson, Eugene A., 43 Blossom
Kannaroo R. C.
1 Delitt, H. S., 52 Boylston st Jamaica Plain
S. C. W.
2 Dennett, J. R., 60 Merrimack sq Lowell
Mt. Pleasant.
3 *Booker, Lillian E., 129 Roxbury Roxbury
Unattached.
4 Thayer, Willard A., 68 Main st Amherst
5 McCabe, Geo. E., Belmont
6 Aldrich, Roy Stoddard, 232 Newbury Boston
7 *Hoskins, Irving A., box 145
8 *Black, Mrs. Clinton D., (P. O. 173
Chenard st, Hamilton, Ont.)
9 Bricham, Geo. L., 28 Arnold
980 Bolard, Max, 15 Arnold
1 Brackett, Howard, 93 Water
2 Beacham, Minot H., 26 Franklin
3 Brown, J. Hurd, box 2002
4 *Fulton, Susie, 43 S. Russell
5 *Johnson, Miss Alice E., 83 Thornton
6 Lowell, J. Myron, 73 Clinton
7 Ride way, Herbert N., 6 Portland
8 Steadman, C. A., 190 Clarendon
9 Wood, Luke A., Jr., 20 Clarendon
990 Moir, C. C., 15 Remington Cambridge
1 *Cutler, Lottie M., 601 Main Cambridgeport

2 Dunderdale, H. E., 3 Hillside pl
Charlestown
3 *Brown, Miss Julia A., 5 Sturgis Chelsea
4 Rodman, Francis Concord
5 Curtis, Henry P., 38 Bloomfield Dorchester
6 Davis, Wm. G., box 10 East Mansfield
7 Upton, Henry J., 45 Florence E. Somerville
8 *Churchill, Mrs. Wm. K. East Walpole
9 Smith, Warren H., 41 Prescott Everett

Over 124,000.

000 Allen, William T., 267 34 Fall River
1 Hobbs, James H., 559 Ridge
2 Williams, Geo. H. Hopedale
3 Boulger, Thos. P., 127 Pleasant Lowell
4 Colby, Arthur D., 425 Dutton
5 Estabrook, Howard M., 15 Prescott
6 Morris, James F., 63 Woodlawn Lynn
7 *Morris, Mrs. James F., 63 Woodlawn
8 Martin, Albert E., 98 Cross Malden
9 *Milberg, Miss Lillian, Poplar st
010 Houghton, Halberta B., 53 Rockwell Mattapan
1 *Sanford, Sarah F., 53 Rockwell
2 Theall, Frank A., 89 College av Medford
3 Dennison, Edward B., 29 Capen
4 O'Brien, John J., 32 West st
5 Watkins, Albert H., 39 Botolph
Melrose Highlands
6 Gilbert, Arthur F., 59 Bowers Newtonville
7 Somers, Chas. W., 9 Newcomb pl Quincy
8 Cobbett, H. Olin, box 287 Rockland
9 *Goodwin, Mrs. C. A., 39 Dudley Roxbury
020 Malcolm, John B., 27 Beech Glen
1 *McDonough, Miss Susie B., 68 Blue Hill
2 Cressey, C. T., 76 Berkeley Somerville
3 *Mabee, Annie E., 516 Somerville av
4 Lowell, James S., 52 Madison
5 Tinker, Geo. R., 21 Oak
6 Upton, Edmund F., 45 Florence
7 Brown, Thos., 138 Broadway South Boston
8 *Holmes, Mrs. Minnie F., 137 Dorchester
9 Vose, Arthur W. Waban
030 Campbell, Geo. C., 10 Parker West Peabody
1 Thomas, Walter L. Westport
2 MacDonald, Lester Wollaston

Over 124,000, MICHIGAN, 14-2058.

Detroit Wheelmen
031 Brown, Jos. H., 310 Frederick av Detroit
5 Culp, H. W., 82 Abbott
6 Engle, W. F., 256 Labross st
7 King, E. L., 124 Congress, East
8 Morley, Arthur T., 208 Frederick av
9 Potter, T. J., T. B. Rayl Co.
040 Thompson, W. R., 339 Meldrum
1 Unger, I. B., Preston Nat'l Bank
2 Van Lye, Albert J., 394 Kirby av
3 Willebrands, W. H., M. C. R. K.
Unattached.
4 Tuttle, V. E., 338 S. State Ann Arbor
5 Lybe, E. H., 1864 9th st Bay City
6 Rehberg, Louis, 292 Los Campau av Detroit
7 Urquhart, C. H., 119 Mich av Lansing

Over 124,000, MISSOURI, 1-1564.

Unattached.
048 Mizell, Wm. H. Dover

Over 124,000, NEW HAMPSHIRE, 2-1087.

Unattached.
049 Jackson, W. H., 89 Riddle st Manchester
50 Kearns, James, 322 Central st

Over 124,000, NEW JERSEY, 25-0689.

Stylus W.
051 Boehm, Geo. L., 535 Edmond st Camden
2 Baltimore, Geo. S., 339 Kaigan av
3 Baltimore, Wm. M., 339 Kaigan av
4 Hann, Wm. M., 104 Kaigan av
5 Mathis, John T., 114 S. 4th st
6 Royal, A. Scott, 401 Kaigan av
Unattached.
7 Birdsall, Herschel, 17 E. 34 st Bayonne
8 Hall, H. N., 784 W. 5th st
9 Decker, John, 432 Market st Gloucester City
060 Protin, A., 175 Durham av
Jersey City Heights
1 Settle, Walter, 537 Park av Hoboken
2 Mann, Wm., Johnston av Keatney
3 Moir, Peter, Keatney st
4 Syfer, William, 600 High st Millville
5 Karr, Herman, 120 Belleville av Newark
6 Johnson, Frederick L., 9812 Kenney st
7 McCormick, Edw. J., 82 Smith st
Perth Amboy
8 Lord, Carroll P., 11 Beldyde av Plainfield
9 Staab, John, 57 Orient av Rutherford
070 Lawrence, Herbert M. Short Hills
1 Richardson, Lewis, 51 Grand st Trenton
2 Ossenberg, Geo. B., 51 Grand st
3 deSilva, J. Ferreira (P. O. 49 Carrel-
Foz, Foz, Oporto, Portugal).
4 Villares, C. A., (P. O. 45 Carrelros,
Foz, Oporto, Portugal).
5 Riesenberger, George Union

Over 124,000, NEW YORK, 91-26,804.

Pioneer W.
076 Oxley, Clarence D., 436 10th Brooklyn
Bradbury C. C.
7 *Abbott, Mrs. Wm., 253 6th av

Foresters W.
8 King, Wm., 1231 St. Marks av
Shore Road W.
9 Park, George, 283 9th st
Huntington W.
080 McBrien, Wm., New York av Huntington
Mt. Vernon C. C.
1 Lockwood, Charles E., P. O. box Larchmont
N. Y. Firemen W.
2 McAdams, Harry, 167 E. 6th New York
Pierce Bl.
3 Thompson, S. J., 105 Chambers
Royal Arcanum.
4 Hoff, Wm. G., 81 Bedford
5 McConnell, Wm. F., 731 E. 137th
Mecca.
6 Waring, Joseph F., 46 4th av
Century B. C.
7 Sasse, John, Jr., 422 Amsterdam av
Unattached.
8 Gardner, Jas. K. Barryville
9 *Johnston, Kathleen, Bay 38 Bensonhurst
090 Daly, John H., 191 11th st Brooklyn
1 Heinberger, Paul, 246 Elder st
2 Lobdell, Harry A., 539 Lorimer st
3 Brenner, Harry L., 580 Monroe
4 Benz, John C., Jr., 267 Woodbine
5 Bailey, Randal, 758A Monroe
6 *Dutemple, Mrs. W. N., 490 Lexington av
7 Englehardt, Geo. W., 383 Madison
8 Keller, John, Jr., 393 Hick
9 McGivney, Jno., 170 Covert
100 Nekernum, Henry, 91 Covert
1 Unsworth, Charles N., 1245 Madison
2 Watkins, Edward S., 125 S. Elliott pl
3 Morris, Fred S., 682 Bedford av
4 Oetinger, Wm., 623 Wythe av
5 Cays, E. B., 20 Exchange Buffalo
6 Anderson, Wm. C., 377 Swan st Flatbush
7 Rollins, Wm. J., 4 Coton av
8 Bowman, Cassius M., Hudson av
Mark st
9 Edwards, Charles F. Irvington
110 Sunkle, George H. Kingsbridge
1 Myers, George H., box 465 Lyons
2 Tier, Chas. A., 211 Primrose av Mt. Vernon
3 Volkman, Reinhard, 252 Fulton av
4 *Childs, Emily L. New Hartford
5 Schaffler, Edward W., 23 Woodlawn New Rochelle
6 Connor, John, 1401 Fifth av New York
7 Etgen, Charles, S. Sullivan st
8 Casey, John A., 450 Canal
9 Mangels, J. Edward, 416 W. 45th st
120 McGraw, Huch, 325 W. 30th st
1 Phillips, Arthur E., 111 5th av
2 Stuckie, F. W., 9 River View Terrace
3 Spahn, Wm. J., 907 Broadway
4 Schoen, Nicholas F., 122 E. 4th st
5 Steinman, Wm., 220 E. 41st st
6 Titus, Fred K. S., 303 W. 118th st
7 *Stiles, Mrs. Fred K., 303 W. 118th st
8 Dutemple, Wm. N., 3 Maiden Lane
9 Ellison, Manierre, 48 W. 133
130 *Fletcher, Miss A. R., Presb. Hospital
1 Fenn, R. L., 119 W. 94th
2 *Gray, Mrs. D., 45 W. 30th
3 Goldstein, Harry, 111 E. 76th
4 Gauz, Meyer M., 1533 3d av
5 Gruber, James, 290 Broadway
6 Hermann, Chas., 639 W. Boulevard
7 Hanlon, Patrick, 162 E. 33d
8 Keating, Edward J., 140 W. 29th
9 Marshall, Joseph E., 23 Rose
140 Platt, Joseph, 213 Willis av
1 Platt, William, 222 E. 21st st
2 Robinson, William I., 106 W. 114th
3 Soule, Geo. T., 132 W. 91st
4 Simon, Charles, 155 E. 116th
5 Schaller, Philip A., 519 W. 50th
6 Trayer, Wm. E., 1765 Madison av
7 Thiel, Charles, 54 W. 35th
8 Winternitz, Edward, 175 E. 117th
9 Weber, Frank, 45 W. Boulevard
150 Wattenberg, Abraham M., 868 Amster-
dam av
1 Christill, George, 443 W. 50th
2 Kreidler, Jacob, Courtland st N. Tarrytown
3 Kanna, Henry T., Welling St. Hotel
Richmond Hill
4 Hamilton, Welby Sawyer
5 Crosier, Seymour B., Crosier House
Sing Sing
6 Hickey, Daniel J., 130 Spring,
Rice, Peter W., 135 Main,
7 *Smart, A. M., 304 Court st Syracuse
8 *Smart, Mrs. A. M., 304 Court st
160 Button, John R., 205 Apple
1 Krouse, Casper, 112 N. Franklin
2 Rich, W. A., 202 Baker av
3 Rich, J. Bruce, 202 Baker av
4 Oathout, A. F., 78 Eagle st Troy
5 Brown, W. H., 1931 6th av
6 Rhines, John W. West New Brighton

Over 124,000, OHIO, 46-3118.

L. C. C.
167 Armstrong, Thos., 135 Lancaster Marietta
8 Jordan, E. S., 320 Harmar st
9 McConnell, P. J., 149 Lancaster
170 Kraft, H. F., Scammel
1 Thorniley, Stephen, Putnam st
Unattached.
2 Dinkel, Christ H., 800 S. Poplar Bucyrus
3 Devine, Joseph, S. Sandusky av
4 Dinkel, John J., 800 S. Poplar
5 Dible, Allen, 401 W. Charles st
6 Elchman, Alvin, 355 W. Charles st

7 Hutchins, Orrin S., 206 Galen st
 8 Holland Harry H., 230 S. Poplar st
 9 Jones, Allie M., 405 Charles st
 10 Laughbaum, Malcolm A., 416 E. Rensselaer
 1 Maudsley, Chas. 406 Walnut st
 2 Ott, William M., 608 S. Sandusky av
 3 Perrott, John C., 420 Rensselaer
 4 Prescott, Edgar W., 420 Rensselaer
 5 Roehr, Ed. C., Lane & N. Railroad
 6 Roehr, C. F., Lane & N. Railroad
 7 Strauch A., N. Sandusky av
 8 Sargel, Edward A., 837 Faustina av
 9 Webelhoer, Fred W., 500 E. Charles
 10 Zigler, H. E., 801 S. Poplar
 1 Thorne, Dr. Max, Groton bldg. 7th & Race
 2 Cook, Geo. A., 5 Lena av
 3 James, L. W., 317 Bolton av
 4 Synnott, A. H., Main st
 5 Maddocks, A. W., 422 7th st
 6 Boyd R. W.
 7 Chenoweth, Rea
 8 Edwards, Pierre
 9 Emery, P. R.
 10 Jones, H. G.
 1 Mitchell, H. S.
 2 Riddle, W. H.
 3 Lawrence, Jos. V.
 4 Fields, H. H., W. Church st
 5 Bell, Chas. G., 24 Bank
 6 Goodsell, E. J., 62 W. Main,
 7 Van Buren, F. W.
 8 Meinders, Ed. H., 211 West Heigh,
 9 Consaul, Elry S., 731 Nevada st
 10 Dawson, H. H., 1957 Vermont av
 1 Nast Daniel, Jr., The Francous Clothing Co.
 2 Vogel, C. P., 2275 Union st.
Over 124,000, PENNSYLVANIA, 51-24,639
 Alletah Wheelers.
 13 James, Mrs. J. Robt., 29 Mechlin
 N. C. C.
 4 Reynolds, C. P., 64 E. Washington,
 L. C. C.
 5 Gillingham, Chas. A., N. W. cor. 12th & Morris
 6 Winebrenner, Geo. B., 1236 S. 8th
 7 Gifford, Walter S., Ridge av., above Hermit
 Keystone B. C.
 8 Fleming, J. Presley, Jr., 505 Wilmot
 Pittsburgh

9 Scott, H. B., care 1st Nat'l Bank
 Emanon B. C.
 920 Neilsender, Chas. D., 105 N. Jardin
 Shenandoah
 Unattached.
 1 Kummer, F. J., 64 Liberty
 2 Cooke, Frank W., 22 Sandusky
 3 Curry, J. B.
 4 Burge, Wayne
 5 Porter, M. R.
 6 Bunting, Miss Anna M., box 40
 7 Rinley, L. A.
 8 Yoder, Joel J.
 9 Robins, Paul G.
 230 Kohl, John W., 58 W. Johnson
 Germantown
 1 Potts, Horace Miles, 5344 Magnolia
 2 Downing, H. M., M. D.
 3 Hertz, Clarence H., 122 W. Broad
 4 Qualey, J. J.
 5 Bean, Sam'l G.
 6 Stoner, Harry R., 441 W. King
 7 Kaufman, Michael, 239 Hermitage
 Manayunk
 8 Pecht, A. M., box 42,
 9 Schuyler, W. H., Hotel Haag
 240 Wright, W. R., box 19
 1 Robinson, Robt, 2605 E. Allegheny av
 Philadelphia
 2 Dalley, John, 327 Wharton st
 3 Withers, Wm. C., 814 Chestnut
 4 Withers, Mrs. H., 2452 N. 33d st
 5 Dilworth, Norris J., 2325 Germantown av
 6 Galble, Abe, 1041 South
 7 Hesser, Paul M., 238 Chestnut
 8 McKenna, Robt L., 1954 Cemetery av
 9 McCullough, J. F., 2342 Spring Garden
 250 Orrick, William 2230 Delhie
 1 O'Gden, Mrs. A. I., 1117 W. Lehigh av
 2 Palate, H. T., 4810 Windsor av
 3 Rittenhouse, B. Frank, 2001 Marshall
 4 Rookstool, Franklin, 2321 No. 3d
 5 Rose, Elmer E., 2129 Montgomery av
 6 Whitaker, Geo. T., 925 Chestnut
 7 Harwood, Geo. A., 110 Wood st
 8 Sayre, F. A., 237 Fourth av
 9 Pitman, W. S.
 260 Bliss, Sydney R., 1531 Capouse av
 1 Faust, P. E.
 2 Van Dyke, Warren,
 3 Nichols, Edgar, 350 W. 4th
 Williamsport
Over 124,000, RHODE ISLAND, 16-1696.
 Elmwood B. C.
 264 Braman, Wm. E., Gorham Mfg. Co.
 Providence

R. I. W.
 5 Longfellow, Austin H., M. D., 198
 Plainfield st
 6 Weeden, Allan A., 291 Plainfield st
 7 Ballou, Myron C., 101 Eddy st
 8 McCrellis, Edgar, 822 Atwells av
 Narragansett W.
 9 Hayes, Edward, Belcher & Loomis
 Unattached.
 270 Laughran, F. A.
 1 Northrup, J. F., box 9
 2 Tillinghast, B. B., 22 Sheldon
 3 Allen, A. P., box 608
 4 Smith, Mrs. M. C., Lincoln av
 5 Boulter, Fred W., 40 Mechanic
 6 Livingston, Hobart T., 22 Spring st
 7 Northrup, Theodore, 7 John st.
 8 Palmer, Charles F., 43 Moss st
 9 Tanner, J. H., Jr., 135 W. Broad
 Pawtuxet
 Providence
 Riverside
 Westerly

Over 124,000, SOUTHERN CALIFORNIA, 6-414.

Unattached.
 280 Budlong, W. E., 2145 I st
 1 Holcom, Will, H., Court House
 2 Johnson, A. P., Jr., 529 20th st
 3 Meyer, Albert C., Court House
 4 Muir, B. L., 1319 F st
 5 Shaffer, E. E., 742 Logan av
 San Diego

Over 124,000, WISCONSIN, 15-2611.

Pastime B. C.
 286 Allen, B. W.
 7 Klaus, Henry P., 526 Pine st
 8 McGrath, T. J.
 Unattached.
 9 Bowers, Harry
 290 Clark, Charles
 1 Ansoerge, Herman, 529 Pine at
 2 Ansoerge, Miss Clara T., 529 Pine at
 3 Buchanan, R. C.
 4 Eldredge, P. C.
 5 Eldredge, Mrs. P. C.
 6 McKinnon, R. W., Beaumont House
 7 Straubel, C. A., 216 S. Jefferson
 8 Teetshorn, F. E.
 9 Wagner, W. P., 816 S. Madison st
 300 Gueinzus, W. B., S. Madison
 Green Bay
 Delavan

LEAGUE CLUB RENEWAL.

171 Gallia Wheelmen, Gallipolis, Ohio

QUERIES AND ANSWERS

No. 153,149: — Good, clear-cut, unmounted photographic prints are best for reproduction in the

L. A. W. BULLETIN.

No. 122,215: — The manufacturer of the lamp referred to is the best source of information as to what should be burned in it.

A "four-purpose" oil is an English concoction designed to prevent rust, clean the machine, to burn in lamp and to lubricate the bearings.

A New York member informs us that "Das von Kapt. Sidney Faber in der Versammlung des Apothecaries' Bicycle Club vom 13. Januar ernannte Komitee, bestehend aus Frau Bodkin und den HH. Hattermann, Leinecker, Albert und Kantowitz, hielt am 20. Januar eine Versammlung ab. Als Ort der Zusammenkunft war die Apotheke des Hrn. Hattermann, 99. Str. und Columbus Ave. gewählt worden. Derselbe wartete mit etlichen Flaschen vom Besten auf, welches die stets durstigen Pharmakocyclisten in hohem Grade estimierten." And so it goes.

A Chicago League member ask how streets and roads are in and around Salt Lake City. He says, "I am a tire repairman and intend moving my shop there or to some other good town or city. Chicago is no good for a tire-repair shop." Is this because there are few stone roads or are they all so well kept a tire cannot wear out?

On pacing machines the gears used run from about 100 to 135, according to the number of riders it carries.

A Law Suit.

Oh, the farmer's bad dog tore the youth's Sunday pants,
 And the latter for justice be-
 seesches,
 So the farmer must pay for the
 breach of the peace
 And likewise for the piece of the
 breeches.

WHEN the lover, with his sweetheart, makes a hit, he usually Mrs. her.

"Is HE having a fit?" enquired a bystander, as a drunken man reeled against a lamp-post. "Yes, a tight fit," was the answer given by the mad wag.



SPIRIT OF THE DRAM-ER.

CRITICISM OF THE BULLETIN

• BY •

other publications may possibly be due
in some cases to the following fact, as
set forth by Holmes :

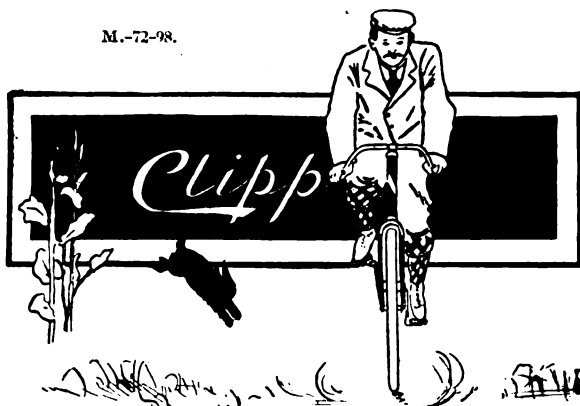
"A man behind the
times is apt to speak ill
of them, on the prin-
ciple that nothing looks
well from behind."



P. S.—The L. A. W. BULLETIN tries to devote its
energies to its own work.



M.-72-98.



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terest and caused so much favorable
comment among fastidious wheelmen, as the

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spider, invisible handle bar clamp, detachable crank bearing sleeve,
dust proof tool steel bearings that have no equal, a new and durable
"wrinkle" in rim finish, all coupled with the famous Clipper piano
finish has been the means of causing "talk" among the "knowing"
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