

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 18, 1898.

Number 11.



ROAD NEAR TYLERVILLE, N. Y.

Photo. by Miss A. F. Warren, Watertown, N. Y.

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, 103,486.

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Here are four of the best amateur riders in America. The first list opened giving correctly the names of the riders, will receive a pair of Palmer Tires. In addition we will also send a pair of Palmer Tires to the person sending us the best and most concise account of the racing career of the four riders. All lists will be opened Saturday, March 26, and must be addressed to the "Advertising Department," Palmer Pneumatic Tire Company, Chicago. Competitors must inclose their lists in sealed envelopes and mention this paper.

THE PALMER PNEUMATIC TIRE CO.

CHICAGO

NEW YORK OFFICES: 66-68 READE ST.

Good Advice.

Here's some free advice to farmers
Which we hope they'll all endorse:
With a wide tire tire your wagon,
Then you need n't tire your horse.

MUSIC AND MOTION.

A German inventor has brought out a cycle musical instrument which he calls a "Troubador." It fastens on the front of the frame and acts automatically by the rotation of front wheel. With one of these a bicycle rider will be like the old lady of the nursery rhymes, —

"With rings on her fingers and bells on her toes
She will have music wherever she goes."

A GREAT ELEVATED BOULEVARD.

The New York and New Jersey bridge is to have its eastern terminal at 55th street, New York city. The company is anxious to have constructed from this point to the Battery, along the river front, a two-story elevated structure. The lower story would be for freight railway purposes, and would make convenient connection with the docks, while the upper story would give an elegant boulevard, an ample bicycle path, and a fine promenade.

The erection of such a structure would afford to many thousands the best possible means of traveling to and from business, and would increase the use of cycles for that purpose most enormously, and would

also provide a most delightful summer evening ride. The handling of freight would also be immensely facilitated. Such an elevated way is said to be perfectly practicable, and the cost is estimated at \$1,000,000 per mile, exclusive of approaches and stairways.

AN INTERESTING RELIC.

"I have read with much interest your articles on the 'Evolution of the Cycle,'" writes Mr. J. S. Smith, of Baltimore. "I have a velocipede which I bought in 1868, for which I paid \$125 cash. . . . It was finely made and is still in fair condition. The wheels are of wood, like fine buggy wheels, with light steel tires. The front wheel is 42 and the rear one 32 inches. The back-bone is forged steel, beautifully curved, with a five-inch steering head. The front forks are forged with a good deal of rake, and the handle-bars are out-rigged to the *front* like the outriggers of a racing shell. The cranks are five-inch and the pedals three-sided, of brass. A flat steel spring runs from the head to the top of the rear forks, and to it the saddle is clamped. The saddle is large and comfortably padded with hair and covered with corduroy, with a high pommel of patent leather. The back-bone is extended out from the steering head, surmounted with an eagle's beak, which was gilded with gold, and when the wheel was new it was of handsome appearance."


RIVERS do their work without leaving their beds.

STANDARD
PRICES

**CRESCENT
BICYCLES**

SOLD BY AGENTS
EVERYWHERE

If you buy a CRESCENT you will never be annoyed by having a duplicate of your wheel advertised at department store prices. CRESCENTS are sold through bicycle dealers only.

 The PRICE as well as the QUALITY is guaranteed.

CATALOGUE FOR '98—FREE.

Western Wheel Works

CHICAGO. NEW YORK.

**WHY
NEW BRUNSWICK
TIRES**

ought to be the best tires made: We are the oldest company making tires in America; we have the largest single-tube tire factory in the world; we have the most experienced workmen in this business, and we can buy crude rubber lower than any other company; so we believe our tires ought to be and

**ARE THE BEST
TIRES MADE...**

Obtainable of any dealer and on any wheel. Illustrated catalogue free. Six cabinet photo cards of cycling girls sent for a 2-ct. stamp.

New Brunswick Rubber Co.
New Brunswick, N. J.

New York, Boston, Chicago,
90 Reade St. 207 Congress St. 56 5th Ave.



An L. A. W. Toast.

Here's to Good Roads and Cycle Paths
And may their tribes increase;
Their "ways are ways of pleasantness
And all their paths are peace."

SIDEWALKS BARRED—STREETS MUD.

A new regulation in Vineland, N. J., forbids the use of sidewalks to wheelmen under any circumstances, although the streets seem to be very bad. If the few League members there would get together and recruit their ranks from the large number of wheelmen roundabout, and thus secure formidable organization, they would be better able to obtain street regulations more to their liking. An organized body can always obtain recognition that will not be accorded to individuals or groups.

TOLL ROADS MAY BE DESIRABLE.

A correspondent recently asked if toll roads are popular anywhere in the United States, and No. 188,957 says in reply: "Yes; the only good roads in many places are toll roads. Surely it is better to have toll roads than to have no good roads at all. . . . When we have good free roads, the turnpike system will die of itself. Until we do, it is a very useful institution."

Doubtless those who are fortunate enough to live near good toll roads are bound to favor them in preference to poor free roads; but, according to most reports, this condition of affairs must be very excep-

tional. The conditions that called toll roads into being no longer exist. The States and counties are almost universally able to provide both free and good highways, and it is their duty to do so. Besides this, many toll roads are reported to be as bad, or worse, than the free roads. Until all roads are made free, the toll road companies should be forced to keep the turnpikes they control in thoroughly good condition.

WOULD ROAD INSTRUCTION PAY?

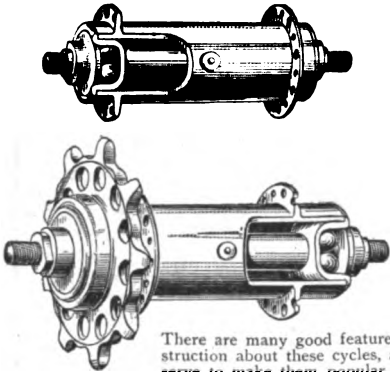
In an address made before the Pasadena, Cal., Board of Trade by Ed. Lockett, president of the Pasadena Better Roads Society, he made the following interesting statements:

"I have recently inquired of some road overseers who were spending county money if they had mapped out any policy for road-building in their districts, and they answered, No. I asked if they had studied the subject from a scientific point of view, and the question amazed them. I asked if they were subscribers to any books or magazines on the subject of road-building, and they did not know any were published.

"How is it possible to use road funds intelligently without intelligent road agents? Is not the need, then, for more competent road-builders—instead of more money? Would it not cost less to educate road-builders than to create road debts?"

In a Swiss factory employing 600 hands, 580 are said to ride to their work on bicycles.

IVER JOHNSON CYCLES



There are many good features of construction about these cycles, and they serve to make them popular with the riders. We illustrate the wheel adjustment. All adjustments are made from left side; each cone is slotted, a small wrench fitted to same and turned to left or right, according to which adjustment is desired. It takes but a moment, but the adjustment is a sure one.

HONEST CYCLES
 AT
HONEST PRICES

Send for Descriptive Catalog.

IVER JOHNSON'S ARMS AND CYCLE WORKS,
Fitchburg, Mass.

Branches: New York, Boston, Worcester.

Rambler

BICYCLES

\$60 POPULAR LIST PRICE \$60

These Popular "19 year old"

bicycles are sold only by legitimate bicycle dealers. We want a **good** agent in **every** city and hamlet — one who can sell **good** wheels backed by guarantee of

GOOD NAME, BEST QUALITY, FAIR PRICE!

Address agency applications to
 us at Chicago, "Department G."

GORMULLY & JEFFERY MFG. CO.

CHICAGO.

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

A Hopeless Case.

He is not overwise who buys
 A faked-up cycle, once,
 But he who does it twice or thrice
 Is very near a dunce.

A CYCLE tire may be both old and pneu.

IT TAKES an artist to draw cycle tubing just right.

THERE is nothing elevating about the bicycle stoop.

SCORCHERS think they have a singe on cycling pleasures.

THE humped-up scorchers is not the bow-ideal of cycling ladies.

IN just one summer a cyclist may have many springs and falls.

THIS summer's most popular air will be that used in bicycle tires.

IN cycling an ounce of "take care" is worth a pound of "fix it."

"I'M going to attend a blow-out," said the cyclist as he prepared to relight his lamp.

THE scorchers estimates his pleasure by the mile; the more sensible cyclist measures his joy by the hour.

A LONG-FELT WANT.

NIXON WATERMAN.



"'M feelin' sort o' peaked-like," said old Si. Hanks to me, "An' kinder out o' kilter clean from top to toe," said he. "I'm takin' dock and sassafras an' boneset tea an' squills, An' yit I keep a-lookin' kinder pale about the gills.

"I notice in the papers they's a lot o' folks git cured (I) every sort o' ailin' that a mortal has endured, An' have theyr fotygraphs put in, about three colyumns wide, A-tellin' but fer this er that great cure-all they'd a-died.

"But every one whose picture proves he's well an' fat an' stout, Is some big gun er other that the world has heerd about. An' since I can't pertend to trot in no sech class, you see, I'm lookin' fer a thing that cures jest common folks like me."

THE cyclist's stories are his rollings' talk.

ONE good rubber plant will produce a great many full-blown tires.

THE fellow who itches to become a cycling racer should be made a scratch-man.

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.

EXCLUSIVE ADVERTISING REPRESENTATIVES:

CEYLER & DAVIS.

New York Office, St. Paul Building.
LOUIS GEYLER.

Chicago Office, Fisher Building.
C. W. DAVIS.

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 18, 1898.

THE SEASONS.

ALL seasons appear more or less alike to dwellers in the heart of a great city. In Summer, when the fields are gemmed and jubilant with birds and flowers, the city wears its dusty skirts of brown. There are no trees whose bursting buds or fading leaves proclaim the coming or the going of the Summer's joy.

The snow's pure mantel, whose dazzling whiteness, in undisturbed repose, covers the tucked-in hills and vales of quiet country scenes, is quickly carted from the city street or trodden in its indistinguishable mire.

The robin and the bluebird herald the coming of the Spring only from the friendly boughs of sheltering trees. They tell the joyous tidings where buttercups and daisies may come smiling through the fragrant mold to give the pleasing prophesies the gracious stamp of truth.

The year's great transformation scene must be viewed amid rural surroundings. And it is to these surroundings that the bicycle will convey thousands of city dwellers who, but for the steed of steel, would miss the mirrored beauty of the changing seasons. The sun-baked street will be exchanged for the brook-cooled forest, and the hot tile-roof for an overhead entanglement of fruited branch and fragrant vine.

Sent to paid subscribers,.....	103,486
Filed in as many hotels,.....	1,008
Filed in Public Libraries and Reading Rooms,.....	1,166
To advertisers and exchanges,.....	1,840
Total number printed this week,.....	107,500

The coming of the bicycle has wrought a change whose happy result is as though the cool, fern-margined brooks were to flow through the city's dusty, tired marts, while clover blossoms scent the air and hermit thrushes sing their softest carols from roof and spire. That's if you ride the bicycle.

SPRING.

A Real Sonnet.*

JOE LINCOLN.

IS Spring, and lo, the pallid snowdrifts quail
Beneath the Sun-god's kiss, and melt away,
And our back-yard is now a placid bay,
Above whose dimpled breast the gentle gale
Breathes balmy odors from the garbage pail
Which, from its own snug harbor washed
astray,
Upturned and wrecked, lies on an isle of
clay,
While fleets of empty cans around it sail
And roving turnip parings drift about.
And then a cry like that of some lost soul
Rings from the cellar and, with curse devout,
We find the swelling torrents' turbid roll
Has drowned the furnace fire completely out,
And left the cat marooned upon the coal.

* The author knows that this is a real "magazine" sonnet, for he has built it in strict accordance with the iron-clad rules laid down in the "Poet's Own Guide," and has counted the lines and rhymes five times.

IF YOU DON'T LIKE THE BULLETIN,

Don't take it.

That's optional.

If you *do* take it and *don't* like it, let us return your money.

That's business.

If you like it and don't take it,

Why don't you?

That's personal.

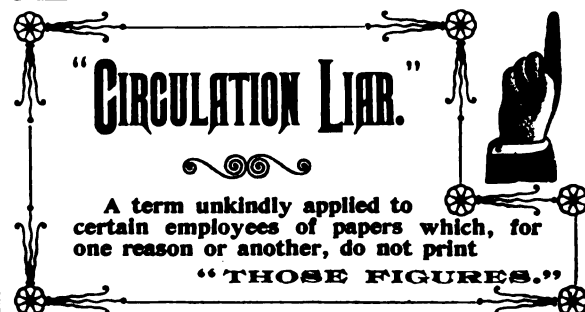
If you don't like it and don't take it,

That's consistent.

If you continue to read it when you don't like it, You are wasting valuable time.

That's foolish.

If you are getting out a publication yourself that is better than the L. A. W. BULLETIN, your readers probably know it.



MERIT will count
IN THE LONG RUN.
More points of Merit are found in the '98

"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, No. 16 Hanover St., Buffalo.

And you should be appropriately gratified.
That is natural.
If the superiority of your publication is not obvious to the average reader,
You should call attention to it.
That is "modern journalism."
The *L. A. W. BULLETIN* does not resemble other publications.
We know it.
That's intentional.
Among its peculiarities, we beg leave to mention
That advertisers are invariably charged on the basis of exact paid circulation.
That's perfectly fair.
And that dissatisfied subscribers may withdraw at any stage of the game, and receive the full amount of their "ante."
That's original.
P. S. — So was the other.

DANGERS OF CYCLING.

There is at present going the rounds of the press an item giving the number of fatal accidents in different branches of sport since 1894. The compiler of the statistics says that the number of deaths resulting from swimming has been 1,350; boating 986; hunting, 654; horseback riding, 333; cycling, 264. The approximate correctness of these figures is not vouched for by any one, yet they may be fairly correct. If they are, the dangers of cycling, which so

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.

DO YOU BIKE

The 1898 Model 20th CENTURY HEADLIGHT

AT NIGHT?

THE 20th CENTURY CYCLOMETER IS A GOOD ONE.

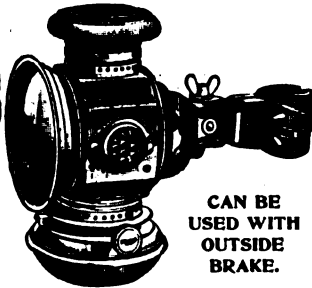
many dwell upon, appear to have been somewhat overdrawn. No doubt the bicycle is ridden a thousand times as many miles as is the horse. To multiply the fatalities of cycling a thousand fold and consider the product as what we might expect from horseback riding were it as popular as cycling, gives figures that are amazing, if not altogether unreasonable.

Leaving comparisons out of the question, the fact remains that in passing upon the dangers and evils of cycling, most persons fail to consider the very large number who now ride the wheel. The number of bicycle accidents reported in the papers may be large, seemingly, but if as many persons as ride the wheel were to engage in any other peaceful pastime, the number of accidents would no doubt be even greater.

It goes without saying that cycling is not necessarily dangerous. If the driver of a horse-drawn vehicle were to try to go a mile a minute, over all sorts of roads, through crowds, around sharp corners, etc., etc., he would surely bring trouble upon himself and others. It is not strange that a cyclist, thus impelled, meets with woe, once in a while. The only wonder is that there are not more accidents. But nine-tenths of those that occur might be happily avoided.

Most existing roads need to have their curves straightened, grades reduced, surfaces improved and drainage perfected.

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



CAN BE
USED WITH
OUTSIDE
BRAKE.

DIRECT FROM THE FACTORY TO THE WHEEL.

As you take the lamp from its box it can be attached to the wheel; no wrenches, screw-drivers or other tools are needed; it is complete in itself.

A RELIABLE RECORD OF YOUR TRIPS.

With full details in
convenient form,
for a 2c. stamp.

WHEELMAN'S LOG.
Quantity orders, special price.

Price, \$2.50

If local dealer cannot supply
you, we will ship direct,
express prepaid, on
receipt of price.

WRITE FOR CIRCULARS.

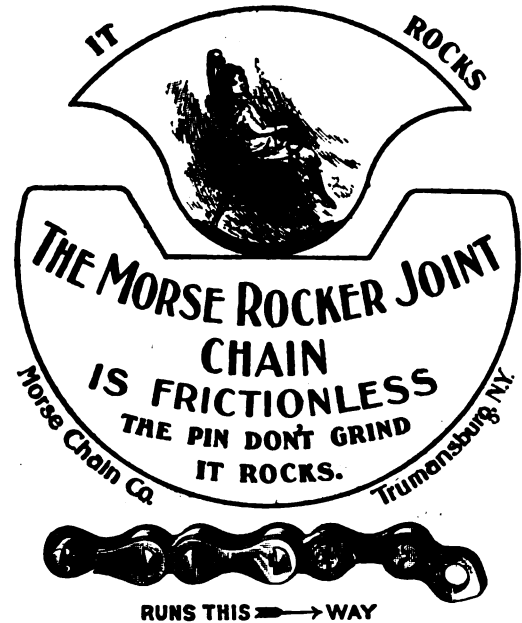
The Matthews & Willard Mfg. Co.

40 MURRAY ST.,
NEW YORK.

WATERBURY,
CONN.

It Rests You

The Action of the Joint in the Morse Chain is like that of a rocking-chair on a smooth floor. If you are tired of the grind in the pin-joint chain, get a Morse. Send for Catalogue.



DIAMETER OF BICYCLE WHEELS.

We are asked to express an opinion as to the desirability of the 30-inch bicycle wheel, which is again being revived in some places.

A large portion of the early safety bicycles were made with 30-inch wheels. The settling down of the trade to a 28-inch wheel was due, we believe, to the fact that such a wheel is plenty large enough for all good roads; in fact, on an extra smooth road we believe that the 26-inch wheel would be just as satisfactory, if not more so, owing to the saving in weight. For a particularly tall rider the 30-inch wheel will look somewhat better, though we doubt if there is any other argument in favor of it.

To make a bicycle with 30-inch wheels as strong as one having 28-inch wheels, it must be made somewhat heavier, the increase in weight being more in proportion than the increase in size. In other words, a fork for a 30-inch wheel must, to be *equally as strong*, weigh more than 30-28 of the weight of the other.

We have seen a number of safety bicycles having 36-inch wheels. The first one of these, we believe, was built for William Gillette, the actor.

The first successful pneumatic-tired trotting sulky had 28-inch wheels. The immediate and extensive demand for pneumatic trotting sulkies caused an immense amount of experimenting as to the size of wheels. At first nearly everyone thought that they should be larger than 28 inches. It is an interest-

ing fact, however, that practically all such sulkies are now made with 28-inch wheels, the exceptions, when they occur, being smaller rather than larger.


We should be glad to hear from any practical bicycle man who can show reasons in favor of a wheel larger than 28 inches.

TRADING IN OLD WHEELS.

The cycle trade is assuming a somewhat new aspect this Spring, forced upon it by changed conditions. Many exclusive cycle dealers have been pressed to the wall through excessive competition and poor management, and those who remain will be obliged to retrench in many directions, and conduct their business in a most careful manner. One of the departments in which a change of practice will be necessary is that of taking old wheels in trade.

The practice is almost as old as the trade itself in this country. At first it was not universal, nor were large allowances made, and in some cases the allowance depended on what the old wheel brought when it was sold. Fifteen years ago, one of the oldest houses in the trade was accustomed to allow forty dollars for an old wheel, the difference (about \$100) being paid in cash, and then when the house sold the old machine it paid over to the purchaser whatever was obtained for it over and above forty dollars, less a commission for selling it. The concern thus ran no risk; it ultimately obtained retail

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.

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.

A Great Offer

If L. A. W. member No. 86,972 will present this ad. and his L. A. W. card to the **Eclipse** agent in his or her town they will be given a credit of \$10.00, provided they purchase one of our model 54 or 55 bicycles.

Send 12 cts. in stamps for Tom Winder's Book and Catalogue.

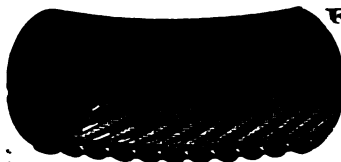
**Boston Branch,
245 Columbus Avenue.**

Greater New York Agency,

Sol. Heyman & Co., 993 3d Avenue, N. Y. City.

ECLIPSE BICYCLE CO., Box D, Elmira, N. Y.

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.

price and a commission besides; the buyer got a fair allowance for his old wheel, while being saved the trouble of selling it, and secured his new one early in the season. The custom tended to increase the number of sales made to old riders and, after a time, came to serve as a means by which discounts, to all intents and purposes, could be given to desirable customers.

At first, this exchanging was done by the dealer on a basis of being able to sell the old wheel for more than he had allowed for it; then, as competition increased, many dealers found themselves glad to get back as much as they had allowed until, at last, they counted themselves fortunate if they got a single wholesale profit after the old machine was sold. Of course, a profitable business could not be done on such a basis, — and few retail bicycle agencies paid expenses.

Under such a system a second-hand wheel could have no fixed value. The allowance to be made for it to an undesirable customer might be small enough to give the agent a good margin of profit; to a desirable customer the figures would be more liberal, and only a very moderate profit would be left; while, if the customer was one who could obtain liberal allowances elsewhere, or perhaps possessed "influence" among his acquaintances, the allowance would often be big enough to practically wipe out all profit even after the old machine was sold.

In spite of these serious drawbacks, it seemed impossible to discontinue the practice. If it was

stopped, the volume of trade would be reduced, and what there was would go to such parties as continued to make exchanges, for riders were unwilling to make any efforts to sell their old machines themselves. Then, too, list prices were high, the makers held their agents to them, and almost the only way in which concessions could be made to riders was by making big allowances on their old wheels.

For the riders themselves the system was not wholly beneficial. The prospective purchaser found that the condition of his wheel did not materially alter the allowance he could get for it, and often treated it carelessly; he discovered that he could "work" one agent against another until he got more allowed for his old machine than it was worth, and he would take some machine for which he did not care, and often very inferior, because it appeared to him that he was effecting an advantageous trade.

The remarkable reduction in prices that has been made for 1898 will affect both the trade and purchaser in many ways. The market value of second-hand wheels will be materially reduced, no matter what their lists were in '97. It will be exceedingly difficult for dealers to make allowances that at all approach the value of old wheels to their owners, or equal to what their possessors could secure for them at private sale. Taking wheels in trade will probably become less general; riders are likely to retain their mounts for longer periods, or endeavor to dispose of them themselves. When riders do begin to ride the same wheel for several seasons, they may


"CHASE" TRADE MARK
TOUGH TREAD
TIRE
Light and Resilient.
Practically Puncture Proof.

ALSO **FOXHOUND TIRE**
Exceptionally Fast. Acknowledged to be the Speediest Tire yet produced.

CHASE SPECIAL AND VULCAN
The equal of any High Grade Standard Tires in the market.

FREE Our '98 Catalogue and Booklet about **FREE**
...TIRES...
Their use and abuse. How to repair them. How to put them on your wheel, etc., etc., sent free on application provided you mention this paper.


L. C. CHASE AND CO.
BOSTON, MASS.


Gilliam Saddles
are Standard

Write us today for
1898 Catalog No. 5
and Art Booklets:

"Saddleosophy" and
"Points on Saddles"

Our
Saddle Literature
should be in
the hands of
every rider
and dealer.



GILLIAM MFG. CO.
Canton, Ohio.

be less particular about conforming to trivial changes in style, and will then, perhaps, be more likely to look with favor on new departures in construction, and make easier the introduction of new designs which, mayhap, may prove superior to those now considered to be so nearly perfect.

WHAT SHALL SHE WEAR?

The question, "What shall I wear when I go cycling?" does n't bother the mind of the average man to any great extent. In fact he does n't give the subject the thought it deserves, for, as has been remarked, "appearances are everything," and the absurd and unsightly raiment of many wheelmen does much to prejudice the public against cyclists as a class.

It is a thing to be thankful for that the women who ride the wheel do consider the subject of proper cycling apparel to be one of considerable moment, but it is to be regretted that their study of the question does not produce a more uniformly happy result.

Barring the soiled-sweater scorcher, with whom a presentable appearance is a thing that is quite out of the question, men, as a rule, make a better showing than women do as regards cycling apparel. This is largely due to the fact that men usually dress so modestly and conservatively as to attract no attention whatever. On the other hand a women must array herself so as to be more or less observed. The attention she attracts must leave a favorable

or an unfavorable impression in the minds of her beholders.

The more attention a cycling costume attracts the more certain its wearer should be of its pleasing effect. To call the public's notice to unbecoming, unsightly raiment is to subject all women to comment and censure. Mounted on a bicycle one is conspicuously before all observers.

More care should be taken in the selection of a woman's bicycle costume than in the choosing of any other. In color it should not be so dull as to appear funereal nor so brilliant as to scare the horses on the street. The material should not appear as clinging as silk nor as stiff and starched as cambric. There should be enough material of some kind to make the wearer appear modestly clothed. Skirts with a train, and likewise those worn by ballet dancers, are not suitable for cycling. A happy medium should be found.

Each woman must find what is best suited to her needs. What would look well on one would appear frightful on another. A careful, sensible study of each individual case is likely to produce a satisfactory result.

One time a well-meaning old farmer wrote this letter to a dentist in a distant city:

"DEAR DR: I want you to send me a set of false teeth; shaped kinder like a horse-shoe with the roundin end forward and sort o hummocky round the sides. If you want fuller particulars I may have to come and see you."

The farmer's idea concerning teeth was about on

League Special—

The finest and fastest of road tires—delightfully easy and comfortable. The rubber is Fine Para, elastic, resilient, full of spring and go. The fabric is the choicest Sea Island, strong and light, woven so that the tire yields instantly to obstructions, and passes over small obstacles without jolt or jar. Specify "Get there and get back" tires on your new wheel—**won't cost you a cent more.** Put them on your old wheel—make it as good as new.

NEW YORK BELTING & PACKING CO. LTD.

25 Park Place, New York.



... 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.

The Glover Perfection.



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

RETAIL
 PRICE
\$3.50

Send for free descriptive circulars to

GLOVER CYCLE SADDLE CO., Jackson, Mich.



ACME
 Bicycles
 High Grade

\$34.50--'98 MODELS

Same grade as agents sell for \$75. We have no agents, but sell direct to the rider at manufacturers' prices, saving agents' profits. Eight elegant models. Best material, superb finish. **EVERY ACME GUARANTEED AGAINST ACCIDENTS as well as DEFECTS.**

We ship anywhere with privilege of examination, pay express charges both ways and refund money if not as represented. Send for Catalogue.

ACME CYCLE CO., 132 Main St., Elkhart, Ind.

a par with the notions of women who think a cycling costume can be designed that will meet the requirements of all cases alike.

A SAFEGUARD FOR PACED RIDERS.

Those who have seen "paced" races have often wondered how one rider could keep so close to the big pacing machine in front, without danger of striking it, and have sometimes shuddered at seeing him do so, and sustain a bad fall.

A recent English invention is designed to remove all danger of this kind. The upper tube of the frame of the multicycle pacing machine is extended, perhaps, eighteen inches behind its rear rider. At its end it carries, in suitable bearings, a wheel about twelve inches in diameter, placed horizontally. The height of this wheel is the same as the upper part of the head of the paced rider's machine, and its distance from the multicycle is such as to allow the front wheel of the paced rider to come within an inch of the rear wheel of the multicycle without touching it. Experiments are said to have shown that if the paced, or following, rider strikes this little wheel exactly in its centre, there is no result beyond a slight shock to both machines, and if he strikes it on either side of the centre he is simply swerved to one side, just enough to allow him to pass up alongside the pacing machine without colliding with it.

Such an arrangement would make it easier to

follow pace, for the following rider would not be nervous about running into his pacers, and he could keep so close to them as to get the full advantage of their pacing. It is also proposed to attach a wind shield to the pacing machine just above the horizontal guard wheel.

WISCONSIN'S NOVEL UNDERTAKING.

Under her present constitution the State of Wisconsin is not allowed to appropriate money for internal improvements. Efforts to amend it will therefore be made, in order that the State may be able to undertake the improvement of her highways. For the purpose of facilitating the cause of better roads, the State Centurion of the Century Road Club proposes to divide the State into districts, and secure an enormous number of signatures to a petition to the Legislature asking for an appropriation of \$500,000, to be expended in building public roads. A strong feature of this petition will be that every one signing it pledges himself to contribute one dollar to the road fund as soon as the Legislature appropriates a half-million for the State.

A French scorcher, so goes the tale, ran into a funeral procession, broke the coffin and injured its bearers, but was himself unhurt until the mourners sufficiently recovered from their astonishment to take him in hand, when he was made almost a fit subject for another coffin.

The Defender, - Smooth Tread

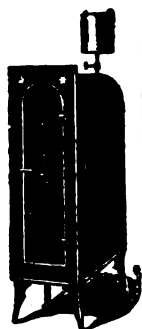


The Defender Special, - Corrugated Tread.

The Defender seldom needs a mender;
If you want to go, insist on a Kokomo.

Manufactured by...

THE KOKOMO RUBBER CO.
Kokomo, Ind.



High Pressure
Dust Proof
Double Walled
Enameling oven.



High Pressure
No. 2 Brazing Forge.



High Pressure
No. 2 Hot Water
Vulcanizer.

CEMENTS AND BICYCLE SUPPLIES

MANUFACTURED BY

THE NATIONAL CEMENT & RUBBER MFG. CO.

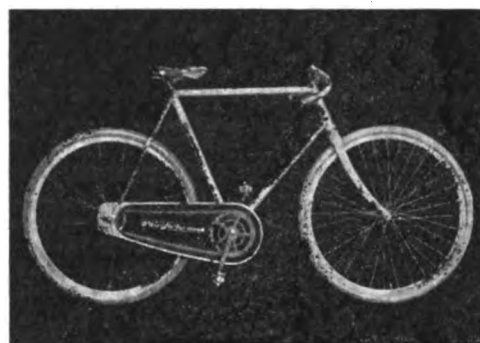
Dep't. B, Toledo, Ohio, U. S. A.

Riders, You Know the advantages of a
properly-constructed

GEAR CASED BICYCLE.

Before selecting your '98 mount, investigate the merits of the

New Super-Minimum Bicycle



THE ONLY PRACTICAL GEAR CASED BICYCLE MADE.

Agents Wanted everywhere.
Art Catalogue on request.

ST. LOUIS ALUMINUM CASTING CO., Inc.

Makers...

St. Louis, U.S.A.

A PROPOSED TOURING DEPARTMENT.

BY THEO. F. MERSELES.

Considerable space has been given in the papers lately to the subject of whether the L. A. W. shall continue the control of racing. Almost every item that appears in the daily papers with respect to the League is in connection with racing, and a little later in the season, possibly one-half the space in the ordinary bicycle column will be devoted to Racing Board news, and the disciplining of racing men.

No one will deny that the League has elevated racing, and I am not prepared to recommend that the control of racing should pass out of the hands of the L. A. W. It is a fact, however, that a large majority of League members care little or nothing for that branch of the sport, and I believe that the League should turn its attention in another direction, with the same vigor and system as it has handled racing.

What the League can do in other lines is indicated by the weekly bulletin sent out by the New York Division, announcing the conditions of roads in the metropolitan district. The best routes to various points over a hundred miles distant, which appear in the daily press frequently during the season, interest a majority of wheelmen; in fact every League member is more or less interested in touring, and I would therefore recommend that the League officials consider the advisability of the immediate establishment of a touring department, which should gather information from its thousands of local consuls and other

representatives, relative to the best routes, conditions of roads, specially interesting views and scenery en route, points of historic interest, lists of hotels and repair shops, etc. These reports should be revised frequently, and not every two or three years, as is now done in the ordinary road books published by a few of the State Divisions. The information secured by such a touring department should be distributed not only among the chief consuls and secretary-treasurers, but should be accessible to all League members, on application to any local consul.

If a member who intended to make a trip, for instance, to Portland, Me., or to Richmond, Va., were able to secure reliable and complete information, upon application to his consul, from reports sent to the latter by the League's Touring Department, it would be another evidence of the value of League membership, and such a department could be made much more valuable as an advertisement of the L. A. W. than the Racing Department has been.

In order that such information should be obtainable during the coming season, it would be necessary to take prompt action with respect to the establishing of a touring department.

J. A. MCGUIRE, formerly editor of the *Western Cyclist*, has, in company with J. A. Ricker, started a new paper at Denver, to be known as *Outdoor Life*.

WHEN one gets a stitch in his side about all he can do is to let it rip.

Keydic Bicycles **\$21.85**

Fully Guaranteed. Catalog Free.

Other New Wheels, \$17.50 up.
 Second-Hand, \$5.00 up.

Send for **Special Lists**. Will ship C. O. D., subject to examination, on receipt of \$1.00. You run no risk.

THE OHIO CYCLE CO.

213 S. High Street . . Columbus, Ohio.



Manufacturers endorse...

Smith's Two Roller Spring Seat Post

GENTLEMEN:—Answering your valued favor, we beg to say we have been using your spring seat post for the past six months, and find that it adds very materially to the comfort and ease of riding, as it does away almost entirely with the vibration over rough roads. We shall recommend them to our customers and use them on our wheels.

SYRACUSE CYCLE CO.

J. N. SMITH & CO.

Detroit, Mich.

PRICE REDUCED from \$2.50 to \$1.50

DON'T BREAK YOUR BACK ANY MORE!



Obviates all that. You sit up erect. A touch of the screw (without dismounting, remember,) and you can scorch if you choose.

THE BAR FOR THE RIDER—No Tools, No Trouble.

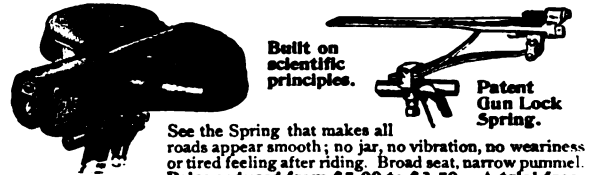
THE BAR FOR THE AGENT—Sells at Sight.

THE BAR FOR THE MANUFACTURER—Increases the salability of machines.

Special prices quoted to rider, agent or maker.

James H. Burt Mfg. Co., Springfield, Mass., U.S.A.

THE PARK SPRING SADDLE



Built on scientific principles.

Patent Gun Lock Spring.

See the Spring that makes all roads appear smooth; no jar, no vibration, no weariness or tired feeling after riding. Broad seat, narrow pommel. Price reduced from \$5.00 to \$3.50. A trial free.

On receipt of price, will ship prepaid to any address in the U. S. A. a saddle suitable to your weight, with privilege of returning after a week's trial if not entirely satisfactory; on receipt of saddle will refund money, less return charges. Send for Catalogue, free. Wanted, agents in every town, men or women.

THE C. Z. KROH CO., Toledo, Ohio.

A DASHING PICTURE.

New Hampshire has long been popular as a summer resort, but its growth in public favor as a delightful place for spending a summer vacation is



steadily on the increase. The people of that picturesque State now consider the summer tourist as one of their chief means of income, and they are preparing to make his stay so pleasant that he will come again and bring his friends with him. The subject of good roads is being seriously and practically con-

sidered, for without good cycling accommodations an outing is a failure. The wise vacation visitor will inquire concerning the conditions of roads before the trunk is checked. The picture herewith is from a photo. of "The Flume," Franconia, N. H., taken by H. P. Richards, New Britain, Conn.

She Made Her Mark.

Ah, plain was her face and her figure lacked grace,
 None noticed her 'mid the procession;
 But she fell with a thud in the slippery mud,
 And there she made quite an impression.

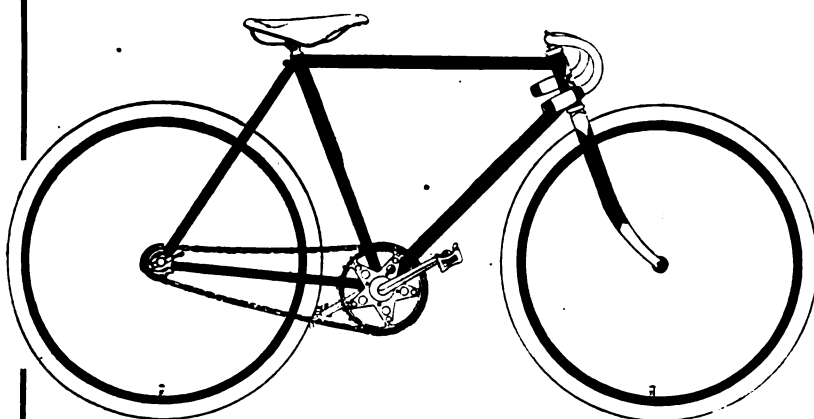
ROAD BILLS FOR MARYLAND.

The Maryland Division, L. A. W., is pushing a bill now before their State legislature to provide for a commission to investigate the condition of the roads of the State and report upon measures, means and costs of improving them. They will also introduce a bill to provide for a system of State stone-crushers; to exempt county road bonds from taxation, and to compel county commissioners to submit to the people of a county the question of issuing bonds for road purposes upon the request of 200 taxpayers.

The Associated Wheelmen, of Bridgeport, Conn., recently held a Good Roads meeting, and incidentally a banquet, at which the mayor of the city, Lieut.-Governor Dewell, Highway Commissioner MacDonald, and many other workers in the cause, discussed the best means of promoting its welfare.

Kentucky has a new law requiring bicycles to be carried as baggage. The bill passed by a vote of 20 to 13.

State aid and State supervision go hand in hand. In no other way can the interests of the largest number be so well served.



THE NEW FOWLER, \$43.50

This rough cut does not show the beautiful lines — brilliant finish — superb workmanship, in short, its **QUALITY**; but we guarantee that, and you should certainly see the Fowler before spending money for a wheel this year.

Our plan of selling Direct to the Rider allows of everything absolutely the best in materials and equipment for \$43.50 — none better made at any price. Send for catalog now ready.

The Fowler Guarantee

(Covers current year—not merely "60 days.")

Everybody who knows Frank T. Fowler knows that his guarantee is as strong as a Government Bond, or a guarantee at the Bank of England.

Send your order for a Fowler wheel with cash, and the money remains just as much yours as if it were still in your own hands.

This is what we mean by "Money back if everything is not exactly as represented."

As a matter of fact nobody ever wants the money again when he sees what he gets for \$43.50.

In brief, this is it:
 2½-inch drop in hanger.
 A one-piece crank shaft.
 Tool steel dust-proof bearings.
 Perfect enameling.
 Perfect nickel-plating.
 The very best of equipment.
 Drop forgings throughout.

And above all the truss frame — rigid as a rock.

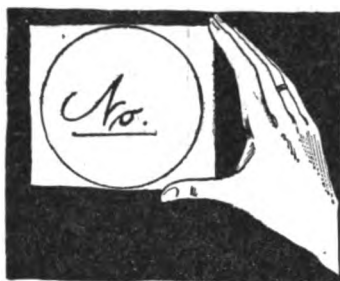
BARGAIN SADDLE...

✱ ✱ Your Last Chance.
 Only a Few Left.

We make a last offer of the very popular "Brown" type of saddle (which sold for \$2.50), at

\$1.00 each, postpaid.

Send money order or registered letter.



Some Negatives

"SNAPPED" FROM POPULAR QUESTIONS.

Are you going to buy a hundred-dollar wheel this year?

"No!"

Going to pay \$80.—\$75.—\$60.?

"No!"

Ain't you going to believe that the high-priced wheels are **BETTER** than Fowler's new truss frame One-Profit bicycle at \$43.50?

"No! They CAN'T be better!"

Ain't you going to swallow the talk of the expensive makers who want you to pay their agents' commissions, traveling men's expenses, bad-debt losses, magnificent branch-store rents and excessive "incidental expense" account on top of a fair manufacturer's profit?

"No, sir!"

Well, to tell the truth, we didn't suppose you were going to. The Fowler plan of selling **DIRECT TO THE RIDER** at one-profit is pretty well known now.

And sure enough, why should the buyer of a bicycle pay more than one fair profit above the cost of making?

He should n't!

—and he does n't

when buying the new Fowler.

We want to send you (free) full particulars of our "Direct to Rider" plan, together with our beautifully gotten up '98 Fowler catalog now ready. A postal request brings all to you. Write now. Address:

FOWLER CYCLE WORKS

(Incorporated),

130 to 136 W. Washington Street,

CHICAGO, U. S. A.

OUR NEW PLAN.

What It Is—How It Works—Why We Adopted It—How Your Interests are Served.

Our One-Profit Plan of Selling the Fowler Truss-Frame Bicycle Direct to the Rider Necessitates Fuller Details in Order That You May Intelligently Understand It and See Exactly How It will Save You Money.

WE have had years of experience in the business of building and selling bicycles, selling both at retail through branch stores and at wholesale through agents and jobbers. Five years were given to the Fowler. Its reputation, which is world-wide, was acquired by quality of goods, backed by a straightforward business policy. One year was spent with the "Trinity," and never in the records of bicycle-building did a bicycle gain the reputation which the "Trinity" did in such a short space of time.

In December, 1897, having repurchased the Fowler plant, a most serious condition of the bicycle business in general confronted us. After going over the ground carefully we decided that the day of the jobber, the agent, the retailer and the branch store was past. They ate up thousands of dollars, every cent of which came out of the consumers' pockets.

We found \$193,000 of bad debts on the books of the old company. Three branch stores had cost them \$54,000. A total of \$247,000 "burnt up." Just think of it! A handsome fortune—as much as we expect to make in five years,—all gone in one year, with no apparent benefit to any one.

To pay his rent, his business and living expenses, to leave a margin for "trading," and allow for six months of dull business, the agent required a large discount from the so-called list price. In order to give him this discount the manufacturer was actually compelled to do one of two things: Either to list his goods so high that the prices were unfair, or lessen the cost of construction at the expense of quality—which was also unfair. The former meant ruinous price-cutting, the latter a short-lived business.

Being wide-a-wake business-men, we decided not to do either, as we propose

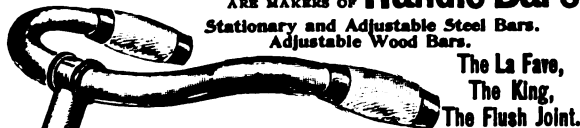
For Continuation of this interesting article see the New Fowler Catalog, mailed to your address on receipt of postal request.

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

'98 HIGH GRADE BICYCLES

For Men, Women, Girls and Boys. Complete line. All brand new models.
\$75 "Oakwood" for\$32.50
\$60 "Arlington" for\$24.50
Others at \$15.00, \$17.00 and \$20.00
Juveniles.....\$7.00 to \$12.50
No Money in Advance. Write today for Special Offer.
Shipped anywhere C.O.D. with privilege to examine. Buy direct from manufacturers; save agents' and dealers' profits. Large Illustrated Catalogue Free.
CASH BUYERS' UNION, 162 W. Van Buren St., B-350, Chicago, Ill.

THE WOOD MFG. CO., Toledo, Ohio, Handle Bars



Sold by Jobbers and Retailers the country over.
Write us before you buy. Our busy season now on.

\$5 BICYCLE \$5 to anyone who will distribute a few of our BIG 2-POUND 1124-PAGE 1898 CATALOGS. We Sell Outright now high-grade BICYCLES at \$12.95, \$19.75 and \$22.50. YOU DON'T PAY FOR BICYCLE until after you get it. Write To-day for SPECIAL \$5.00 OFFER and Handsome Bicycle Catalogue. Address, SEARS, ROEBUCK & CO. (Inc.) CHICAGO, ILL.

1898 20th Century Lamp, \$1.74 1898 Search Light Lamp, \$2.74

Prepaid in the U. S.
We make this offer to introduce our Cut Price Bicycle Sundry Catalogue. As a money saver it's a wonder. Mailed free.
N. Y. Sporting Goods Co. 61 Nassau St. NEW YORK.



TRENTON CYCLOMETERS

give unequalled satisfaction in actual service. Made of aluminum; weight 1 ounce; registers 10,000 miles and repeats. Ask your dealer for them.

TRENTON WATCH CO., Trenton, N. J.



EUREKA CARRIER

One of the advantages of cycling is to have a carrier adjusted under the saddle, so as to keep the weight where it does not retard the speed of the wheel and does not interfere with the rider. Useful in carrying camera, satchel, or any package; light in weight and nickelled. For sale by dealers. Sent on receipt of price, 50 cts.

EUREKA MFG. CO.

52 Franklin St. - - - Nyack, N. Y.



"DUBLEOOK" BICYCLE HANGER...

Patented 1898.
Easy for storing and cleaning. Saves tires and enamel. Absolutely new. Cyclists' verdict, perfect. Full nickelled and complete, 50c. of all dealers or postpaid.....
GRAHAM-WOODWARD EQUIP'T CO.
26 Cortlandt St., New York.

ALABAMA ORGANIZING.

An enthusiastic Good Roads convention was held at Anniston, Ala., with four hundred delegates present from different parts of the State. A permanent association was organized and recommendations looking to such changes in the State constitution as will afford a larger road fund and extend the powers of County Commissioners or Boards of Revenue so that they may issue bonds, when necessary, to be used in the construction of roads and bridges were adopted.

EVOLUTION OF THE CYCLE.

XIII. Early American Safeties.

1880-1892.

Cycling in the United States dates from the Centennial Exposition of 1876. The velocipede craze had died out more than six years before, and the intervening years had been barren of any new cycling developments. But when the English ordinaries of '76 were shown at the Exposition, interest in them was at once aroused, and a foothold gained for the sport. It developed gradually through the next few years, such wheels as were used being imported until 1878. In that year, the first American machines were made; nearly every year thereafter new makers entered the field, and by 1880 there were upwards of a thousand riders in the country.

On Nov. 23, 1880, the first American safety was patented. Its manufacture was begun in the follow-



AMERICAN STAR—1880.

ing January, and the earliest ones publicly shown were exhibited at the League Meet in Boston, May 30, 1881.

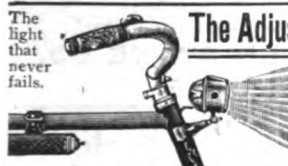
The front wheel of the Star was about 18 inch, and was the steerer. The rear wheel ran from 42 to 60 inch, in sizes three inches apart, and was driven by levers. The levers carried the pedals on their forward ends, and their rear ends were hinged to to projections of the frame, back of the hubs. At the bend of the levers, below the hubs, were fixed pins, to which stout straps were attached, these straps passing around drums on the driving wheel axle. The pressure on the levers drew down the straps and

Bicycle Delivered FREE!



To any point East of the Missouri River.
Guaranteed the best bicycle in the world for the money.
Direct to the Rider, \$35.00.
CATA. FREE.
PATEE BICYCLE CO., Peoria, Ill.

The light that never fails.



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.

SHIPPED ON APPROVAL
without a cent payment.
Swell '98 Bicycles, \$14 to \$37.50. 12,000 on hand for spring trade. 600 SHOPWORN and used wheels \$3 to \$12. BICYCLE FREE for the season to agents; write for particulars. EARN A BICYCLE and make money by a little work in your locality. Special proposition to early applicants. WE OFFER THIS WEEK — 100 New '97 Boys' and Girls' Wheels, M. & W. Tires, \$9.75 each. Art Catalogue and information free.
H. T. MEAD & PRENTISS, Chicago.

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.

rotated the drums, which drove the wheels with a clutch arrangement, a spring within the drum taking it back, winding up the strap and raising the lever when the pressure on the pedal was removed. The levers were fitted with two pins upon which to hitch the drum straps, the forward one being for speed and the other for power, the advantage in the latter case being about twenty per cent.

Several other patterns were afterwards brought out — the Pony Star, having 39 inch driver and 24



AMERICAN SAFETY — 1885.

inch steerer; the Rover Star with 39 inch driver and 28 inch steerer; and the Diamond Frame with 32 inch driver and 30 inch steerer, and the Ladies' Safety with 30 inch driver and 26 inch steerer. These machines met with much success for some years; but, together with the "ordinary," were displaced by the modern safety in the early nineties.

The American Safety appeared in 1885. It was built on "ordinary" lines, but the front wheel was made only in sizes from 42 to 46 inch. Its driving mechanism was very similar to that of the Devon, described in the last chapter. The swinging rods

The Yale Bicycle

A strictly high-grade up-to-date, wheel,

Superbly equipped, at the popular price,

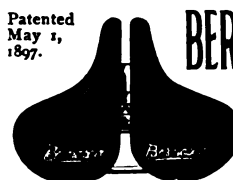
\$50.

No more elegant or serviceable mount on the market for '98 at any price. A few more agents wanted in unoccupied territory.

THE KIRK MANUFACTURING CO., Toledo, Ohio.

NOTE.—We want to send our catalogue to every rider who contemplates buying a wheel this season.

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.

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.

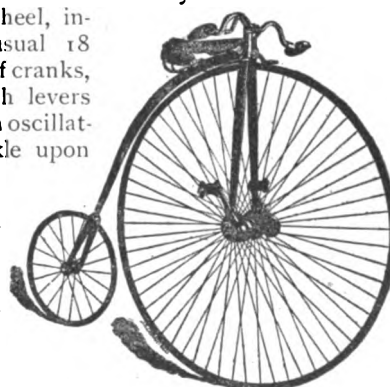
THE VEEDER MFG. CO., Hartford, Conn.



were necessarily shorter and the pedal ends of the levers were bent downwards much more, so as to give the riders sufficient reach. The joints to the swinging rods were on the ball and socket principle, so that an accident that might bend the levers or cranks would not greatly affect the running of the machine. Its safety qualities were due to the comparatively small size of the driver, and the low and backward position in which the power was applied.

The Springfield Roadster appeared soon after this. It was built on "ordinary" lines but had a

22 inch rear wheel, instead of the usual 18 inch. Instead of cranks, it was fitted with levers and clutch which oscillated on a fixed axle upon which the large gears rotated constantly after the power had been applied, which transmitted the motion to the large wheel from a fixed shaft. The clutch formed a $\frac{3}{4}$ inch roll-bearing for the gears. The bearing case was lapped over the forks, with $1\frac{3}{8}$ parallel bearings on each side. The clutch was noise-



SPRINGFIELD.

The Richards Detachable Sprocket Rim for 1898



New improvements. New prices.
 Write for circulars and quotations.
Manufactured by...
The McELWAIN-RICHARDS CO.
 Indianapolis, Ind.

The Brightest Light That Ever Came Over the Pike

...MADE BY...
BADGER BRASS MFG. CO.
 Kenosha, Wis.
 Write for 16-page Cat.



STERLING BELLS

All Styles and Sizes.
N. N. HILL BRASS CO. - East Hampton, Conn.

ARE
 THE
 BEST...

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.

\$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.

less and gripped instantly when the power was applied. The motion of the levers downward and forward was thirteen inches. The machines were considerably safer than the ordinary, and were fairly popular for a time.

Not long after this there appeared a machine closely resembling the Star in general appearance, but driven by cranks instead of levers. The Eagle had a big driving wheel, like the ordinary, and was driven in the same way, but the big wheel was placed in the rear, and a small steering wheel was placed in front. The saddle was almost over the centre of the driving wheel, and the rider was obliged to continually lean somewhat forward, in order to keep from taking a header *backwards*. The action of pedalling was not simply vertical, but actually in a somewhat backward direction, which was not only awkward but disadvantageous. Power was wasted

on it, and only very powerful riders could make a success of it. The machine was well received and was quite popular for a short time.

But the low, equal-wheeled, rear-driving chain



EAGLE.

ORDINARY BRAKES

The Rubber Spool Spins.

scratch and rip the life out of tires.



FAULTLESS ROLLER BRAKES

have a rubber spool (non-conductor of heat) which, when applied, revolves (throws off sand and dirt). It does stop the wheel, it don't hurt the tire, and it's adjustable to any bicycle.

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

WON'T HURT THE TIRE If your dealer has n't them, drop a postal to

FAULTLESS ROLLER BRAKE CO.

Baltimore, Md., U. S. A.



"SNAPON" TOE-CLIP.

Made of best spring steel—highly finished.

Snap on any pedal—rat trap or rubber. No. 1 fits small barrel pedal; No. 2 fits large barrel pedal.

No bolts or screws to work loose. For sale by leading dealers. By mail 35 cents. Specify pedal.

Pat app. for.
HIGGINS MFG. CO., . . . 5 PARK SQUARE, BOSTON.



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 '98 mount. Full particulars.

LEFEVER ARMS CO., Syracuse, N. Y.

\$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.



safety was beginning to drive all higher patterns of machines from the field when a competitor of almost its own type appeared. The Broncho had two equal wheels of 28 or 30 inch, which were placed very close together, there being no centrally located bracket with cranks and pedals to separate them.

The driving gear was concealed in the rear hub, and the cranks were attached to the rear axle, which



BRONCHO — 1890.

was in the form of a cross. There were four mitre gears, one of which was forced on and keyed to the left-hand ball case. Another was forced on and keyed to the right-hand hub end, and turned with the wheel, of which it was a part. On the arms of the cross of the axle were the other two gears, which were on ball-bearings. When the axle revolved,

ROYAL PURPLE L. A. W. RIBBON BADGES

with L. A. W. Emblem in Pure Gold; will not tarnish. For handle-bar, hat, coat, sweater, etc. Price to L. A. W. members, 15c.; cash or postal note—not stamps. Initial or private device or L. A. W. number, if desired, 15c. extra. Also Handle-bar Ribbons. SPECIAL RATES TO CLUBS. **REED & CO., 775 Broadway, New York City**



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.**

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

..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.



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.

ASK YOUR DOCTOR

If you should ride the **CHRISTY SADDLE**. His answer will satisfy you—and surely us. Price, **\$5.00**. Booklet free.
A. G. SPALDING & BROS. NEW YORK CHICAGO PHILADELPHIA

47,403 Miles on Allerton Mica Chain Lubricant is the record made by R. E. O'Connor during 1895-6-7. He found **ALLERTON'S** the only satisfactory Chain Lubricant and used it exclusively. He recommends it to all who would have their chains run free and clean. A severe test. Send 2-cent stamp for sample to 164 Franklin Street, New York.

these gears revolved with it, and being in mesh with both the immovable gear and the one keyed to the hub, they transmitted one revolution to the hub by their motion with the axle, and also one revolution from the fixed gear in which they ran, thus giving two complete revolutions to the wheel to one revolution of the crank.

The position of the rider in relation to the pedals was almost the same as that on the Eagle—he was obliged to constantly lean forward in order to keep his front wheel down, and in pedalling he was obliged to kick out almost backwards, as in swimming. The position was radically wrong and was alone sufficient to prevent the machines from getting into general use. After a brief spell of moderate popularity they disappeared. Other machines were brought out; but few, if any of them, were actually placed upon the market.

This now concludes the various types of high safeties that sprang up to compete with the "ordinary" bicycle, and also such types of low safeties as were not chain driven, prior to 1892,—so that now it is possible to go back and trace the origin and development of the Modern Chain-driven Safety Bicycle.

WITH the right things on his feet one can skeddaddle over the snow.

CRADLES should be sold at bed-rock prices.

\$500 REWARD!

We will wager \$500 that no bicycle manufacturer in America is producing a High Grade Bicycle equal to our 1898, American Special, on which has been placed a price of \$35 and is offering to the general public, to all alike. Further, that our

BICYCLES AT
\$17.50 \$22.50 \$30.00 \$35.00

Are better bicycles than can be bought in America for the same money.

We employ no traveling men, issue no expensive circulars, sell our entire output to the riders for cash only, have no bad debts, hence other manufacturers must charge 100 PER CENT. more for Bicycles of an equal grade. We never deceive the public. No one can succeed in so doing. Our bicycles are sent subject to approval without any advance whatever. We expect to sell 15,000 bicycles in 1898 and we only want to make \$1.00 each. We much prefer to sell 15,000 at a profit of \$1.00 each than 1,000 at \$15 each. Any price above ours made by other concerns are made so by extravagant expenses, and don't let anyone convince you that you should pay for extravagances and bad debts of others. Buy of the maker and save your money. SEND FOR CATALOGUE AT ONCE. 84 High Street.

AMERICAN MACHINE COMPANY, Columbus, Ohio.

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.

See our Adv. last Week for Prices.

We sell to the riders at wholesale.

No agent's profit.—You get it.

High Grade, Truth, Quality, Price.

Address:

Write for Premiums.

H. C. TILLOTSON R & CO.,

Sundries.

Toledo, O.

ROAD MATERIALS AND BUILDING.

A valuable contribution to good roads literature, and to the fund of general information on road-building, is the Bulletin of the New York State Museum on "Road Materials and Road-Building in New York," by Dr. F. J. H. Merrill, Director of the New York State Museum. It is an octavo pamphlet containing, besides a dozen photographs of standard road construction, a large map of New York, showing the distribution of the rocks most useful for road material, and another larger map showing the location of quarries of stone used for building and road metal. The subjects treated include "Problem of Road Improvement in New York," "Natural Roads," "Road Construction, Macadam and Telford," "Earth Roads," "Road Materials," "Tests of Road Materials," and lists of producers of road metal and quarrymen.

Perpetual attention is the basis of the fine condition of the roads in England, France and Switzerland.

The New York State congress of the Knights of Labor favored the employment of convict labor on the roads.

As the railways are the great arteries of commerce, so the highways form the innumerable veins whose good condition and healthful activity are essential to the welfare of the body politic.

"NEVER-HOT" Nothing like it for both 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.



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.,** BRADFORD, MASS., & BRADFORD, PA.

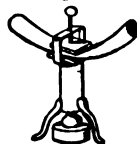


THE "BRAGGER" LAMP is Guaranteed not to jar out.
HITCHCOCK LAMP CO.

For sale by all dealers. Catalogue for the asking. **Watertown, N. Y.**

RAILROAD... L. A. W. Bicycle Holders and Hangers
HOUSE... In use by Boston & Albany R. R.; Boston & Maine
CLUB... R. R.; N. Y., Ontario & Western R. R.; Illinois Central
R. R.; Boston & Metropolitan Park Comm'n's.
 20-Page Descriptive Booklet Free.
F. W. WHITCHER & CO., 4 High St., Boston, Mass.

Repair Your Own Tires!



Better than plugs, better than any other method of patching a puncture is the method made easy to anyone by the

LITTLE GIANT VULCANIZER.

Outfit contains sufficient for ten repairs. Price \$1.50. Full directions accompany each. Write for circular.

HILL & LYSER.

926 Walnut Street, Philadelphia, Pa.



Are Your Spokes Rusty? Put **ALUMINUM LACQUER** on them. Jobbers, put it on your list. A postal brings circular and coin holder; 35 cents brings brush and bottle, enough for one machine. The Colophite Mfg. Co., 440 Elm St, New Haven, Ct.

The Tourist Detachable Cycle Brake... Sells for 50 cents.

Made by **C. S. STOCKTON**, Formerly doing business as

Weights 1/2 ounces. Can be left in tool bag or carried in the vest pocket.

WARWICK & STOCKTON CO., Newark, N. J.

YOUR HEART AND MY HEART.

NIXON WATERMAN.

YOUR heart and my heart,
 And both of them beating as one;
 Glad as the flowers that drink of the showers
 And turn their sweet smiles to the sun.
 And so shall the twain in love's concord remain
 Till life's joyous journey is done;
 Your heart and my heart,
 And both of them beating as one.

Your hand and my hand,
 And each in the clasp of a friend;
 Love's pledge written deep in our breasts we shall keep
 No matter what Fortune may send.
 Arm in arm we shall stray down life's beautiful way
 To the pillow of dreams at the end;
 Your hand and my hand,
 And each in the clasp of a friend.

MONTANA ROAD LAW.

The county commissioners, of Montana, are opposed to the new road law of that State because it takes the power largely out of their hands, and places it in the hands of the county surveyors, and they, therefore, will endeavor to have the law repealed.

The new law requires the surveyors to divide their counties into road districts; to define the public highways and file maps of them with the county clerk; to keep the roads in good repair; to make plans and specifications for all roads and bridges to be built; to examine the same; to superintend the construction of all roads; to employ suitable labor and teams, and to make quarterly reports to the county commissioners.

When the residents petition a county surveyor to lay out, alter or discontinue a road, the county commissioners name one viewer, the surveyor names one of the petitioners as a second viewer, and he himself becomes the third one and is chairman of the board. If the viewers approve the petition, they proceed to survey the road and report to the county commissioners for approval or rejection. The road may then be constructed under the control of the county surveyor. The surveyor can contract for

work to be done for amounts not in excess of one hundred dollars, provided the money required is on hand. The office of road supervisor is abolished, and its duties are transferred to the county surveyor.

W. A. Platt, Secretary of the Chamber of Commerce, Colorado Springs, Colo., writes, "It may be of interest to you and your readers to know that the Chamber of Commerce of this city, on its recent reorganization, recognized the rights of wheelmen emphatically by appointing, as one of its standing committees, a committee on good roads; and one of the members of that committee is a well-known wheelman, the other being an equally well-known horseman. Our organization expects to co-operate with the wheelmen and the horsemen in securing from the city and county authorities the best roads obtainable."



CYCLERS' SNAP SHOTS.—SHAKESPEARE'S BIRTHPLACE, STRATFORD-ON-AVON, ENGLAND.

Photo. by Jas. O'Neill, New York.

Oh the Siamese twins were a singular pair:
 Two bodies and yet only one, I declare!
 Now see, ye grammarians, city and rural,
 Here's a case where a singular thing could be plural.

TURNED-DOWN handle-bars should be turned down.

Bulletin Advertisers as seen by Bulletin Readers.

A \$5.00 PRIZE
each week.

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

WE neglected to say last week that the date on which the weekly \$5.00 prize is to be awarded will be fourteen days after date of the L. A. W. BULLETIN to which the letters refer.

For instance: The first letters have reference to the advertisements contained in our issue of March 11; all such letters will be filed, and on March 25 they will be passed upon and the five dollar prize awarded in accordance with our proposition on this page.

Don't fail to write on your envelope "AD. CRITIC," also the date of the L. A. W. BULLETIN to which your letter refers.

It is an interesting fact that the conspicuous failures in the bicycle business have not been by people who advertised in the L. A. W. BULLETIN.

Who ever heard of a person, who — knowing nothing of bicycles — would read an advertisement and rush out to buy the wheel advertised? No, that is not the way it is done. The decision is rarely made suddenly; it is a growth. The non-rider always talks with his friend the rider, — not once, but many times, — before deciding what wheel to buy.

That is why the L. A. W. BULLETIN produces results; it convinces those who ride and, through them, the friends who do not.

A dealer who is shrewd and wise
Is very sure to advertise,
And to become, as he grows wiser,
Still more and more an advertiser.

It may afford a boy more or less satisfaction to "make up faces" at another boy, but it is only when the other boy knows it that results follow.

Good advertisements are sure to be read. Now the L. A. W. BULLETIN wants to find out just which are the best advertisements.

Read the L. A. W. BULLETIN advertisements and tell us what you think.

The really wise they advertise;
The others trust to luck and bust.

Advertise in the L. A. W. BULLETIN.

Write a letter and address it as follows:

Ad. Critic. L. A. W. BULLETIN,
March 18. BOSTON, 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:

1. 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?
2. Which advertisement is most likely to make you write to the advertiser for a catalogue or other information? and why?
3. Which advertisement most attracted your attention before you started to read it? and why?
4. Which advertisement do you consider to be the least convincing? and why?
5. 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. ❖

THE YANKEE SPIRIT.

JOE LINCOLN.



OLD Uncle Sam he sez, "I guess
I'm gittin' played out," sez he,
"They're growin' so in the big
U. S.

That they've got no use fer me.
The East and West don't seem
ter hitch

And the North and South won't
mix,

And all that jibes with their pesky
tribes

Is money and politics."

Old Uncle Sam had said his word
And he set him down and sighed,

But a sneakin', mean, little rascal heard,

That lived on the other side.

"Well now," sez he, "I can pay my grudge,

That feller is almost gone,

Here's a chance ter lick." So he fetched a kick

On Old Uncle Sam's pet corn.

● Old Uncle Sam he felt the whack,

And riz with a kinder moan,

"My folks hain't standin' behind my back,"

Sez he, "I must fight alone";—

He stopped, fer up from the land behind,

In thunderin' crash and beat,

Rang out the hums of a thousand drums

And the tramp of a million feet.

● Old Uncle Sam he turned his head

And looked at a monstrous throng

Who sang with the starry flags outspread,

The old "Star Spangled" song.

And there wa'n't no North and there wa'n't no South

And there wa'n't no East nor West,

But each was part of a mighty heart

That beat in a Nation's breast.

Old Uncle Sam he heard 'em yell

In a voice like the Ocean's roar,

"Go in, and we'll back yer up as well

As our fathers done afore.

We'll give yer money, we'll give yer men,

We're with yer heart and hand,

And we'll strew our slain from the Gulf ter Maine

Fer the honor of Yankeeland."

Old Uncle Sam he whirled around,

And his face was all aglow,

And he sorter smiled at that furrin hound

And he sez "Well, I dunno,

We may seem lost in the greed fer gold,

Divided and all upset,

But when we're right and we've got ter fight,

I reckon we're true blue yet."

THE "Braddock Cyclers," Braddock, Pa., request manufacturers and others to send lithographs, etc., suitable for cycle club room.

A Tipton, Ia., member sends us an account of his trip awheel, with a fellow member, from Duluth, Minn., to the above town. He states that more than the League fees was saved on this trip by the aid of their membership tickets and that we may count him a L. A. W. member from this on, even if he never rides a wheel. He urges all riders between Sioux City and Council Bluffs, Ia., to take the "Bottom Road," which is a beautiful highway and has a hundred miles of fine, level wheeling.

A FEW SPECIMENS.

In a Pennsylvania town, evidence was given, in a suit, that two wagons had been broken, a pair of mules crippled, a horse injured, and two new sets of harness required, all by one man from driving through a certain stretch of road.

In another town in the same State, "they are mud-bound, and there are mutterings loud and deep as a consequence. . . A number of families have left their homes" on account of it.

In West Virginia, "there are holes three feet deep, and it is dangerous to ride over them on horseback, without thinking of hauling a loaded wagon."

In Ohio, "the terrible condition of the roads is becoming a nightmare." A hill near the town in question is impassable. Children make large detours to get to school, and teamsters haul but half loads.

A candidate for the Alabama State legislature is running on a "good pike roads" platform, and thinks his opponent will have a "hard road to travel."

"The BULLETIN says, 'The air in a bicycle tire might be called a whirlwind.' Why not call it a 'cycle-own' or, if the tire is punctured, a 'torn-ado,' with as much correctness? No. 167,468."



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

FRANK FOWLER

is never content with doing things which are merely "satisfactory" and nothing more. He not only got up the finest bicycle he knew how to construct, — the finest in quality of material, workmanship and finish, — but he offers to those who buy the 1898 Fowler every conceivable option.

The rider is, indeed, a curious human specimen who is not more than satisfied with the choice of equipment in a Fowler purchase. Every well-known tire, every well-known saddle is on the list from which to make choice.

The celebrated Baldwin chain is regularly supplied also. Behind all is the cast-iron, unconditional Guarantee of Frank Fowler as a man and a maker, that everything is as represented or "money back" on the spot.

The beautiful new Fowler catalog explains all — plan, wheel, terms, etc. Drop a postal card to the company and full particulars will be sent you at once. Address, FOWLER CYCLE WORKS, 130 to 136 West Washington St., Chicago, Ill.



BETTER ROADS EASY TO SECURE.

In a recent paper Prof. W. C. Latta sets forth the results of investigations which he has made in Indiana. He sent out a large number of letters to farmers in different counties, and from the replies received he gathers the following facts:

First. The average estimated increase in the selling price of land due to existing improved highways is \$6.48 per acre. The estimates from which the average is made refer in most cases to lands near the improved roads; but in a few instances they apply to all lands of the county. The average increase, therefore, of \$6.48 per acre is lower than was intended for lands in the vicinity of the improved roads.

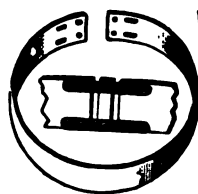
Second. The estimated average increase per acre that would result from improving all the public roads is \$9.

Third. The estimated average cost of converting the common public roads into improved highways is \$1,146 per mile.

Fourth. The estimated average annual loss, per 100 acres, from poor roads is \$76.28.

He says that if these statements are even approximately correct that they furnish a key to the satisfactory solution of the question of highway improvement from the money standpoint. On the basis of the last mentioned estimate the average annual loss per acre from poor roads is over seventy-six cents. In five years the losses would aggregate \$2,432 for every section of land, and this sum would construct two miles at a cost of \$1,216 per mile, which is seventy dollars per mile above the estimated cost given by the farmers themselves. The present road tax which, under existing laws, is largely thrown away, would, under a proper system of road maintenance, doubtless keep improved highways in perfect repair.

The advantages to be gained he concisely says are that good roads (1) Economize time and force in transportation between farm and market; (2) Enable the farmer to take advantage of market fluctuations in buying and selling; (3) Permit transportation of farm products and purchased commodities during times of comparative leisure; (4) Reduce the wear and tear on horses, harness and vehicles; (5) Enhance the market value of real estate.



Whipple Detachable Wide Tires

Over 500 sets in use. Have been tested and met with approval from Coast to Coast. The low price overcomes the excuse of continuing the use of narrow tires. Those interested in good roads please investigate. Agents wanted.

Address, E. E. WHIPPLE, Utica, N.Y.

THE RAVAGES OF NARROW TIRES.

For the first few days after the steam rollers are taken off the new highways "they are dreams," says the *Springfield News*, "the best thing on earth, smooth as a table, and yet yielding and elastic. Then the narrow tire begins to put in its work, cutting them like a knife, first disintegrating the surface, and later on knocking the foundations to pieces. Once the surface is disturbed, the rain does the rest, even if the constantly passing narrow-tired vehicles did not help it out.

"As long as narrow tires are allowed for heavy loads, no such thing as a satisfactory macadam road-bed is possible. The case is much worse with dirt roads. The knife tire cuts through quicker, and the water tears them to nothing quicker. There is no reason why dirt roads should not prove satisfactory in country districts if wide tires for loaded teams were required, with wheels which do not track. The sooner a State law is enacted to carry out this idea, the sooner will tax payers have relief, and good roads be in sight.

"But do not let our legislators forget for a moment that wide tires without a provision that the back wheels shall run in a different track from the forward wheels is only half the battle, if as much as half. Six-inch tires, with the rear wheels running right behind the forward ones, would only smooth one foot of the road on a trip. Make the wheels run in different tracks, and we will have two feet rolled each trip. Allowing for teams passing each other, each keeping to its side of the centre line, and we find four feet rolled, and, making due allowance for teams not taking their extreme right, unless required, it is reasonable to expect that nearly the whole road-bed would, in turn, receive its share of rolling instead, as now, of being cut deeply and disastrously with every trip."

IN THE WRONG PLACE.

It is said that 27,000 tons of water fall every year on each mile of road. This water does its best to run off and join some water course, but is generally so hampered in its efforts that much of it soaks directly into the surface, so that dirt roads become mud, and stone roads are ruined. Proper drainage alone would go far toward improving all our highways.

Agitation is the avenue by which the masses must be reached if they are to be awakened to the necessity for better roads; organization is the highway on which those who are aroused must travel in order to accomplish effective work and attain success.

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, Cohoes, 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, Birming-
ham. Secretary-Treasurer, John A. Snider, Birmingham.
ARKANSAS. Chief Consul, Geo. W. Thomas, Tex-
arkana. Secretary-Treasurer, Sam S. Solinsky, Box
731, Texarkana.

COLORADO. Chief Consul, A. H. Seales, Burling-
ton Block, Denver. Secretary-Treasurer, Isaac Sut-
ton, 730 Cooper Building, Denver.

CONNECTICUT. Chief Consul, Philip W. Westlake,
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Rosen, 411 Union Trust Bldg., St. Louis.

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13th St., Omaha. Secretary-Treasurer, Dr. F. C. Allen,
507 Court St., Beatrice.

NEW HAMPSHIRE. Chief Consul, G. H. Phinney,
Hanover St., Manchester. Secretary-Treasurer, Rob-
ert T. Kingsbury, Keene.

NEW JERSEY. Chief Consul, C. Frank Kireker, 148
Ellison St., Paterson. Secretary-Treasurer, J. C.
Tattersall, Box 329, Trenton.

NEW MEXICO. Chief Consul, Eugene Randolph,
Cerrillos.

NEW YORK. Chief Consul, Walter S. Jenkins,
Mooney-Brinsane Bldg., Buffalo. Secretary-Treasurer,
W. S. Bull. Office of the division, Vanderbilt Bldg.,
New York, N. Y.

NORTH CALIFORNIA. Chief Consul, George H.
Strong, 220 Market St., San Francisco. Secretary-
Treasurer, Herbert Houser, 1423 A Bush St., San Fran-
cisco.

NORTH CAROLINA. Chief Consul, James G. Hol-
lingsworth, Fayetteville. Secretary-Treasurer, E. L.
Rensburg, Fayetteville.

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

OHIO. Chief Consul, Dr. William D. Kempton, 10
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, Port-
land.

PENNSYLVANIA. Chief Consul, Samuel A. Boyle,
654 City Hall, Philadelphia. Secretary-Treasurer, P.
S. Collins. Division Office, 668 The Bourse, Phila-
delphia.

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. Mon-
aghan, 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, Jo-
seph 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 Hot-
ter, 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, McGeoch
Bldg., Milwaukee. Secretary-Treasurer, Sam. J. Ryan,
Appleton.

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

Early Renewal Avoids Loss

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

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 re-
quest 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.

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	City and Division in which my home is and to which I should be attached
Cycle Club.....	Write references on margin below.

Write Plainly on Blanks.

Printing Preferred.

Remit by P. O. Money Order.

RENEWAL LIST NO. 10.

Including renewals from March 7-12 inclusive.

Alabama	1	New Jersey	69
Arizona		New Mexico	
Arkansas	1	New York	275
Colorado	10	North Carolina	7
Connecticut	15	North Carolina	
Delaware	1	North Dakota	3
District Columbia	37	Ohio	53
Florida	5	Oklahoma	
Georgia	4	Oregon	3
Idaho		Pennsylvania	236
Illinois	84	Rhode Island	31
Indiana	21	South California	9
Iowa	23	South Carolina	
Kansas	4	South Dakota	1
Kentucky	1	Tennessee	2
Louisiana	1	Texas	
Maine	3	Utah	
Maryland	21	Vermont	1
Massachusetts	210	Virginia	
Michigan	36	Washington	3
Minnesota	8	West Virginia	1
Mississippi		Wisconsin	25
Missouri	37	Wyoming	
Montana		Canada	2
Nebraska	6	Foreign	
Nevada		Mexico	
New Hampshire	11	Indian Territory	

MASSACHUSETTS DIVISION.

Standing committees for 1898 are as follows:

Finance.

Chas. W. Fourdrinier.
J. Fred Adams.
Howard Morine.

Rights and Privileges.

Lafayette G. Blair, Watertown.
W. S. Slocum, Newton.
Albert S. Parsons, Lexington.
L. H. Adams, Springfield.
W. G. Kendall, Atlantic.

Rules and Regulations.

D. Edw. Miller, Springfield.
Henry W. Robinson, Newton.
E. O. Winsor, Chelsea.
N. W. Starbird, Malden.
Leo Abrahams, Roxbury.

Racing.

Arthur W. Robinson, Newton.
Arthur O. Knight, Worcester.
John C. Kerrison, Revere.
Horace A. Keith, Brockton.
F. L. Henkley, Chicopee Falls.

Guide-books.

T. P. Hall, Lowell.
Alonzo D. Peck, Boston.
Lincoln Holland, Worcester.
Frank C. Flint, Chicopee Falls.
Edw. P. Burnham, Newton.

Improvement of Highways.

W. E. McClintock, Chelsea.
J. B. Seward, Revere.
N. C. Bassett, Lynn.
Chas. E. Fay, Allston.
Alex. R. Keltie, Roxbury.

Transportation.

Henry C. Nickerson, Winchester.
Herbert W. Hayes, Cambridge.
W. B. Chipman, Jr., Dorchester.
Aaron Wolfson, Roxbury.
F. M. Miller, Pittsfield.

Road Book.

Alonzo D. Peck, Boston.
Geo. H. Nye, New Bedford.
David R. Harvey, Somerville.
Frank H. Shute, Gloucester.
Chas. P. Tucker, Hudson.

Touring.

Allen W. Swan, New Bedford.
Howard Geldert, Roxbury.
J. Wallace Bragdon, Dorchester.
Henry E. Ducker, Cambridge.
Harry P. Wood, Marlboro.

Press.

Austin W. Pease, Dorchester.
John C. Kerrison, Revere.
Frank N. Bemis, Boston.
Geo. Tarbell, Boston.
Frank P. Sibley, Malden.

MARYLAND DIVISION.

Particular attention is called to the Good Roads Bill introduced into the House by Hon. Ashley M. Gould, and the bill is No. 169 House File, and the same bill was introduced into the Senate by Senator Williams,

printed Number 225 Senate File. Perhaps it would be well to briefly state the provisions of this bill. This bill refers the question of road construction, road investigation, distribution of materials, plans, expenses and estimates of costs of building roads to the Maryland State Geological Survey with power to the Survey to go act in the premises. Every wheelman in the State has had an opportunity to do work for this bill. Have you done anything? Now is your time, and if you do not get it after the members of the Legislature, you know at once it will be too late.

CONWAY W. SAMS, Chief Consul.

NEBRASKA DIVISION.

CONSUL APPOINTMENTS.

Ames, J. Howard Whitmore. Alma, T. L. Porter. Bloomington, Chas. K. Hart. Columbus, A. R. Miller. Central City, J. W. Vieregg. Emerson, Frank Coye. Gering, H. A. Mark. Geneva, E. K. Cobb. Lincoln, W. H. Traver. Superior, L. T. Brodstone. Santee Agency, F. B. Riggs. Wahoo, J. F. Bastar.
OMAHA, NEB., March 9, '98.

VERMONT DIVISION.

ATTENTION!

The recruiting season is now open and Vermont wants 1,000 members on her roll when the year closes. To obtain this we offer a premium of 50 cents for every new member obtained by members of this division.

To enter this contest, send your name to the Secretary-Treasurer, G. W. Grandy, Burlington, Vt., who will send you application blanks. The applications must be sent to the Secretary-Treasurer with the required fee (\$2.00 each). The premiums will be paid at the end of each quarter.

This offer cancels all other offers.

B. C. ROGERS, Chief Consul.

BURLINGTON, VT., March 12, 1898.

WISCONSIN DIVISION.

LOCAL CONSULS.

Gus. Morterud, Bloomingdale. A. E. Roedl, Beaver Dam. F. W. Herron, Clinton. E. W. Hopkins, Commonwealth. Robt. B. Clark, Chippewa Falls. W. T. Stetson, Cambridge. H. G. Hambright, Delavan. C. Jay Smith, Evansville. John Callaghan, Glenwood. E. P. Parish, Green Bay. O. F. Mann, A. J. Fontaine, sub-consuls. Green Bay. Chas. W. Kleist, Horicon. Dr. A. P. Davis, Hortonville. W. J. Pollock, Jr., Hebron. H. E. Rounsaville, Hayward. E. M. Ray, Jefferson. Chas. Marquette, Kendall. C. F. Eder, La Valle. G. F. Gernanson, Little Chute. C. B. Chapman, Madison. E. A. Oberweiser, Menasha. J. R. Byers, Monroe. C. H. Maxson, Necedah. J. W. T. Ames, New Richmond. H. C. Macrorie, Oconto Falls. Ben Soper, Frank Pommerane, Oshkosh. G. H. Rundle, Palmira. W. E. Kabat, Reedsville. L. E. Buttes, Rochester. W. W. Watkins, Shell Lake. C. R. Beecher, Star Lake. A. M. Bertram, Sheboygan Falls. R. H. Suettinger, Two Rivers. John C. Flood, Tomah. Geo. Davidson, Templeton. J. L. Keifer, Woneoc. W. N. White, Waterloo. W. A. Melcher, Winneconne. Dr. W. W. Wilson, Wausau. Solon A. Davison, Waupun. C. D. Leek, Port Washington.

List of Local Attorneys.

J. P. Clawson, Monroe. Paul Meyer, Boscobel. M. B. Rosenberg, Wausau. F. J. Carpenter, Stevens Point. Fred Englebrecht, Jr., Berlin. D. A. Mahoney, Viroqua. C. R. Blumenthal, Watertown. Geo. B. Clementson, Lancaster. Doolittle & Shoemaker, Eau Claire. Davidson & Davidson, Beaver Dam. Edmond F. Byron, Milwaukee. E. D. Evans, Baraboo. Chas. I. Lincoln, West Superior. Erling K. Loverud, Stoughton. Markham & Markham, Manitowoc. C. E. Hooker, Waupun. Henry Fitzgibbon, Menasha.

The above is a list of the local attorneys which have been established in the various towns. These gentlemen are all representative in their profession, and are ever ready to advise League members on questions pertaining to the rights of wheel riders.

Local consuls who have not yet made this arrangement with some local attorney are requested to do so at once.

M. C. ROTIER, Chief Consul.

WISCONSIN DIVISION.

CONSULS AND MEMBERS.

The time for booming our State membership is now. Local consuls and members have not been asked to do anything in this direction for many months, but the Division officers have never stopped working for wheeling interests, and what has been accomplished and is being done is good material for argument.

Our membership should reach the 5,000 mark by the end of this year.

A complete set of Wisconsin road maps, worth \$2.00 to any wheel rider, will be offered as a premium to any member who will secure one application.

Other direct advantages will be enumerated later.

M. C. ROTIER, Chief Consul.

Renewals of the Old Guard.

Are you among the old "Vets." whose membership expires promptly on April 1, due to the old system of all memberships expiring on that date? If you are, you are wanted. We must have your renewal. But a small body can claim this distinction, and not one of its members ought to drop by the wayside. Send your dollar right in to the Secretary-Treasurer, Sam J. Ryan, Appleton, Wis.

M. C. ROTIER, Chief Consul.

OHIO DIVISION.

"The cow jumped over the moon!" Seems rather ridiculous, does n't it? Of course it is n't at all ridiculous for the 3,100 members of the Ohio Division to expect the representatives of the 4,000,000 inhabitants of Ohio to enact all the laws the wheelmen want, for if it was, the members of the Ohio Division would be getting a lively hustle on themselves, and the membership of Ohio would be quadrupled in short order.

WILLIAM D. KEMPTON, Chief Consul.

March 11, 1898.

MICHIGAN DIVISION.

Otto Spries, of Sebawing, having sent in 10 applications is entitled to and has received an Honor Medal. Come on, you Michigan hustlers! Just one effort, all together, and we will have 3,500 members this year. Who is next?

LEO A. CARO, Sec.-Treas.

GRAND RAPIDS, MICH., March 8, 1898.

NEW YORK STATE DIVISION.

THE HONOR BADGE.

In the spring of 1896, to stimulate the work of enlarging the membership of the New York State Division of the League of American Wheelmen, a plan was devised and put into operation by Ex-Chief Consul Isaac B. Potter, for the formation of an "Honor Committee" which any member of the State Division might join. During 1896, 2,081 L. A. W. members registered as applicants for committee certificates and honor badges, and as a result of their efforts 8,191 new members were added to the roll. During 1897, 1,780 members registered as applicants for committee certificates and honor badges, and as a result of their efforts 8,823 new members have been added to the League of American Wheelmen.

The honor badges have a special significance, and with the progress of time will acquire an ever-increasing value. The day is coming when the great work started for the improvement of American roads shall have reached its full measure of success, and the holder of an honor badge, in years to come, will hold it dear as an evidence of loyal personal work in the accomplishment of a great public benefit. It is altogether proper that the efforts of members in behalf of the League of American Wheelmen should be recognized by the bestowal of a token of some special significance, and the recruiting work of 1898 will doubtless be encouraged by the announcement of a plan of work, and the promise of an honor badge far superior to those awarded in former years.

The honor badge for 1898 is the most beautiful and most expensive decoration or souvenir badge ever awarded by the League of American Wheelmen. The badges are made of solid gold by skillful jewelers from a new and most artistic design. The richly-colored facing enamels of royal purple and white combine with gold to produce a strikingly beautiful appearance. The badge (exact size of cut) may be worn in a variety of ways: as a watch-fob, decoration, charm, or as breast pins by ladies.

W. S. BULL, Sec.-Treas.

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



OHIO DIVISION.

LOCAL CONSUL LIST NO. 3.

Geo. Huston, Blandinsville. Geo. H. Snyder, Freeport. N. H. Webster, Hinsdale. S. A. Friedman, Maroa. F. A. Hubbell, Roanoke. Jos. L. Yoders, Washburn. Roy Booth, Springfield. Noah Henline, Lexington. Adolph Bob, Roseville. Roy J. Howe, Casey. Lloyd M. Keach, Table Grove. Frank W. Bailey, Chillicothe. Elmer Hitt, Elizabeth. W. B. Lining, Peru. Julius Huegely, Nashville. Geo. D. Gould, Windsor. E. F. Yeager, La Harpe. W. W. North, Lockport. Fred H. Reynolds, Irving Park. C. J. Holland, Pullman. D. N. Allison, Fulton. Robert Mosser, Palatine. J. H. Richtstien, Elmwood. L. M. Botsford Belvidere. E. H. Strauss, Pittsfield.

OHIO DIVISION.

CONSUL LIST NO. 7.

A. G. Henry, Amesville. J. J. Welker, Bryan. B. G. Cushman, Bellefontaine. Jerry Jewell, Carpenter. Clifford Miller, Canal Dover. Chas. H. Butler, Carleton. J. V. Olliver, East Liverpool. M. M. Lee, Leipsic. Miss Mabel Cameron, Marysville. E. Helm-

reich, New Philadelphia. Frank D. Mulvane, Newcomerstown. Geo. F. Titus, Norwalk. J. D. Brooke, Newark. Ed. C. Evans, Nelsonville. Wm. F. Jewett, Newtown. S. F. Richardson, Spencerville. W. H. Dilgart, Swanton. C. E. Emrick, Troy. W. H. Stoutt, Uhrichsville. B. M. Sargent, Van Wert. C. C. Chryst, Warren. A. N. Coates, West Unity. John W. Wight, Wellington. Miletus Garner, Wilmington. W. C. MUNRO, Sec.-Treas.
CINCINNATI, O., March 9, 1898.

Membership Renewals Due on April 1.

A large proportion of our membership expires on or about April 1. Members are requested to look at their tickets, and if theirs are among this list their renewals are earnestly looked for.

We cannot afford to lose one single member this year. This coming winter we may again be knocking at the doors of our State Legislature, seeking legislation which will favorably effect the cycling interests, and we must retain the financial and moral support of every member if we are to count for something.

KENTUCKY DIVISION.

Members are urged to send in their lists of non-members without delay. Only fifteen per cent. of the members have complied with the request for lists, but they have furnished several thousand names, less than ten per cent. of which were duplicated. If the delinquent list will comply promptly the result will be a magnificent list for recruiting purposes. One member sent more than 600 names and addresses.

OWEN LAWSON, Sec.-Treas.

LOUISVILLE, KY., March 12, 1898.

INDIANA DIVISION.

The time has come for our old members whose expiration of membership takes effect April 1st to renew. We hope they will do this very promptly this year so that we may hold our total membership up above the 2,000 mark. A good many have already sent in their dollar, and all should do so inside of the next thirty days. Help us to keep Indiana up to the top notch all the time.

Howard A. Dill, of Richmond, Ind., is hereby appointed a member of the Board of Officers to fill an original vacancy as representative.

WALLACE SHERWOOD, Chief Consul.

GEORGIA DIVISION.

I have this day appointed Mr. Clieve L. Ware, as local consul, at Cordele, Ga.

W. E. GRADY, Chief Consul.

SAVANNAH, GA., March 5, 1898.

RACING BOARD BULLETIN.

BALTIMORE, MD., March 12, 1898.

John S. Wiese, Akron, O., is suspended from all road and track racing, and ruled off L. A. W. tracks in every capacity to May 5, 1898, for participation in unsanctioned races.

W. A. Flager, Greeley, to Sept. 1, 1898, competing in an unsanctioned match race after warning.

Geo. E. Myers, Cleveland, O., to June 1, for promoting unsanctioned races.

H. S. Mackley, Cleveland, O., to May 9, 1898, competing in unsanctioned races.

Transferred to Professional Class.

Arthur W. Luce, E. H. Gill, Buffalo, N. Y., clause (a).

Sanctions Granted.

Tioga Cricket Club, Philadelphia, Pa., May 30.

H. A. French, Baltimore, Md., May 30.

West Side Wheelmen, West Pittston, Pa., July 4.

Tourist Club, Paterson, N. J., July 4.

Century Cycle Club, Morristown, N. J., May 30, July 4, Sept. 5.

Electric Wheelmen, Reading, Pa., May 30.

Penn Wheelmen, Reading, Pa., July 4.

ALBERT MOTT,

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

RACING BOARD BULLETIN.

BALTIMORE, MD., March 14, 1898.

The following is an extract from the 1898 Racing Rules:

"J—TRACKS."

"Tracks shall be measured on a line drawn eighteen inches out from a well-defined, fixed and continuous inner curb or pole; no record shall be allowed on a track otherwise measured. A track may be held responsible for any unsanctioned races that are run upon it, or for the non-delivery of prizes for races given upon it, and when a track is disciplined for that or any other reason, it shall be ineligible for racing or training purposes."

The contracts of Henry E. Ducker, manager National Track Association Team, with E. A. McDuffie, and Dudley Marks, manager for Tom Linton, are approved.

REGISTERED.

No. 1,000.—New York District, Frank Waller.

No. 5,000.—District E, W. W. Hamilton.

No. 5,001.—District E, S. G. Meixell.

ALBERT MOTT,

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

STOLEN WHEELS.

COLUMBIA, No. 15,104. Miss Mary H. Ford, 627 Columbus Ave., Boston.

COLUMBIA, No. 7,713. R. A. Bidwell, 84 Perkins Hall, Cambridge, Mass.

WHEEL, No. 7,019. Frank Hazel, 440 Mass. Ave., Cambridgeport, Mass.

FOWLER, No. 13,069. Wm. Wall, Egg Harbor City, N. J.

WINDSOR. Loren C. Cox, care Optic, Quincy, Ill.

REMINGTON, Model 36, two stolen, No. 87,544 and No. 90,366. David Hopper, Mahwah, N. J.

STEARNS SPECIAL, No. 42,918. Gustave Drouet, 136 East 28th st., New York.

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.

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.

Send 5¢ 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.

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.

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 18, 1898.

Total, 520—102,502.

Over 124,000, COLORADO, 2—591.

D. W. C.

301 Gillette, Andrew W., 1567 Pa. av Denver

Unattached.

2 Collier, Robert, 516 Ernest "

Over 124,000, CONNECTICUT, 7—2085.

Bridgeport W. C.

303 Lyon, Wellford V., 96 E. Main Bridgeport

Torrington W. C.

4 Gray, Augustine Torrington

5 Maine, Rutherford
6 Sabine, Dr. R.
Unattached.
7 Cowdrey, Geo. Wm., Jr. East Canaan
8 Ferris, Arthur D. South Norwalk
9 Whitney, Frank L. New Hartford

Over 124,000, DELAWARE, 2—278.

Unattached.
310 Bowers, Wm. H., S. W. cor 7th & Jeff. Wilmington
1 Gilpin, Fred L., 1304 Broome "

Over 124,000, DISTRICT OF COLUMBIA, 4—951.

Levant W.
312 Mockabee, G. W., 415 6th St. S. E. Washington
Unattached.
3 Cowden, S. D., 926 Mass. av. N. W. "
4 Hildreth, D. M., 1104 E. Capital "
5 Wynne, R. F., 915 R. I. av. "

Over 124,000, FLORIDA, 1—142.

Unattached.
316 Dodd, Frank, Alcazar Hotel St. Augustine

Over 124,000, ILLINOIS, 57—3865.

Lake View Club.
317 Larson, A. L., 1319 Wilton av Chicago
8 Luce, F. M., Jr., 1864 Barry av. "
9 Musselwhite, H. W., 149 Plymouth ct. "
Irving Park C. C.
320 Johnson, Arthur, 2555 N. 41st, Irving Pk. "
1 Ness, Jos., 2169 N. Springfield av. "
Peoria B. C.
2 Alfred, Eldridge, 808 Fayette Peoria
3 Brayshaw, Walter W., 106 E. Glen. "
Oak & V.
4 Collyer, C. C., 722 S. Adams. "
5 Doyle, Leslie L., 509 Hamilton blvd. "
6 Dougherty, Ralph L., 906 E. Bluff. "
7 Elder, Roy, 218 Missouri. "
8 Fisher, F. M., Chestnut & Depot sts. "
9 Heritage, Wm. A., 618 Jackson. "
330 Hood, Millard H., 618 Jackson. "
1 Hall, Harris C., 307 Fredonia. "
2 Isch, Rudolph, Chestnut & Depot. "
3 McGill, Geo. W., 208 Ellis. "
4 Seaton, Fred, Pate B. Co. "
5 Simpson, H. A., 310 7th. "
6 Zarley, E. H., 111 S. Wash. Unattached.

7 App, G. W., 502 Belden av Chicago
8 Alden, F. H., 315 Dearborn
9 Carns, Wm. F., 233 E. Jackson blvd. "
340 Cox, L. B., 147 6th av. "
1 Connell, James A., 78 Dearborn
2 Caldwell, John, 473 Wash. blvd. "
3 Cuthbert, Wm., 500 Vermont bldg. "
4 Davis, H. M., 289 E. Erie. "
5 Dassenbrook, Chas. H., 6 Burton pl. "
6 Eggleston, J., 174 S. Green. "
7 Herr, C. M., 6140 Indiana. "
8 Hellman, W. F., 198 Wells. "
9 Heywooth, L., 2902 Mich. av. "
350 Kiebel, M. H., 132 Lake. "
1 Kesner, J. L., 4756 Grand blvd. "
2 LePan, Louis, 6216 Monroe av. "
3 Moran, Thos. A., Jr., 4710 Vincennes av. "
4 Nevins, Geo. W., Hotel Vincennes. "
5 Prime, Thomas, 177 Dearborn av. "
6 Prindiville, R. S., 126 Wash. "
7 Prindiville, John K., 126 Wash. "
8 Sutherland, Thos. J., 77 Bryant av. "
9 Tubesing, Lulu, 636 W. 57. "
360 Wemple, C. M., 618 Farwell av. "
1 Wagner, L. C., 6357 Maryland av. "
2 Willard, Norman P., 5555 Woodlawn av. "
3 Simpson, E. A., 242 E. Randolph. "
4 Field, L. A. Harvard
5 Stephens, J. S., 75 6th av. S. Maywood
6 Reins, W. M. Mornome
7 Rodorme, Geo. W., Norwood Park
8 Higgins, R. W., box 685 Pullman
9 Hardinger, W. A., Y. M. C. A. Waukegan
370 Hartung, Chas. Winchester
1 Watt, J. O. "
2 McConnell, Robert B. Winnetka
3 Busscher, Albert "

Over 124,000, INDIANA, 25—2030.

Unattached.
374 Heller, Frank, N. Harrison Alexandria
5 Phillips, S. G., Alexandria Bank. "
6 Jacob, Geo. C., Monroe Ft. Wayne
7 Deaton, Claude, 428 Mass. av. Indianapolis
8 Dollmer, Henry, 835 Villa av. "
9 DeReister, D., 2122 N. Meridian. "
380 Godfrey, John T., 40 E. Wash. "
1 Harrington, James W., 1704 Ash. "
2 Parr, Jno. B., 2111 N. Cap. av. "
3 Perry, Clark, 1160 Spruce. "
4 Messing, A. L., 523 N. Del. "
5 Nordman, Geo. F., 110 Cherry Grove, "
6 Rosenberg, Ed., 20 S. Ala. "
7 White, F. F., 659 E. 224. "
8 Schumann, Edward. Madison
9 Westergren, Wm. Milber
390 Crawford, G. H., 317 N. 14th. Richmond
1 Page, Frank C., 24 N. 10th. "
2 Peelle, Edward, 121 S. 12th. "
3 Young, John P., 141 Randolph. "
4 Rea, Sam'l W., box 65. Rushville
5 Lisher, S. G. Shelbyville
6 Green, Mrs. A. "

7 Best, Philipp, 10th & Main Terre Haute
8 Heckelsberg, Karl F. Watkins

Over 124,000, IOWA, 12-830.

Unattached.
359 Perrine, L. D., care J. M. Scott & Co. Burlington
400 *Perrine, Miss Kate L., care J. M. Scott & Co. "
1 Sutter, J. B. "
2 Loring, Chas. M., 223 5th av. Cedar Rapids
3 Norris, E. H., 723 5th av. "
4 Bolous, Robt. J., 1507 K st. "
5 Bell, Clyde, 804 Third st. Fort Madison
6 Boyce, Wm. F., New Liberty
7 Frahn, John D. "
8 Tetens, Jacob C. "
9 Nissen, Wm. Plain View
419 Hobst, Herman E. Round Grove

Over 124,000, KENTUCKY, 2-998.

Unattached.
411 Prowse, Chas. O. Hopkinsville
2 Reising, J. E., 254 Magazine Louisville

Over 124,000, MAINE, 1-552.

Unattached.
413 *Saunders, Miss Fannie V. 122 Hampshire Auburn

Over 124,000, MARYLAND, 2-1896.

Unattached.
414 Bachtell, F. S., 118 W. Franklin Baltimore
5 Bannon, James P. Jessups

Over 124,000, MASSACHUSETTS, 102-12,408.

Press C. C.
415 Oakes, L. W., 18 Joy Boston
Met. W.
7 Bryant, Guy A., 130 Wash. "
C. C. C.
5 Ritchie, Chas. T., 332 Main Charlestown
Metropolitan W.
9 Clark, Chas. A., 6 Glenway Dorchester
Lechmere.
426 Ahern, John J., 61 Fifth East Cambridge
Everett W.
1 Peters, Harry J., Hopewell st. Everett
2 Denbaugh, James H., W. Main st. "
Quechean B. C.
3 McNeill, Rev. B. F., 250 Snell Fall River
Good Road C. C.
4 Starrett, F. L. Malden
Unattached.
5 Culver, Walter J., box 33 Ayer
6 Allen, Harry M., 32 Hawley Boston
7 Bailey, C. J., 22 Boylston "
8 Benson, Everett S., 223 Columbus "
9 Briggs, J. Emmons, 294 Huntington av. "
429 *Bradlee, Anna J., 114 Appleton st. "
1 Burrington, C. S., 20 Waltham "
2 Campbell, Alphonso S., 245 Mass. av. "
3 Gordon, Wm. G., 413 Mass. av. "
4 Luby, John J., 38 Bennett "
5 Marston, Howard, 25 Brattle "
6 Newman, R., 14 Bromfield "
7 Read, Augustine H., 20 Devonshire "
8 Read, Walter A., 24 St. Stephen "
9 Roche, Miss Lizzie, 25 Milford "
430 Teale, W. H., 13 Hayward pl. "
1 Thurston, Lucile H., 425 Wash. "
2 Williams, Allen T., 12 West "
3 Beckford, E. E., 25 Milford "
4 Graham, Wm. E., 12 Green "
5 Peirce, Dr. G. H., Hotel Pelham "
6 Peirce, Chas. L., 128 Charles "
7 Richardson, Miss Lou, 20 Allen "
8 Levick, Walter S., 315 N. Main Brooklyn
9 Olmsted, Miss Marion, 49 Warren Brookline
431 Leary, John, 127 Putnam av. Cambridge
1 *Rand, Miss Margaret A., 49 Kirkland "
2 *Sumichrast, Mrs. A., 16 Quincy "
3 *Thaxter, Mabel G., 7 Scott "
4 Doyle, Harry E., 216 Winsor Cambridgeport
5 Harris, Benjamin C., 30 River "
6 Noy, Walter H., 40 Bigelow "
7 Stewart, M. E., 30 Jay "
8 Bishop, Herbert L., 290 Broadway Chelsea
9 Benson, Lillian L., East st. Dedham
432 Cook, E. J., 9 Holden Dorchester
1 Carter, Edwin T., 324 Wash. "
2 Tilton, Frank F., 37 Bennington E. Boston
3 Burke, Wm. E., 472 Summer st. "
4 Campbell, P. T., 224 Webster "
5 Doherty, L. F., Standard Plating Co. "
6 Barber, Alfred E. East Walpole
7 Nye, Horace K., 101 Green Fairhaven
8 Nye, Annie M., 67 Middle "
9 Murtaugh, Martin H., 333 Bank Fall River
433 Bearce, Herbert M. Hatherly
1 Keroyd, Julius A., 7 Adelaide Jamaica Plain
2 *Atkin, Miss B. J., 73 Methuen Lawrence
3 Walsh, James F., 211 Elm "
4 Bumps, W. G., Police Station Lowell
5 Cudworth, Jas. A., Hotel Belvidere "
6 Eaton, W. G., M. D., 417 Middlesex "
7 Smith, A. G., Mer. Nat'l Bank "
8 Hill, Charles H., 218 Central "
9 Scannell, D. P., 28 Sixth "
434 Walsh, Edward A., Fletcher St. En-gine House
1 Downing, Chas. H., 30 Hanover Lynn
2 Young, Geo. W., 60 Johnson "
3 Castle, Jas. F., 54 Central av. "
4 Castle, Dr. James, 54 Central av. "
5 Weeks, Arthur R., 32 Sycamore "

New Bedford
6 Goodman, Wm. A., 40 Newtonville av. Newton
7 *Vachon, Mrs. L. A., box 66 Newton Centre
8 Butler, Herbert F., 61 Erie av. "
9 Brown, Thos. B., 11 King st. Newton Highlands
435 *Bossert, Anna, 5 Romac terrace Roxbury
1 Cook, James S., 14 Julian "
2 Demling, Edward, 44 Terrace "
3 Cobb, Wm. D., Centre st. "
4 Emerson, Geo. W., 6 Cleveland "
5 Kittridge, Wm. D., 245 Longwood av. "
6 Mack, Jacob, 112 Longwood av. "
7 Munroe, Harry E., 67 Warren st. "
8 Pope, D. L., 18 Wyoming "
9 *Hall, Isabel G., 137 Thornton "
500 *Newcomb, Miss Francis R., 21 Lam-bert av. "

1 *Fleming, Miss Ethel S., 42A Prescott st. Somerville
2 Burroughs, F. E., 21 Warren av. "
3 Burroughs, H. E., 83 Munroe "
4 *Holmes, Miss Edith H., 276 Bowen st. South Boston
5 *Greene, Miss Alice G., 37 Gorham Waltham
6 Blair, Mrs. Lafayette G. Watertown
7 Bates, Edgar A. Webster
8 Bergmann, C. W. "
9 Ryan, William J. "
510 Phelleplace, W. E., 25 Main. "
1 Bowman, W. J., 18 Fuller West Newton
2 Call, Fay West Gardner
3 Simmons, Ebenezer, box 38 West Hanover
4 Leck, A. T., box 23 "
5 Baker, Wm. E., 145 Highland W. Newton
6 Melvin, Jas. C., 145 Highland "
7 *Stuart, Miss Rena M., 12 Cutler st. Winthrop Beach

Over 124,000, MICHIGAN, 22-2084.

D. W.
518 Barr, Frank A., 237 Wood av. Detroit
9 Ringman, P., 372 Grand River av. "
520 Davis, R. M., 240 W. Kirby av. "
1 Brasaw, Frank N., 117 15th "
2 Hampton, C. G., 970 Woodward av. "
3 Ogden, M. E., 112 Welch av. "
4 Smith, Roelf B., Y. M. C. A. Mich. Central C.
5 Girling, R. P., 151 Brainerd "
6 Hochmuth, Herman, 354 McGraw av. "
7 Jones, Ezra C., 30 Greenwood av. "
8 Long, Fred W., Park av. St. Clair H'ts
Unattached.
9 Moffit, L. K., 15 State Adrian
530 Robinson, Will M., 376 E. Main Battle Creek
1 Watson, E. H., box 15 Reed City
2 Canavan, Anthony St. Joseph
3 *Ferguson, Mrs. R. G. Sault Ste. Marie
4 Martini, John C. Seb-waing
5 Martini, Henry R. "
6 Schmuck, Thos. J. "
7 Spriss, Jacob A. "
8 Schmitt, Wm. F. "
9 Crawford, Allen, Jr., box 46 Springport

Over 124,000, MINNESOTA, 4-647.

Unattached.
540 Thayer, Frank E. Merriam Park
1 *Thayer, Mrs. Kate "
2 How, Calvin F., Jr., Duluth Trust bldg. Duluth
3 White, F. H., 1st Nat'l Bank bldg. "

Over 124,000, MISSOURI, 6-1585.

Unattached.
544 Adams, Chas. B., 1000 N. Y. Life bldg. Kansas City
5 Adams, Wash., 1628 Oak. "
6 Helman, N. F., 402 Indiana av. "
7 Woodson, Judge A. M., 17th & Farrior St. Joseph
8 Burnett, W. E., 119 N. 19th "
9 Nickerson, J. H., 205 N. 10th St. Louis

Over 124,000, NEBRASKA, 2 428.

Unattached.
550 Walvoord, John C. Holland
1 Mueller, Lora C., 310 Sheely blk. Omaha

Over 124,000, NEW HAMPSHIRE, 1-1096.

Unattached.
552 Prescott, W. A., box 190 Raymond

Over 124,000, NEW JERSEY, 34-6678.

Atalanta W.
553 Mulford, L. P., care J. Marshall & Ball Newark
S. P. W.
4 Fife, Mathew C., box 15 Somer's Point
No. Hudson Co. C.
5 Virartas, Percy A., 452 Palisade av. Weehawken
6 Harnstein, Louis C. "
7 Fooks, H. L., 28 2d "
Unattached.
8 Godfrey, S. C. Blackwood
9 Haigh, Wm. E., 600 Benson st. Camden
560 Rosencratt, Willard C. Cranford
1 Rosencratt, Waldo B. "
2 Lewis, Rev. Norman V. P., 254 Wil-lamson Elizabeth
3 Bellis, Chas. C., box 8 Frenchtown
4 *Howard, Ellnor G., 641 Garden Hoboken

5 *Howard, Elizabeth, 641 Garden "
6 *Schrader, Sophie G., 62 10th "
7 Wink, Eugene, 228 Garden "
8 Bishop, Lesnard L., Doremus bldg. Montclair
9 Blue, Wm. H., 24 Marshall Newark
570 McCormick, H. D., Essex Co. Hos-pital for Insane. "
1 Krede, G. E., 66 Ann "
2 Mahr, E. O. F., 55 Magazine "
3 Cassion, Jos., 52 Market Paterson
4 Sheerer, Fred, 177 16th av. "
5 *Haasis, Mrs. D. F., 59 Rector Perth Amboy
6 Kapp, Edward, 139 N. Main Port Chester
7 Burbridge, Chas. Raritan
8 Rose, John G., 23 W. State Trenton
9 Gordon, Wm. F., 214 E. Hanover "
580 Riley, Marvin A., Trenton Times "
1 Richards, Walter, 82 Jackson "
2 Wright, Frank C., 227 S. Warren "
3 Weirman, Crawford, 23 W. State "
4 Snyder, G. St. John., box 224 Upper Montclair
5 Wilson, C. B. Waterford
6 Kennedy, William J. Westfield

Over 124,000, NEW YORK, 96-26,829.

Forester W.
587 Ireland, Benj. W., 1868 Pacific Brooklyn
Happy Go-Lucky B. C.
8 Moesmeier, Frank, 53 Woodbine "
9 Hohenstein, Wm. D., 1205 Myrtle av. "
Sprocket R. C.
590 Schaefer, Jno. S., 278 S. 3d st. "
Whirling Dervishes.
1 *Jones, Miss Edith L., 7 St. James pl. "
Indian C. C.
2 Strauss, Wm., 545 Grand Harlem W.
3 McCarthy, Eugene, 383 W. 125 New York
4 Knickerbocker C. C.
5 Meyerhoff, H. M., 219 W. 13th "
Anchor B. C.
6 Cireux, Leon, 108 W. 20th "
Prospect W. C.
7 Hess, Alexander, 311 W. 28th "
Manhattan Cyclers.
8 Joseph, Rudolph, 45 3d av. "
Humidity.
9 Williams, Warren P., 79 E. 1st Oswego
Van C. Wheelmen.
600 Lawson, William Peekskill
Port Ewen.
1 Russell, Abraham H., box 54 Port Ewen
2 Sleght, Lumen, box 206 "
Troy B. C.
3 Gorman, J., 14th & South Troy
4 McRedmond, J. W., Post Office "
5 Sturgess, C., Singer Office "
6 Tilden, G. L., 81 Third "
7 Young, A. E. L., 177 Third "
8 Uline, Joseph, Boston Store "
9 Mitchell, Geo. H., 2212 Broadway Watervliet
Unattached.
610 Minor, L., 125 Walnut Batavia
1 Davis, Geo. E., 488 1/2 6th av. Brooklyn
2 Dann, Samuel F., 266 51st "
3 Douden, Arthur F., 373 Marion "
4 *Geise, Mrs. Bertina, Jamaica av. & R. R. av. "
5 Griffin, James A., 271 Manjer "
6 Gerhart, Thomas J., 15th st. & 9th av. "
7 Gerhart, Chas. W., 64 St. Johns pl. "
8 Jordan, Fred S., 462 Franklin av. "
9 Lippincott, J. C., 203 Tompkins av. "
620 *Melke, L. Helen, 223 45th "
1 Manheimer, Samuel, 53 Division av. "
2 Moore, Chas. A., 221 53d "
3 Myrick, Thos. N., 235 Quincy "
4 Pagan, Charles F. H., 11 Prospect pl. "
5 Patterson, Leon H., 2984 Atlantic av. "
6 Richardson, Esten C., 269 Halsey "
7 Riordan, Wm. J., 228 Lynch "
8 Sangster, Geo., 582 Herkimer "
9 Tilman, John E., 63 Broadway "
630 Williams, Alfred H., 223 Vernon av. "
1 Wells, Joshua R., 299 Putnam av. "
2 Wiseburn, A. F., 951 Lafayette av. "
3 *Welch, Mary L., 374 Greene av. "
4 Blakeslee, Frank E., 221 Penna. Buffalo
5 Green, William H., 10 Pearl pl. "
6 Jaynes, W. C., 520 Main "
7 Walcott, Theodore, 329 Main "
8 Lovewell, E. J., 4 Goodrich Canton
9 Lovewell, Mrs. E. J., 4 Goodrich "
640 Snow, Edward J. Cattaraugus
1 Simmons, A. C. Fairport
2 Cobligh, H. R., 70 Eddy Ithaca
3 Way, Chas. S., box 48 Naples
4 Kunble, Edward W. New Rochelle
5 Amend, M. W., 324 E. 87th New York
6 Bradley, Wm., 288 St. Nicholas av. "
7 Binion, Joshua, 14 Attorney "
8 Berger, Alex., Hotel Majestic "
9 Bruce, Walter F., 512 W. 21st "
650 Bernardo, Carlos, 406 W. 46th "
1 Cassen, Louis, 317 Madison "
2 Clark, Geo. H., 346 E. 43d "
3 Dore, Maurice, 346 E. 53d "
4 Denno, H., 109 8th av. "
5 Fisher, Geo. W., 267 9th av. "
6 Ferber, Alexander J., 142 W. 99th "
7 Garrison, W. H., 473 Broadway "
8 Harsley, John W., 23 W. 55th "
9 Jones, Augustus W., 158 W. 136th "
660 Kirkham, Geo. A., 722 E. 174th "

1 Lordly, Dr. J. E. M., 121 W. 48th	..	W. W. C.	5 Tammany, Jas., Hotel Connelly	Port Allegheny
2 Marr, Arthur P., 57 Beekman	..	4 Noll, D. S., 323 Rose	6 Hunsberger, C. H.	Schwenkville
3 Mestern, F., 6 Hanover	..	Unattached.	7 Koons, Frederick S.	..
4 McElhinny, Jas. A., 684 St. Nicholas av	..	5 Rankin, H. P., 222 Wash. av	8 Coard, Robert D.	Sewickley
5 Noll, Geo., Ogden av High Bridge	..	6 Day, Harry S.	9 Enney, Geo. W., 354 S. Second	Steelton
6 Patterson, Andrew, 65 Nassau	..	7 Struthers, S. C.	790 Mullin, G. J., 3865 Atlanta st	W. Philadelphia
7 Ryder, Edward B., B'dway & 40th	..	8 Brewer, J. J.	Over 124,000, RHODE ISLAND, 12-1713.	
8 Rowell, Guy S., Hotel Majestic	..	9 Brennenman, L. C.	Falcon W.	
9 Ruhlender, Henry, 114 E. 85th	..	10 Daniels, C. S.	791 Allen, Lewis P., Friendship	Providence
670 Stern, Edwin E., 400 W. 153d	..	1 London, B. A.	R. I. W.	..
1 Stackpole, Robert, 463 W. 43d	..	2 Zook, Geo. D., box 74	2 Withstandly, Lisle B., care B. H.	..
2 Sherry, Lansford F., 639 E. 134th	..	3 Taylor, Margaret H.	Gladding & Co.	..
3 Stohr, John E., 100 Broadway	..	4 Lieberman, Jos., box 312	W. C. C.	..
4 Tighe, Robert, 364 W. 58th	..	5 Cochran, Bernhard E., 250 E. 21st	3 Dickinson, Albert, 8 Pawcatuck av	Westerly
5 Wood, Mrs. Charles B., Waldorf-	..	6 Heald, A. N., 219 E. 5th	4 Symonds, James H., Jr., 11 Spruce	..
Astoria	..	7 Couch, James E.	Unattached.	..
6 Wolff, Frederick, 219 W. 29th	..	8 Watson, Clarence J.	5 Carpenter, C. H., Rumford Chem.	Providence
7 Fahlbush, John, box 249	Nyack	9 Newberry, Fred'k M.	Works,	..
8 Joseph, Geo. B.	Peekskill	730 Finckel, M. L., 241 W. Chelton av	6 Collins, Chas. W., 337 Westminster	..
9 Rudd, H. E. W.	Pine Plains	..	7 Earl, Raiser, 364 Thayer	..
680 *McClarty, Miss Bertha	Salem	1 Hinman, Warren C., 21 N. Main	8 Fowler, Clarissa A. R., 264 Doyle av	..
1 Blauvelt, J. M., Jr.	Sparkill	2 Ginzley, Rudolph	9 Gordon, Sam'l T., Jr., box 557	..
2 Krum, M. W., 426 Tenth	Troy	3 Chaney, C. W.	800 Kessel, Rudolph, 54 Glenham	..
Over 124,000, NORTHERN CALIFORNIA, 1-356.		4 Endress, L. G.	1 Tilley, Simeon B., 135 Transit	..
Unattached.		5 Funkhouser, Ira	2 Salvas, Geo., Main st	Riverpoint
683 Boggees, Riley A.	Marysville	6 Wilson, Robert	Over 124,000, SOUTHERN CALIFORNIA, 1-423.	
Over 124,000, NORTH DAKOTA, 3-46.		7 Allen, C. E., 192 Pearson Mill	Unattached.	
Unattached.		8 Allen, J. W., 192 Pearson Mill	803 Blair, R. J., B & 25th	San Diego
684 Osborne, Geo. W.	Hunter	9 Barnes, Arthur E., 902 DeKalk	Over 124,000, SOUTH CAROLINA, 3-142.	
5 Paulson, P. M.	Portland	1 Leonard, John, 436 E. Marshall	Unattached.	
6 Foss, Conrad G.	Valley City	2 Nice, H. K., 1013 W. Airy	804 Cheves, H. C., 47 South bay	Charleston
Over 124,000, OHIO, 21-3137.		3 Nice, J. K., 543 Corson	5 Davis, Zimmerman, 124 Trodd	..
B. C. C.		4 Oberholtzer, F. D., 204 Poplar st	6 Hollings, Adolph, Lime & Rutledge	..
687 Vore, H. B., Main st	Bradford	5 Powell, James M., 61 E. Main	Over 124,000, VERMONT, 2-152.	
C. G. C. C.		6 Wismer, D. T., 341 Stanbridge	Unattached.	
8 Kramig, R. E., 1007 Vine	Cincinnati	7 Wanner, Mrs. E. J., 217 E. Oak	807 Adams, Harry S.	Bethel
9 Perrine, W. W., 333 W. Pleasant	Springfield	8 Yerkes, M. H., 909 W. Main	8 Farrington, F. R., Howard Nat'l Bk	Burlington
Unattached.		9 Yost, D. F., 100 E. Main	Over 124,000, VIRGINIA, 3-195.	
689 Henry, A. C., box 75	Amesville	750 Price, J. J., M. D.	A. C. C.	
691 Kelly, C. E., 328 E. Sandusky	Bellefontaine	1 Kerr, J. L.	809 White, Wythe, Tel. Exchange	Alexandria
2 Baker, J. L.	Bradford	2 Lent, A. S.	Unattached.	
3 Finney, Val. C., box 69	Cadiz	3 Moore, E. S.	810 Pond, W. C., 715 E. Main	Richmond
4 Kirk, Fred W.	Canfield	4 Smith, Chas. S.	1 Burgess, H. C., box 103	Strasburg
5 DeWitt, Frank, 513 Lincoln av	Canton	5 Baker, Harry F., box 1548	Over 124,000, WASHINGTON, 3-296.	
6 Huber, Clayton R., 125 Dueber av	..	6 Boatwright, Miss Bertha, Lloyd &	Unattached.	
7 Freymark, T. A., 1141 W. North	..	7 Crossland, Wm. H., 2516 N. 9th	812 Atwood, J. S.	Sultan
8 Goughnour, R. J., 1230 E. Tus.	..	8 Drinkhouse, Mrs. Henry, 428 N. 33d	3 Perkins, W. S.	..
9 Hedricks, Grant, Hotel Melbourne	..	9 Deltech, Elliott, 2225 Howard	4 Taber, R. A.	..
700 Lee, Lewis Earle, 731 W. 6th	Cincinnati	760 Dalley Edwin U., 2306 Columbia av	Over 124,000, WISCONSIN, 6-2625.	
1 Sattler, E. Robert, 2449 Highland av.	..	1 deHutton, Fred, 1606 Summer	A. C. C.	
Mt. Auburn		2 Eckert, William, 1514 Boston av	815 Colby, Fred W., 301 Commercial row	Ashland
2 Sparrow, Jackson W., box 604	..	3 Field, Mrs. Frank T., 4815 Walton av	6 Wharton, Irvin, 421 W. 2d	..
3 Hills, E. W., 7 Carl	Cleveland	4 Gregory, Miss Nellie M., 3632 Powel-	7 Suffel, Frank H., 727 Cherry	Green Bay
4 Ingram, Ed., 89 Lindus	..	ton av	Unattached.	..
5 Mallory, Ed. E., 14 Crawford pl	..	5 Haden, Wm. E., 1603 N. 9th	8 McConnell, W. J., 216 Quincy	Reedsville
6 Boblet, Harry A., 181 Ross	Springfield	6 Iucker, Oscar H., 3044 N. 10th	820 Glisch, George W.	..
7 Test, Frank B., 1509 Adams	Toledo	7 Kerr, Wm. J., 133 S. 11th	LEAGUE CLUB RENEWAL.	
Over 124,000, PENNSYLVANIA, 83 24,839		8 Heath, Con., 1928 Latona st	No. 10 Van Cortlandt Wh'm, Peekskill, N. Y.	
C. Co. W. L.		9 Kaempff, Theodore, 46 S. 3d		
708 Irvin, Ellis E.	Bellefonte	770 Laird, Samuel, 821 Camac st		
9 Bard, Michael, 118 E. New	Lancaster	1 Lloyd Wm. H., 1024 Wallace		
M. Cyclers.		2 Lehmann, Oscar E., 1222 N. 13th		
710 Orth, J. H., 237 5th av	McKeesport	3 Patterson, Wm., 3348 Market		
1 Shaw, H. W., 530 Coursin	..	4 Ross, Charles A., box 1548		
N. W.		5 Shuster, Horace, 4057 Baring		
2 Brandt, H. S., 834 W. Marshall	Norristown	6 Schymk, Alfred, 50 N. 5th		
Credenda B. C.		7 Sneyd, Samuel S., box 1548		
3 Maobindale, Thos., 413 N. 33d	Philadelphia	8 Scheurle, Charles H., 722 Master		
		9 Schott, John N., 3135 Euclid av		
		780 Thornley, Robert, 103 Montgomery av		
		1 Welmer, Joseph, 44 Norris		
		2 Adams, John H., 39 Oakland sq		
		3 Jackisch, Gustav A., 5133 Penn. av		
		4 Bloss, Nathan W.		
		Williamsport		
		Allegheny		
		Ashley		
		Audevried		
		Clarington		
		Downington		
		Elwyn		
		Erie		
		Fallston		
		Fallsington		
		Fort Washington		
		Germantown		
		Lewistown		
		New Brighton		
		Norristown		
		Olyphant		
		Patton		
		Philadelphia		
		Pondhill		

A Fellow Feeling.

In quavering voice he asked, "Can you Inform me what they're going to do?" Said I, "The ship is heaving to."

Upon the rail his form he spread,
Out o'er the sea he stretched his head,
"Well, I know how she feels," he said.

Chance, Accident and Mistake form a veritable
Trinity of Bad Roads.

The latest application of the bicycle pedal power is seen in a new style printing press. Instead of standing on one foot and applying power to the press with the other, the pressman sits in a saddle in front of the press and has both feet free to run the same, the movement being similar to that employed in pedalling a cycle.

It is a safe guess that the rider of a very high gear knows nothing of the delights of touring.

SUBSCRIPTION to the L. A. W. BULLETIN is optional.

L. A. W. annual dues are 75 cents.

Subscription to this paper, 25 cents EXTRA.

We want to enroll the largest possible number of subscribers who will take the paper because they want it. It is a positive disadvantage, however, to both the L. A. W. and myself to receive more than one subscription from the same family or to send the paper to persons who, for any other reason, do not make use of each copy received.

I will, at any time, consider it a favor to be allowed to refund the "quarter" and cancel the subscription of any dissatisfied reader, providing he has not already received the paper for more than eleven months.

STERLING ELLIOTT.

QUERIES AND ANSWERS

No. 45,339: — After using a 56 gear, 68 4-9 (9 x 22 sprockets), and seven-inch cranks, would be high enough to start with, and on a high-grade '98 machine ought to run easier than the old 56-inch gear, after one has become accustomed to the difference in pedaling. If a somewhat higher gear was ultimately desired, it could easily be obtained by changing only the front sprocket. See "Road Wheel Specifications," page 103, February 4.

No. 106,391: — There is no particular advantage in 30-inch wheels unless a rider is exceptionally tall. See article page 716, issue Dec. 24.

X-Y-Z: — You are right in saying "a high-grade bicycle and a high-grade road without a high grade make a perfect combination."

W. H. R.: — Had your note included address or League number we could have sent you outline of routes, but it is too extended for publication. If you have no League number it will pay you to get one.

No. 100,104 asks what the cost per diem would be for two persons taking a wheeling trip through the southern and middle counties of England.

No. 7,797 asks for information on enameling bicycles, including construction of oven, best fuel, proper temperature, and the like.

John A. C. Huennekens, Milwaukee, Wis., wishes the address of some one who has cycled from Chicago to San Francisco, or information relating to best route between those cities.

IS THIS A NEW TOLL ROAD?

The Pittston and Bear Creek Turnpike Company have applied for a charter for a new boulevard "from a point in Yatesville, near where the Wilkesbarre & Eastern crosses the Lehigh Valley mountain cut-off, for a distance of 6½ miles, where same will intersect the Wilkesbarre & Bear Creek Boulevard." It is to be twenty-five feet wide, built of gravel and earth and covered with shale.

FOR BETTER STREET SPRINKLING.

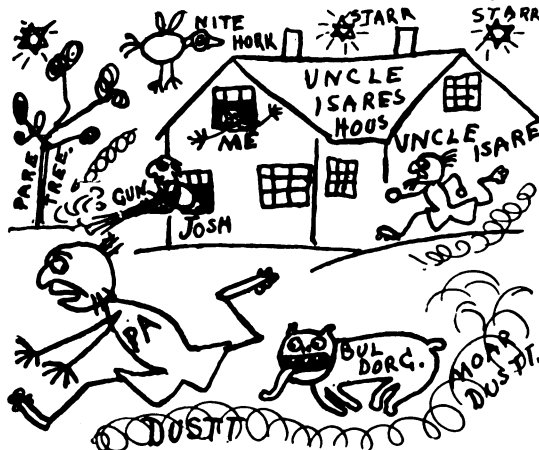
Two League members, No. 148,445 and No. 88,513, complain that the watering carts flood the streets about Boston, instead of sprinkling them properly, and the former suggests trying the plan proposed in Ohio, of sprinkling the sides of a street alternately, and allowing one side to dry before the other is sprinkled.

The Critic.

He ran a little paper in a very little way,
But alas! he really could n't make the little paper pay,
Which is just a bit surprising, for its columns, every one,
Told the "paying paper's" owners how their paper should be run.

Deer Uncle Bulatin:

Larst evenin arftur supper Pa gut to braggin agane abowt how braiv an kool he wuz whenn thare wuz enny dainjur. Nuthin maid him afrade or gut him rattled acordin to hiz storie. Wel larst nite abowt 1 oklok Pa hed a pane in hiz stummick an went down to get sum Jamaky ginjur. He wuz pawin round in the klosit in the dark an upsett a glas dish an broak it. Uncle Isare herd the glas smash an he thort shure twuz burglars becoz 2 or 3 howses haz bin busted into laity round here. So down stairs he kum an herd Pa pokin in the klosit an thort twuz the burgler arftur the silvur. So he sneeks upp an jumps inn an hitts Pa a welt side of the hed. Wel Pa thort Uncle Isare wuz a burgler that he goin to kill him an he jumped owt of the klosit and legged it hollerin "Murdur" an Uncle arftur him. Thay maid sich a orful row forlin ovur furnychure an things that thay woak upp evrybody. I woak upp an loked owt of the windur an jest az



I did it, the hous dore flu opun an owt kum Pa in hiz nite shurt (only I did n't know twuz Pa thenn of course) an run acrost the yard screechin "help" an "murdur," an thenn Josh's windur come opun an he stuk owt hiz hed an he hed hiz shot gun an let her drive "Bang!" at Pa but never tuched him. Then nekst thing I nu, I hurd Uncle Isare hollerin "Stiboy, Sic'em," to the bull dorg an the dorg kum a flyin acrost arftur Pa an I hurd a orful yell an sumthin rip an tear an then a krashin in the chery tree branches. Evrybody wuz upp an screechin now. The dorg wuz barkin like he wuz krazy down by the tree. Then we hurd Pa yelin "Isare" an "Help" an we reckognized hiz voice. Evrybody felt chepe but Pa wuz chepern ennybody. He wudent kum down owter the tree till the wimmin hed gone awa becoz the dorg hed tore the nite shurt most orf him.

Yure lovin Neffyu,

Sandy.

P. S. We're goin hoam sune.

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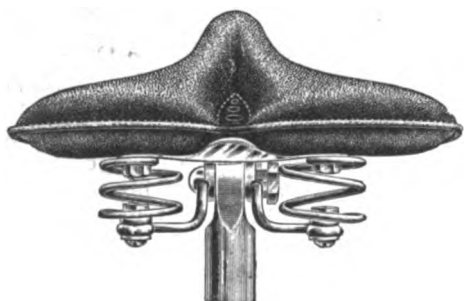
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