

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 25, 1898.

Number 12.



WISSAHICKON DRIVE, FAIRMOUNT PARK, PHILA.

Photo. by E. W. Sharf, Philadelphia.

Subscription, \$1.00 per Year.

Special Club Rate to League Members Only, 25 Cents.

Entered at Boston Postoffice as Second-Class matter.

Price, 5 cents.

PAID CIRCULATION, 103,326.

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More miles were ridden in 1897

on one Sterling Bicycle than on any other one wheel of any make. Dr. Milton N. Keim, Jr., of Philadelphia, did it on a

STERLING BICYCLE

"Built Like a Watch."

His record was 28,517 miles, all on the Sterling, and all but 100 miles or so on one Sterling.

NO TANDEM RIDING WITH A FRESH PARTNER TO DO THE PUSHING.

It is the world's record in 1897 for one machine. Perhaps you'd like to have a bicycle that will stand such a test. It satisfies all who see it and all who ride it.

Prices . . \$60, \$75 Chainless . . . \$125

Racers \$85 Tandems . . . \$125

HANDSOME ART CATALOGUE MAILED FREE.

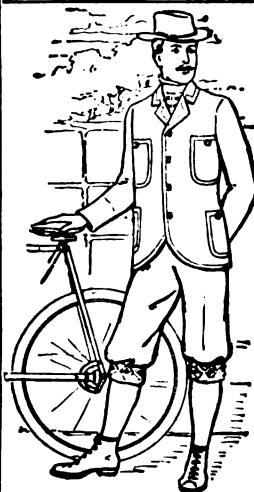
STERLING CYCLE WORKS,

274-276-278 Wabash Ave., Chicago.

New York Agents, SCHOVERLING, DALY & GALES, 302 Broadway,

New York.

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

PHILADELPHIA'S GREATEST STORES.....**Men's Bicycle Suits.**

There is an individuality and character about our Suits which stamp them "Correct," and they may be worn by the most fastidious man with comfort and satisfaction.

We produce an exceptionally good Suit, Coat and Bloomers, in all sizes. It is made of Plaid or Check Wool Cheviot, with reinforced seat, straps and buckles at the knees, two side, two hip and two watch pockets and stitched throughout with silk. A suit that would have to be sold at \$5.00 by those who do not enjoy our advantages; our price, \$3.75. Separate Golf Bloomers, \$2.00. Caps to match, 25 cents.

A much finer Suit at \$5.00

A very fine, stylish Suit at \$7.00

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We sell many thousands of Cycle and Golf suits for Men and Women through our well-organized Mail Order Department.

We have a large variety of patterns and send samples, when requested, to show the quality of the material. In ordering, state whether you wish a light, medium or dark colored suit; also height and breast measure. Should the suit not fit, or the color be objectionable, we will cheerfully exchange or refund the money on return of suit.

Catalogue of Bicycles, Bicycle Sundries, Suits, Sweaters, Belts, Caps, etc., sent free on request.

Address all orders to DEPT. "E.-X."

STRAWBRIDGE & CLOTHIER, PHILADELPHIA.

A Flying Shot.

To make for us wings the inventors are trying;
Some say they'll succeed and we soon shall be flying;
But others say wings are beyond our dominion,
So flying 's a matter, 'twould seem, of a pinion.

A FOLDING BICYCLE.

A folding bicycle has been designed with the front portion of the frame very much like the rear part. The head tube is nearly vertical, and is so arranged that the frame pivots on it, and by turning the handle-bar the front wheel can be swung around close to the side of the rear one.

TO CARRY A PASSENGER.

A supplemental bicycle seat is made by two up-rights, like a fork, carrying a saddle at the top. They can be attached to the rear axle of any bicycle, and short arms to the rear stays brace them firmly. A child might be carried on it, but would hardly be in an advantageous position.

HUDSON RIVER STEAMERS.

M. B. Waters, General Passenger Agent of the People's Line of steamers plying between Albany and New York city, writes as follows: "In reply to your letter of March 12th, would say that we do not carry bicycles free."

F. B. Hibbard, General Passenger Agent of the Hudson River Line, steamers "New York" and "Albany," writes, "In reply to your favor of March

12th, I beg to advise that this Line makes a charge for carrying bicycles. Where the fare is \$1.00 and under, the charge is 25 cents; where the fare is over \$1.00, the charge is 50 cents."


A. E. Anderson, General Passenger Agent of the Mary Powell Steamboat Company, in a letter dated July 30, '97, says, "The Hudson River steamer, 'Mary Powell,' makes no charge for the transportation of passengers' bicycles." This fine steamer makes daily trips between New York city and Rondout.

GAUNTLET GLOVES.

League member No. 177,750 asks, "Is n't it possible for some member of the L. A. W. to design and produce, at a reasonable price, a gauntlet glove similar to those worn by cavalymen,— something that will protect wrists and arms, and keep the cold, raw winds of early spring and late fall from blowing up one's sleeve, and making an otherwise pleasant ride cold and disagreeable. I find there are many who dislike a cold draft up the sleeve."

WOE IN WOONSOCKET.

There's a state of things in Woonsocket, R. I. June 19, 1896, John F. Mulvey, while riding a bicycle, was injured by an electric car. He sued for \$20,000 damages, and was recently awarded \$8,000 by a jury that reached an agreement in an hour. The car corporation will, no doubt, want to try it again. And now the car company has issued orders



A man on a barrel

can attract the
attention of,
say, 20 people.


Think of what 5,000 men
on 5,000 barrels
in 5,000 places
could do!

The L. A. W. BULLETIN goes into over a hundred thousand homes, and takes with it your advertisement (if you please), where it is read by over

300,000 PEOPLE!

BEST LIKED Where Best Known

When 83,000 Bicycles of one name are sold in one year by one manufacturer, the chances are that that make of Bicycle is apt to be well known. It also follows that it must be a good one to find so many purchasers. Buyers are better posted and more particular than they used to be. This makes it easier to sell



Catalogue 98 with "Care of the Wheel" free.

Western Wheel Works

CHICAGO.
NEW YORK.

directing motormen when they see a bicyclist coming towards or passing their cars to stop until the cyclist has gotten one hundred feet from the car.

It is affirmed that when the cycling season is fairly opened there will be streets so much frequented by cyclists that cars will not be able to run at all under this new order. Without doubt this regulation is unreasonable, and if so the city authorities should take a hand at regulating it. A street car company should not be permitted to impair its own value as a public convenience in order that it may, through spite, array the people against cyclists. It's well enough to make itself safe, but most anything can be overdone.

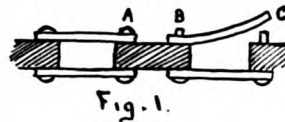
FOR CHAIN REPAIRING.

Most of the suggestions for chain repair deal only with replacing broken links or blocks with new ones, and do not refer to the difficulty of removing broken parts. If the rider happens to have a detachable chain, the work of removal and replacement can easily be done with the fingers, with perhaps the use of a wrench to start the parts; but, with a chain of the usual pattern, it is necessary to file the heads of two or more rivets before the broken pieces can be taken off.

In order to be able to remove broken parts of a chain without hunting up somebody from whom a file can be borrowed, E. E. Eaton advises riders to carry a small file in the tool bag. For his own use he has arranged one with a screw-driver attached to

one end and a small spanner to fit the chain bolt nut at the other.

In case a chain rivet is to be used again, care must be exercised in filing the head, *A*, so that the rivet will not be reduced in length, or it cannot afterwards be headed over the



side-plate. The head of the rivet should be filed all around its edge, leaving the centre untouched, as shown at *B*. The side-plate can then be pried up and forced off it, as shown at *C*, and any parts removed. If a new side-plate is put on, the end of the rivet is then long enough to head or rivet securely over the plate.

The best method of making repairs, Mr. Eaton believes, is to carry a couple of extra links, in which the four rivets have been replaced by bolts and nuts as shown at *D* in Fig. 2. It is then possible, as soon as the broken parts are removed, to replace the broken plate or block from the extra links much more easily and readily than if it had to be riveted on, while, if the old rivet does not need to be preserved, it can be filed more quickly than would otherwise be possible. A separate bolt is shown at *E* and a nut at *F*.

A BORROWED cycle always feels loan-some.

CHAS. G. KILPATRICK
The One-Legged Cyclist,
riding his Iver Johnson cycle down a flight of steps 50 feet high, 5 feet wide and 132 feet long.



A Test of Strength and Durability...
Kilpatrick is well acquainted with the superior construction of the Iver Johnson cycle and knows it will stand the test. He uses our cycles in all his exhibitions.

Send for Full Descriptive Book.

Iver Johnson's Arms and Cycle Works,
FITCHBURG, MASS.
Branches: New York, Boston, Worcester,

A BIG

bicycle concern, which keeps its experienced men at work **all year 'round**, OUGHT to be able to sell **good wheels** at a **fair price!**

Rambler
BICYCLES

1898 Price, . . . \$60.

"the highest high-grade price that's fair!"
are made by a big concern.

RAMBLERS are sold by legitimate cycle agents only. If there is no Rambler agent in your town **you** ought to have an agency. Write us at once. Address **Department G.**

RAMBLER BOOKLET BY MAIL, IF YOU WISH.

GORMULLY & JEFFERY MFG. CO.

CHICAGO.

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

A Wayside Wooing.

His tires were soft and flabby and he didn't have a pump,
So he waited by the roadside and he called himself a chump,
But a wind-some bloomer girl came by and filled with joy
his cup,
And he said she was his wind-lass, 'cause she pumped his
tires up.

THE bloomer girl's leather leggings are calf-hide.

IT is when he rides at a mad pace that the scorcher
gets his back up.

IN cycling, as in sailing, the most disasters occur
along the "coast."

THE rapid advance of the bicycle has been largely
due to pressure on the pedals.

LET him who is willing to wear skirts cast the
first stone at the bloomer girl.

HUMPED-UP scorchers think they can double their
speed by doubling themselves.

HAS N'T a bicycle girl a right to call her puffed-up,
baggy bloomers her pneu. trousers.

THE lady should occupy the tandem's front seat,
for, by so doing, the pair will get a lap ahead.

IF KNICKERBOCKERS are dragging women to per-
dition, they should be termed the Old Nickerbockers.

ATTACHING a bell to it adds tone to a cycle.

THE safest way to coast steep hills is to walk.

MANY wheelmen are waiting for some one to ask
them to join the L. A. W. Will *you* attend to it?

WHEELMEN find the League road-books the most
interesting liter-atour.

MANY a cycle racer in trying to get ahead gets
a header.

THE amateur's regard for his cycle is tender; the
racing-man's is legal tender.

Though the cycle brings health to the women who ride,
It is death to old-fashioned esthetics,
For it's playing sad havoc; it can't be denied,
With corsets, tight shoes and cosmetics.

THE bicycle is a very attractive vehicle which
many long to ride and some ride too long.

An overture of love made he
His neighbor's daughter to secure,
For when his tandem came, in glee
He straightway took it over to 'er.

A NOVEL proposition is that of a racing man who
says that the League should be devoted solely to
racing, and that road improvement be turned over
to some other organization.

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:

GEYLER & 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 only25

Editor: **STERLING ELLIOTT.**

Associate Editors:

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

MARCH 25, 1898.

THE NEIGHBORHOOD TOURIST.

MEN who have been around the world come home and hire a hall and tell other folks about it. And other folks pay them for recounting what was seen and heard on the trip through foreign lands.

Comparatively few native-born Americans have ever been about Europe, Asia and Africa, yet we all feel as though we know a good deal concerning those countries and their peoples. Think how often we have enjoyed, during a golden half hour, that which the other fellow journeyed many weeks and miles to see and hear.

What is true of tours abroad is true, in a smaller sense, regarding trips about home. The home-coming Old World tourist tells us of the shrines and palaces of the fatherlands and calls our thoughts

"To the glory that was Greece
And the grandeur that was Rome."

Each feature and incident is reproduced for us, and we almost feel that we have looked, through others' eyes, upon those far-away lands, which, to actually visit, would require many weeks.

The home-coming cyclist, who has been out of our sight and hearing but one short hour, returns to tell us how the fields of clover-blooms were gemmed with diamonds of dew that out-sparkled the crown

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of the czar. And in our hands are placed a bunch of blossoms which shine and shower have miraculously distilled from out the fragrant mold, and spiced and sweetened to the soul's delight. From the coming of the buttercups and daisies till the paling of the last bit of goldenrod hid in the protected corners of the fence, this neighborhood tourist brings us gracious souvenirs of almost daily journeys "abroad." For "abroad" really means that which is beyond the narrow area of our daily lives.

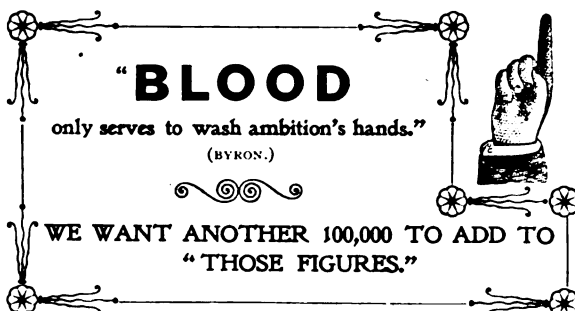
And so those who do not ride may, if they will, be cheered and strengthened by the joyous healthfulness and happiness of those who, through the gracious administrations of the bicycle, are brothers with the fields and forests, the brooks and the boundless blue of the sky. And like those who, though they may not kiss the Blarney stone, may touch lips with those who have, so the shut-ins of earth shall all be made happier by meeting those who go gladly out into the world.

If riding the bicycle makes a man better in mind and body, it also makes better all who, by the eternal forces of environment are brought within the circle of his influence.

MUST WE GIVE UP CYCLING?

This question is never raised by those who cycle reasonably. They see in a thousand ways the utility of the wheel,—its necessity to modern life. They know of countless instances of health regained, vigor restored, pleasure and exhilaration afforded by the use of that delicate and life-like combination of steel and rubber. To relinquish it would leave a void that could not be filled. If it is deficient, it will be perfected. If it is used unreasonably, time will teach reason; but part with it! Not until we can keep company with the birds in their flight.

Yet the cycle has its enemies in the ranks of those whose first duty is to recognize every departure that advances the welfare of their kind. Assuming the authority of a respected profession, they express sentiments that do not honor it. They indulge in hasty,



The '98 PLEW...

"Its Nose is Soft."



This is the Only Saddle in the World with a Soft Nose.

Above cut illustrates the Ladies' Model with Coil Spring, while our several styles are such as to meet the requirements of all riders. All dealers sell them, or the saddle will be sent express prepaid upon receipt of price. Don't fail to send for descriptive circular. Made in the following styles:

	RETAIL PRICE
Gents' Racing Saddle—oak, tan or black,	\$3.00
Gents' Road Saddle— " " "	3.00
Gents' Broad Saddle— " " "	3.00
Ladies' Saddle— " " "	3.00

Retail Price, \$3.00. Made only by

Manufacturers and Merchants Warehouse Co.

16 to 22 W. WATER ST., CHICAGO, ILL.

PIERCE RACERS

Model 82
22 inch Frame.
Model 84
24 inch Frame.

Easily the Peer for 1898

**EQUIPPED AND GUARANTEED FOR
STREET, ROAD OR TRACK USE.**

Ask your dealers for these models and look them over critically, because they will bear your fullest scrutiny. If you fail to find them, write direct to

THE GEORGE N. PIERCE CO.

105 Chambers St., New York. • 145 Columbus Ave., Boston.
Works and Head Office, 6 to 22 Hanover St., Buffalo.

A Great Offer

If L. A. W. member No. 67,911 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.

ill-advised and intemperate statements, so evidently born of ignorance or animosity that they defeat their own object, and contribute to the mirth of countless thousands whose daily experiences are living contradictions of their allegations.

For the delectation of half-a-million cyclists, know then that a certain Wisconsin person who signs "M. D." to his name, has rushed into print to save his fellows from an awful fate,—nothing less than the deterioration of the race. He is presumably conscientious, for he "does not doubt" that he is right. He would have done very wrong to alarm 5,000,000 wheelmen unless he had courageously conquered his own "doubts."

"I have not the least doubt," says he, "but that fully three-fourths of the people, both adult and young, after ten years of regular bicycle riding, will find themselves chronic invalids to a degree, and I should not be at all surprised to witness the 'scorchers,' a generation from now, walking on 'all-fours,' with the now primitive spinal appendage grown out into a full-fledged baboon's tail, for it is not impossible for the human body to take on a retrograde condition, and it would seem highly probable that from the positions observed in many riders, such a condition has really begun. Just as certain as a tree will grow as it is bent, just so certain is it that the human body follows the line of least resistance. Then what may we expect from posterity but warped, degenerate and ill-shaped beings."

Nor is this all, for this would-be "authority"

enumerates nearly every organ of the body as being adversely affected by cycling, and thinks that the use of the wheel perverts the physical, degrades the moral and injures the industrial aspects of existences.

It is indeed strange that one whose training should have quickened his observation, and made him accurate in perceiving wherein multitudes are obtaining almost incalculable benefits to their health, should utterly fail in judgment, and display such crass ignorance. It is hardly possible that any future fanatic will attempt to surpass the height and depth and length and breadth of his misrepresentations.

CYCLES IN FAIRMOUNT PARK.

Statistics of Fairmount Park, Philadelphia, for 1897, show that 285 tires were punctured in the park during the year and that 381 other accidents to wheelmen occurred. Of these, 31 were collisions with carriages, 207 collisions with other wheels; 44 collisions with various objects and 99 due to more or less unskilful riding. There were 392 persons injured by bicycles; 155 of them by being thrown from their wheels; 58 by having "unmanageable" machines; 125 in collisions; 9 from being knocked down by cycles, and the rest from minor causes.

Two French girls, thrown upon their own resources, are said to have opened a riding school for instruction in cycling, and to have made a success of it.

This is the season to obtain new members.

Rocking Chairs are comfortable to sit in.

Morse Roller Joint Chains are comfortable to ride.

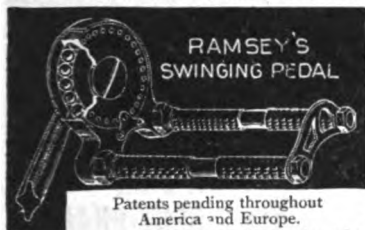


The action of our Roller Joint is like that of a rocking chair on a smooth floor. Use a Morse Chain.

See cut in L. A. W. BULLETIN March 18, 1898.

MORSE CHAIN CO., Trumansburg, N. Y.

RIDERS call it the SWINGING MOTOR.



Why?

NO DEAD CENTRE.

The full leverage of the crank maintained over a greater arc of the circle of the pedal. This is increased leverage.

Propelling power intensified fully thirty per cent.

Fits any bicycle.
 Price \$5.00.

It gives ankle motion where there was none before, And yet with less fatigue good riders ankle more. 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.



M. & W. 98 Silver Tone Bells

Made Like a Watch.

ALL STYLES
 ALL SIZES...
 ALL PRICES..

CAN YOU READ MUSIC?

Send us, within thirty days, title of selection on back cover of **Wheelman's Log**, and fifty cents, and we will send bell as per cut — 2 inch plain gong, band clamp, ornamental panel, ENGRAVED WITH YOUR OWN INITIALS.

Write for Circulars and Prices.

...THE WHEELMAN'S LOG...

Sample for 2-cent stamp.

Novel, pretty and useful

Given free with each M. & W. '98 Bicycle Lamp.

The Matthews & Willard Mfg. Co.

40 MURRAY ST.,
 NEW YORK.

WATERBURY,
 CONN.

HOW IS IT DONE?

Now and then some League member somewhere or other, in some way or other, induces a goodly number of other persons to join the League. Judged from a distance he doesn't appear to be any more favorably located for securing new members than many others in other places.

Now it might be well for this more successful worker to tell the others how he goes about it to convince cyclists they should belong to the L. A. W. What reasons for joining does he give? What inducement or advantage seems to carry the greatest weight? As a matter of course, different methods must be followed with different individuals, but is there any one card that seems to be a pretty sure winner?

If any one who has been successful in securing new members cares to impart the secret of his success to other members the L. A. W. BULLETIN will be happy to give voice to his words. How do you go about it? Everybody knows there are many reasons why every cyclist should be a League member, but which inducement gets them the quickest?

IMPROVISED PAPER LAMP.

Being caught away from home one night without a lamp, No. 115,078 stopped at a country store and bought a candle and a paper bag. Then, he says, he lit the candle and, holding it in the bag, rode home through the city unmolested by the police.

WOMEN AND CENTURY RUNS.

The "Century Wheelmen of New York" have placed themselves on record as being opposed to having women and minors take part in their spring century run, Sunday, April 24, 1898.

It was the sense of the members present at a recent meeting that, though the women who have heretofore participated in the different runs have always conducted themselves in a commendable manner, century runs were hardly the proper kind for this class of riders. No one, it is believed, will recognize the wisdom of this step more quickly than the ladies themselves.

Women should be encouraged to ride wheels, as it enables them to get that exercise which is so essential to their physical well-being; but to secure the best results it should be done in moderation, and the task of doing a century run certainly results in a prolonged nervous and physical strain which distinguished medical authorities pronounce very harmful to the sex, who rarely possess the requisite physique to withstand the consequences.

Therefore, it is with no desire to reflect upon the character of women riders that the "Century Wheelmen of New York" have taken this stand in regard to century runs. The regular ladies' runs of the club are not affected by this decision.

"It is only by working industriously and hooping things up," said the cooper, "that I get ahead and stave off my creditors."

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.

TO BIKE AT NIGHT
 MEANS THE **1898 MODEL**
20th CENTURY HEADLIGHT

THE **20th CENTURY CYCLO METER** IS A
GOOD ONE.

CRANK LAWS AND CRANK CYCLISTS.

In discussing wheelmen's rights and the public's rights a great many persons forget to make note of the fact that the wheelmen constitute a pretty good share of the public. The rights of one are largely the rights of the other, for so many persons now ride the bicycle that they can no longer be considered as a class.

The announcement by this or that city government, or organization or individual, to the effect that wheelmen are to be compelled to obey this or that law to the letter, should frighten no one. In fact it should be welcomed by all who desire right and justice. For it is presumed laws are made for the purpose of bringing and assuring the greatest good to the greatest number. If the laws are unjust they should be repealed, if they are just they should be enforced.

Now and then there is an abnormal individual who would have all cycles and cyclists swept from the face of the earth. Now and then such persons constitute a majority in the governing board of a village or town. This is rarely the case, however.

Now and then there are wheelmen who make public nuisances of themselves and who spread danger along the highways. They are a small minority of the large number of properly-behaved people who ride the bicycle for their pleasure and without distressing others. It is reasonable to presume that there were improper cyclists before

FREE If you write at once, we will mail you, postpaid, sample section of our
National Single-Tube Tire.

The National Tire positively will not slip or throw mud. It has great resiliency. Its unique design insures speed and durability. Send postal for sample section and you will see there is small chance for puncture. * * * Address,

**THE
 NATIONAL
 TIRE CO.**

204 Dearborn Street,
 CHICAGO, ILL.



... 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.

there were unjust laws framed for their suppression and punishment.

Every right-thinking cyclist will aid in the work of "turning down" the reckless rider, and every right-thinking and self-respecting cyclist will fight to the finish any law that unjustly abridges the rights of good and proper wheelmen.

No "crank" legislation should be permitted to go unrepealed. No "crank" cyclists should be permitted to make nuisances of themselves on the highways.

TANDEM GEARING.

An English authority insists that the right gear for tandems is half the sum of the gears used by the riders separately. This might be wise if one or both of the riders was very green or very inefficient; but, if they are both fairly good riders, have had any tandem practice, or have ridden tandem together to any extent, it is perfectly reasonable to add six or eight inches to the quotient obtained by the proposed method.

MAGNETIZED PEDALS.

Toe clips are to be superseded by a very neat and simple device, according to late reports. Pedals are to be fitted with magnetized plates to attract plates on the shoes of the rider, and hold his feet in place, and so prevent accidents from the foot catching in the toe clip in dismounting or in case of a fall.

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.

\$125 IN PRIZES

... FOR ...

Photographs of Bad Roads

The League of American Wheelmen, desiring to procure photographs of bad country roads for use in its agitation of the Good Roads movement, has offered \$125 cash in prizes, as follows; first prize fifty dollars, second prize twenty-five dollars, third prize fifteen dollars, fourth prize ten dollars, and five prizes of five dollars each. Prizes will be awarded on single pictures. Anyone can take part in this competition and send in as many photographs as he pleases, but not more than one prize will be awarded to any one person. The competition will remain open until June 1, 1898, and every person able to use a camera, and who knows what a bad country road is like when he sees it, should assist the good work and enter the competition.

Photographs should be sent to Otto Dorner, Chairman
 National Committee for Highway Improvement,
 L. A. W., P. O. Box 153, Milwaukee, Wis.

ENGLAND'S L. A. W.

BY JOSEPH PENNELL.

As Foreign Marshal L. A. W. and American Representative Councillor of the Cyclists' Touring Club, I cannot but wonder at the undue and rapidly growing encouragement of and preference for the Touring Club de France shown in the BULLETIN. I cannot help wondering at the advice continuously given to our members coming abroad to join that body, while the Cyclists' Touring Club is never mentioned.

The Touring Club de France is an excellent institution in France for Frenchmen, or for others who visit that country and are acquainted with the language.

But may I point out that it costs more to join the Touring Club de France than any other club. The formalities of joining are more annoying. It has absolutely refused to grant any privileges and concessions to members of the L. A. W.

It publishes no road-books, it has no hotel system outside of France (where it is excellent), it is not even primarily a cycling organization at all.

An American who arrives in France without his ticket will receive no benefit from it, and must await his ticket, have it filled up before he can even get his machine through the customs houses. If he has received it before leaving home, of course the difficulty is removed.

But I should like to point out that the Cyclists' Touring Club, whose Consul is Mr. F. W. Weston, Savin Hill, Boston, affords the same rights and

privileges to its members as the Touring Club de France. Its subscription is less, it gives its members its *Gazette* and handbook free, it has published road-books for the whole of Europe, its members are admitted free to the Continent of Europe on production of their simple ticket, without any formalities, save in Belgium and Austria. The Cyclists' Touring Club desires American members, and has offered a system of exchange of membership which it only remains for the L. A. W. to ratify.

Therefore, I would say, join the Cyclists' Touring Club first and for the whole of Europe, if you are going abroad, afterwards the Touring Club de France for France.

The Cyclists' Touring Club is an International cycling club; the Touring Club de France is not, and does n't want to be.

THE FIRST BICYCLE CAR.

The first bicycle car ever built by any railroad left the Flatbush avenue station at 8.54 A. M. last Sunday. This is one of the full length baggage-cars recently equipped by the Long Island Railroad Company for bicycles only. The cyclists went by train to Babylon and then wheeled to Patchogue for dinner, returning in time to reach Brooklyn at 5.53 in the evening. The car splendidly fulfilled its purpose and offers a conclusive solution of the problem of carrying cycles by train. It is fitted to carry 144 bicycles.

The Klondike RIGID BACK BICYCLE LANTERN



is just what you have been looking for.

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

\$2.00.

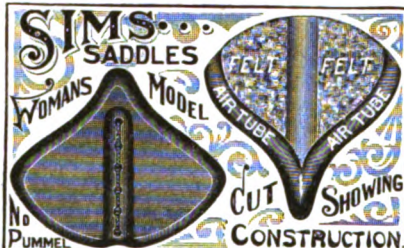
Made by...

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

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

TRY IT A WEEK FREE!

PRICE \$3.50.



SIMS SADDLES

on the sharp edge of a steel base saddle if you can bear it, but you'll soon discard it after trying the

SAW AWAY


SIMS.

We offer to send one on trial, to be returned if not wanted. Special price to L. A. W., mention number.

SIMS SADDLE CO., Canton, N. Y.

Ask for catalog, testimonials and free trial particulars. | Brown pattern with pneumatic nose and edge, if desired.

LAMSON'S LUGGAGE CARRIERS



Are the standard. Light, durable, noiseless, cheap. Will carry books or any shape of package clear of the front brake rod.

Prices: No. 1, \$1.00; No. 2, 50c.; No. 10, 75c.; No. 4S, \$1.25; No. 4D, for two packages, \$1.50; No. 6 Camera, \$2.00; No. 12 for Rear forks, 50c.; No. 11, \$1.00, etc. Sold by all dealers, or by

C. H. LAMSON, Portland, Me.

SEND FOR CATALOGUE.

WARNER CLINCHER




FITS ANY RIM

KANT KREEP

STODDARD MFG. CO.

DAYTON, OHIO, U.S.A.

The Adjustable Electric Bicycle Lamp



The light that never fails.

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 gasworks, breweries and carriages.

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

"Comfort Bicycle Garter"



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

Ask your dealer, or send 30 cts. for plain, or 50c. for cloth or velvet covered.

Ladies' Comfort Garters for cycling and general use, of silk ruffled webbing, mailed on receipt of 40 cents.

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

COMFORT CARTER CO., 415 Broadway, New York.

The Way of the World.

The ocean's combers "sea-foams" give
To shores that have the rocks,
But never shall the poor canal
Have them to wash its locks.

JOY IN LOUISVILLE.

Louisville, the "City of Colonels," has three large and beautiful parks in the east, south and west of the city. They are practically unconnected, and the only one easily accessible is Iroquois Park, on the south, by the beautiful Grand Boulevard. "The Highwaymen," a cycling organization, was formed in January at the suggestion of R. C. Kinkead, now its president, and a member of the Board of Park Commissioners, for the purpose of uniting the parks by cycle paths. Over \$2,000 have been subscribed. On May 1st the path from Iroquois Park to Shawnee Park, on the west, a distance of seven miles, will be opened with a mammoth celebration. This path runs for three miles along the bank of the Ohio, amid river scenery said to be more beautiful than that of the Hudson. The work of connecting Iroquois Park with Cherokee Park, to the east of the city, will be commenced, most likely, when the other park is completed.

AN AMIABLE invalid is not too common. Good health is a prime cause of politeness.

INDIAN CLUB, of Brooklyn, "at home" in new quarters, 474 Bedford avenue.

A GOOD ROADMAKER.

Edwin McIntyre, who lives a hermit life near Warren, has a queer hobby. One of the prettiest and best pieces of road in Maine passes in front of his retreat. It has been built by Mr. McIntyre, who for the past twenty-three years has been picking up the rocks and stones near his home and pounding them into pebbles, which he has put in the highway. In twenty-three years' time he has pounded 900,000 stones and made them ready for road use. The town authorities, recognizing the value of the work, for years have compensated the man by giving him his road tax. He estimates that he has placed on the road twenty cords of these manufactured stones. Other towns might envy Warren such a faithful road-builder. — *Rockland (Me.) Star.*

The Board of Supervisors of Saginaw, Mich., are learning the advantages of improved highways and receiving the subject with increased favor, since the farmers have abandoned the Saginaw market and carry their produce to Bay City over roads which enable them to haul in wet as well as dry weather.

An English rider has a machine geared to 184' and a sprocket has been made to gear another machine to 305.

English cycling papers complain of carloads of American wheels being auctioned off to the public at exceedingly low prices.

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



SHIPPED ON APPROVAL

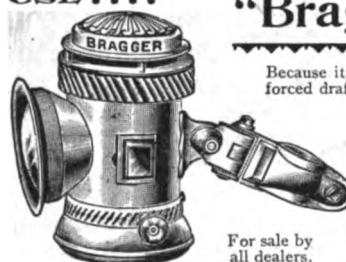
without a cent payment.
Swell '98 Bicycles, \$14 to \$37.50. 12,000 on hand for spring trade. 600 SHOPWORN and used wheels \$3 to \$12. BICYCLE FREE for the season to agents; write for particulars. EARN A BICYCLE and make money by a little work in your locality. Special proposition to early applicants. 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.

\$5 1898 BICYCLE \$5 to any one who will distribute a few of our BIG 3-POUND 1134-PAGE 1898 CATA-LOGUES. We Sell Outright new high-grade LOGUES. '98 GUARANTEED BICYCLES at \$13.95, \$19.75 and \$22.50. YOU DON'T PAY FOR BICYCLE until after you get it. Write Today for SPECIAL \$5.00 OFFER and Handsome Bicycle Catalogue. Address, SEARS, ROEBUCK & CO. (Inc.) CHICAGO, ILL.

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.

USE.... "Bragger" CYCLE LAMP



Because it is built on a system of double forced draft which supplies the flame with five times the amount of oxygen the ordinary lamp gets

It has reversible oil-tank. It burns Kerosene. It burns 10 hours. It throws light over 100 ft. It is Guaranteed Not to Jar Out.

For sale by all dealers.

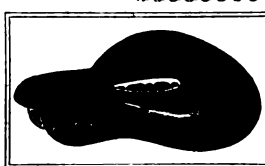
Manufactured by...

Catalogue for the asking.

HITCHCOCK LAMP COMPANY, Watertown, N. Y.

New York Office: Surplus, Dunn & Co., 55 Warren St., N. Y. City.

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



The Perry

BACKED BY A REPUTATION.

Honest material, honest construction, and the endorsements of thousands of '97 riders. These are a few of the causes that made the Perry saddle famous,—the saddle that made riding a pleasure and a comfort for its riders. Dealers, there will be a demand for it. Riders, if you would save your systems of constant jolting and jarring, you will need it. Specify it on your mounts. A postal card brings our catalog.

THE HARRIS TOY CO., Toledo, O.

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

WHAT DOES YOUR WIFE THINK?

NIXON WATERMAN.



Of course you're a hero, you've said it yourself,
You've told all the men at the club,
And all other heroes are laid on the shelf;
You're the only big fish in the tub.
You're brave as a lion, yet gentle and kind,
What reason is there we should doubt it?
But we'd just like to ask, if you really don't mind,—
Now what does your wife think about it?

You'd have us believe if the world was composed
Of men like yourself there would be
A view of such wonderful beauty disclosed
As would gladden our spirits to see.
You're clever and wise, so you'd have us to know,
Conceit? You are wholly without it?
No doubt every word you have told us is so,
But what does your wife think about it?

Some night when she's sitting up darning your socks
Or mending at tatter and tear,
As she tenderly sings to the baby she rocks,
A grief-sweetened lullaby air,
Then ask if you're noble and gentle and kind,
Before to the world you shall shout it;
For it ought to be worth your endeavor to find
What the one who knows best thinks about it.

A young man riding a bicycle and drawing a sled upon which was a coop of live chickens for market, was one of the queer sights at Waupaca, Wis., recently.

THE bent of a man's mind can often be guessed by the turn of his handle-bars.

MAN AND DOG.

If you own a dog and care anything for him, don't let him follow you when you go out for a cycling trip. And if you don't care anything for him, give him away to some one with enough brain and soul to appreciate the good and faithful heart that, as a usual thing, beats in the breast of even the yellowest dog. The man who thinks it is fun to pedal along at a ten or twelve-mile-an-hour gait, while his dog runs its legs off through the dust trying to keep up with the procession, is not the sort of a neighbor one would care to have. Leave the dog at home or else go on foot, and then conditions will be so evened up that the dumb animal won't long to cry out and tell the pace-maker to "let up a little."

The opening article in Frank Leslie's Popular Monthly for April is "The League of American Wheelmen," by A. Cressy Morrison, Ex-Vice-President of the organization. The article is splendidly illustrated, and is of interest to all cyclists.

An anonymous correspondent says that "When a jeweler opens the works he usually lays off all the hands." And then he still farther shows his addiction to the awful vice of punning by affirming that "A Chinese executioner has no trouble getting ahead in the world."

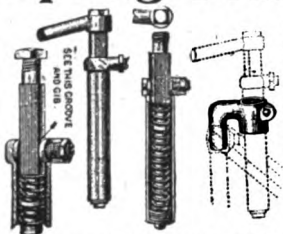
EVEN the best pedal gets many a kick.

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

THEY ARE THE

LAMPS TO BURN

ACETYLENE GAS.

CANNOT Jar or Blow OUT.**NO Dirt, Smoke, Danger, Grease.**Throws light 100 feet ahead and cannot explode. Price, with one can of carbide, **\$4.00.** Sent prepaid to any part of United States on receipt of price. Write for 16-page Catalogue.**THE BADGER BRASS MFG. CO.****Kenosha, Wis.****The Berkey Adjustable Spring Seat Post**

Ball shape bearing — adjustable in every way to any saddle, any bicycle and every weight rider. The only device made for attaching a Spring Seat Post to any bicycle with small post hole.

Two Coil Springs — short one relieves back pressure; long one relieves rider and wheel from severe shocks when passing over obstructions. The old jar and jolt are gone, and there's no chafing or saddle soreness.

Four size springs, to carry from 90 to 300 pounds.

Price of Seat Post, **\$1.50**; with attachment, **\$1.75.**

At all dealers, or by sending direct.

BERKEY SPRING SEAT POST CO. - - - Grand Rapids, Mich.**Still Going.**

"Society" tells us "the bloomer must go!"
And we note what society says must be so,
For we're told that in most every country and clime
The bloomers are right on the go all the time.

WEIGHT versus EFFICIENCY.

An English manufacturer, who has always been famous for turning out light wheels, calls attention to the fact that "weight is one thing and ease of propulsion another." In order to throw light upon this he says "take, as an example, the modern racing machine which has gradually increased in weight, during the past three or four years, from 20 lbs. to 24 lbs. or 25 lbs. Upon machines of the latter weight it is a significant fact that the leading racing cracks have performed most of their recent wonderful records, which indicates that rigidity, even at the expense of additional weight, tells on the racing track."

A machine may be strong enough in weight carrying capacity "and yet be utterly inadequate to resist the deflection which naturally arises when more than normal pressure is applied to the pedals. Therefore, it follows that not only should the frame and forks be made sufficiently strong to resist this strain, but the cranks, crank sprockets and axles should be of sufficient strength to resist the torsional strain to which they in their turn are subjected."

The most efficient machine is one which gives out the maximum percentage of the energy put into it

**No. 3 TOE CLIP...**

Patented Sept. 14, 1897.



Price 35c. a pair. Highly finished. Holds foot firm. Easy to get in and out. Prevents lateral motion. Can not bind or affect circulation. Catalogue high-class Bicycle Sundries upon request. Dealers often offer inferior goods on which they make excessive profits.

THE BUESCHER MFG. CO.,

Fine Brass Workers, Elkhart, Ind.

**YOU NEED A PAIR NOW.****Young's Converting Trouser Guards and Hose Supporters....**

Will preserve crease in pantaloons and prevent bagging at knee. Convert ordinary trousers into Bicycle Pantaloons. Best Golf Hose Supporters. Will stay in position and not bind the limb or prevent circulation. By mail, prepaid: Enamelled 15 cents; Nickel 25 cents. Stamps accepted.
CHAS. P. YOUNG, York, Pa. (No. 97,969).

The Richards Detachable Sprocket Rim for 1898

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

Manufactured by...

The McELWAINE-RICHARDS CO.

Indianapolis, Ind.

with the least possible waste of force. Comparative merits of machines cannot be gauged by weight alone there is something more important than weight, and that is ease of propulsion. A machine should be so constructed that every ounce of pressure tells. If there is deflection, there is loss of power.

A LONG SIDE-PATH.

Boston to San Francisco. Those are to be the terminals of a proposed side-path for bicycles. This has been talked before; one man offered to build it for \$20,000; another says it will cost more and tells us that if we can assess all L. A. W. members \$5.00 each, he will undertake the job for the tidy sum thus raised.

No class of public works begins to have the use that the highways have; nothing in the community affects its welfare, pleasure and prosperity so constantly and intimately as its streets and roads. The greatest good of the greatest number demands their improvement and maintenance.

The Watertown, N. Y., *Standard Road Route Book* for northern New York, covering points from Watertown to Syracuse, Oswego and Utica, is a handy little pamphlet compiled for 1898 by F. O. Park.

THEY say it is easy to wear the bloomer costume when once you get into the habit.

FRANK FOWLER'S WEEKLY

.....ILLUSTRATED.....

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

ONE PRICE—\$43.50—ONE PROFIT

Volume 1.

WE SELL DIRECT TO THE RIDER.

Number 10.

FRANK T. FOWLER'S ... FACTS ...

A Personal Appeal

I ask you as a fair-minded person, if I do wrong in saying frankly, openly, to every member of the L. A. W., that I honestly aspire to be regarded as the most successful, fair and honorable man in the bicycle business to-day?

Let me give you a little history.

I was born 31 years ago in Beverly, O., and at the age of 11 years, I was forced to quit my school and go to earning my bread. I worked hard, whether it was running errands, driving a mule in a coal bank, or at the desk as a clerk. I always honestly tried to serve my employers to their best advantage. Six years ago I saw in the bicycle business a chance to get ahead. In it I went and, by fairly serving those who bought my wheels, I built up a business from 22 men to 640 in about 4½ years. Then I sold out to good advantage. After a month's idleness, I started at Worcester, Mass., the Trinity plant, and the unprecedented success of that superb wheel speaks for itself. Having an opportunity to buy the Fowler plant back again, and disposing of the Trinity plant, I did, and here today offer you the wheel direct to the rider.

Now look here.

Every dollar invested in the Fowler Works is mine, made by me. It did not come by gift, inheritance, death or accident. You have been told how I made it. Therefore, could I afford to do anything else than what I agree to do? Could I afford to run the risk of making a poor bicycle for say \$1.00 to \$2.00 per wheel saving? Could I do anything else than be straightforward and honest with you and with everybody? You know I couldn't. Be guided by your own common sense. If you can't buy my bicycle, be fair with me and tell your friends that you think Frank T. Fowler is a square man and that he will surely do his duty. Always say that for me, and remember that, on my honor, you will never have cause to regret it. Your words of encouragement will be life and strength to me. The man who will lead.

Yours sincerely,

FRANK T. FOWLER.

The Government at Washington

Could not give you a more honest, well-meant guarantee of its statements and products than I do on and regarding my new '98 Fowler Bicycle.

I will do everything in a human being's power to treat you right, after you have bought, what I truly consider, the very best bicycle ever made.

YOU GET

Choice of Palmer, Morgan & Wright, Dunlop, G & J. Kangaroo, or any other tire on the market.

YOU GET

Choice of Christy, Sager, Brown, Gordon, Wheeler, Persons, or any other saddle on the market.

YOU GET

Choice of any color, except white or pink (which are \$1.50 extra).

YOU GET

All these acknowledged best things that money will buy, together with the best material through-out, and high-class workmanship on your Fowler at \$43.50.

CATALOG NOW READY.

FOWLER CYCLE WORKS

136 W. Washington St., Chicago.

We offered these wheels at a \$60.00 list to the agents, and in two weeks and a half time we had five hundred and twenty-five applications for agency, from the cream of the agents in this country. The identical wheel was good enough for them to sell you at \$60, why is n't it good enough for you to buy direct at \$43.50 and save the difference?

REMEMBER

If you send us an order for a wheel, and \$2 to pay express charges, if when the wheel arrives it is not absolutely as ordered, and as we have represented, you immediately return it and get your money back.

Is This Life?

During the past six years I have done business with many thousand people, some of whom I had come to look on as honest men, honest friends: going out of my way many a time for them, had dug in my pocket to help them out one way or another; because I loved them as men and had the highest confidence in their commercial honesty. I would have divided the last crust with them, and oh, what is my reward? The very minute our paths lie in different directions commercially, then Fowler is no longer any good. No longer is he the man who will do as he agrees. No longer is he the good fellow, the smart business man he was, the man who knows how to build good bicycles and the like.

In the name of common justice and fairness, has it come to a pass where men are gauged by dollars, by gold only? The very men who have received the most favors, the very ones who have at all times, opportune and inopportune, screamed the virtue of Frank T. Fowler, on account of the financial good I was doing them and could do them, are the ones to-day who shout with the loudest voice. "The King is dead, long live the King."

Yes, men, your king is the man you have taken up in my place, who will pull you through tight places, will allow you to pay someone else with his money; that's your king. All right, I am well rid of you. There's many a man who reads this paper, by virtue of his membership in the L. A. W., whose little atom of conscience will smite him on reading these lines. Well it may.

Many times have I been warned not to mix personal regard and confidence with business, but I disregarded them all and lived on all unconscious of my false friends. Such cowards can do me no harm. I would like to have you all together and, single-handed and alone, I'd make you look like a pack of poorly-bred hounds, who had neither legs to carry or a scent to guide them. I can look you in the eye and say I always played fair — **you know it**, and now you knife me in the back, but you find an armor there that even the teeth of a coward — a cur — could not enter.

The more you fellows snarl and bark, the more determined I am to fight a winning battle. You put weapons in my hand. You awake in me a determination to demonstrate again that I do know what I am doing and that I have enough of the 1776 blood in me to fight an honest, fair, square battle a-and win.

FRANK T. FOWLER,

The One-Profit

High Grade

Bicycle Maker.

The Cyclometer that Revolutionized Cyclometers.

THE VEEDER

PRICE \$1.00

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

THE VEEDER MFG. CO., Hartford, Conn.



Patented
May 1,
1897.



BERNASCO ADJUSTABLE BICYCLE SADDLE.

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

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

We will send every L.A.W. member a sample package of O. K. SPOTLESS LUBRICANT for five 2-cent stamps.



A perfect lubricator, made of well-known ingredients combined by our own process, making a very desirable and economical compound. Put up in wooden tubes, with loose bottoms which are easily pushed upwards with the finger, forcing the Lubricant out at the other end, thus making it very convenient to use without soiling hands.

THE L. M. JONES CO.

West Winsted, Ct.



The Roller Block Chain

Patented in United States and Great Britain.

Some chains are splendid for the dissecting room. They are so easy to take to pieces. Ours was invented for road use. It runs without noise or dirty lubricants and mud cannot clog it. Since our adv. appeared in this paper a few months ago we have sold 4,000. Price, \$2.50. Money refunded if not satisfactory.

THE THAMES CHAIN AND STAMPING CO., Norwich, Conn.

WISSAHICKON DRIVE.

In the "Wissahickon" Philadelphia can lay claim to a picturesque drive, the like of which I doubt exists in any other city of the country. The name is taken from the stream along which it is built. This creek enters the city limits along the north-western base of Chestnut Hill and, turning to the southward, plunges with fret and whirl into a narrow defile or canyon, from which it emerges about five or six miles beyond to join the Schuylkill. The gorge is plentifully wooded, and throughout its length the drive has been constructed along the base of the hills following the tortuous windings of the stream. The last four or five miles are under the supervision of the Fairmount Park authorities, who control far enough on either side to preserve the glen, and it is thus a part of Fairmount Park. Viewed on a map, this narrow, crooked strip stretches to the northward not unlike a tail to the body of the Park. To the eastward of the glen is Germantown and Chestnut Hill; to the westward, Manyunk and Roxborough, once suburban villages but now within the corporation limits, although retaining many suburban characteristics.

The Wissahickon is reached from cityward by the East Side Drive of Fairmount Park. Entering the Park at the Green street entrance, we pass the Washington monument erected by the Society of the Cin-

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

can be read without the aid of a microscope, and give correct register. Model D, 1,000 miles, weight 1 3/4 oz., price 40c; Model F midget, 1,000 miles, weight 1 oz., price 50c; Model E midget, 10,000 miles, weight 1 oz., price 60c; all repeat. By mail if dealer has n't them.

TRENTON WATCH CO., Trenton, N. J.

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.

\$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.



cinnati, and following the Drive along the east side of the Schuylkill for about six miles, we reach Riverside Mansion, where the road is crossed by Ridge



"THE OLD RED BRIDGE," WISSAHICKON DRIVE.
Photograph by F. W. Halsey, Philadelphia, Pa.

avenue and its trolley tracks. Beyond the tracks the Drive is spanned by a high stone bridge connecting two jutting spurs of the hills that confine the Wissahickon. But a short distance beyond the bridge the road turns sharp to the right and, following it,

\$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.



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



THE ONLY AUTOMATIC WHISTLE

blown by the wheel at the will of the rider. Ornamental, full nickel plated. Guaranteed not to get out of order. Always ready for instant warning. Deep, melodious sound can be heard for 500 yards. State oval or plate crown. Special Offer to L. A. W. for 30 days, \$1.75, postpaid.

HALL'S AUTOMATIC WHISTLE CO.

118 Market Street - - - Newark, N. J.

THE ... "RUSCH" SADDLE



The only saddle that conforms to the shape of the rider. Price, \$3.50. Special Offer of \$2.00 for a short time, to introduce the saddle. Strictly hand-made of the best oak-tanned leather. Weight of saddle, 18 oz.

Money refunded if not satisfactory.

THE "RUSCH" BICYCLE SADDLE CO.

91 and 93 Thompson Street, New York City.

we enter the Wissahickon, and the sound of the trolley gong and city traffic of Ridge avenue is left behind. The hush of the woods is about us, every sound subdued.

The road at the turn has been dug from the hillside, and on our right the rocks rise abruptly, — precipice-like; at our left is the stream, the water of which has at this point been backed by a dam, so as to afford a place for boating. This spot is in winter a favorite skating resort. The road is a macadam park drive, smooth and hard, and although we are shut in by the hills and do not get the force of wind perhaps experienced on the East Drive, the shade is so abundant that it is never hot.

About a mile above the entrance we reach Rittenhouse Lane, Germantown. A little stream flows down beside this road, and on that stream, not far from where we are, was erected the first paper mill in America, known as the Rittenhouse mill.

For the first mile and a half or so the road is on the eastern bank of the creek, but at the Old Red Bridge it crosses to the western shore. The Red Bridge has long been a landmark on the Drive, but it is now a thing of the memory. A handsome stone bridge now occupies the site.

About two and a half miles above the entrance and not far above Monastery avenue is "The Sneaking Indian," as it is called; a crevice in the rock when viewed from a certain point in the road presents such a likeness. The spot is easily found just around the

HEY THERE, STOP!

The Rubber Spool Spins.



If you value life and limb use a brake; if you value tires use a

FAULTLESS ROLLER BRAKE.

It stops your wheel instantly, without a jar, and saves tires. The rubber spool, when applied, revolves and throws off all dirt.

FIT ANY BICYCLE.

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

WON'T HURT THE TIRE

If your dealer has n't them, send for Booklet to

FAULTLESS ROLLER BRAKE CO., Baltimore, Md., U.S.A.

BACK AGHE

surely comes without an adjustable Handle Bar. **THE RIDGEWAY** can be set to any angle instantaneously without dismount. Locks firmly. A touch of the pawl and the trick is done.

Ask your dealer to write us.

J. H. BURT MFG. CO.

SPRINGFIELD, MASS.



DOUBLE CONG

SILVER CHIMES

ALUMINUM AND NICKEL STEEL. DOUBLE TONED. LIGHT AND DURABLE.

Touch the Button and the Bell Rings.

FRONT \$1.25, REAR \$1.00. BY MAIL.

ALUMINUM BELL CO.,

BALTIMORE, MD.

Study Law at Home

Instruction by mail, adapted to every one. Methods approved by leading educators. Experienced and competent instructors. Takes spare time only. Three courses, preparatory, business, college. An opportunity to better your condition and prospects. Students and graduates everywhere. Eight years of success. Full particulars free.

Sprague Correspondence School of Law, 270 Tel. Bldg., Detroit, Mich.



first bend of the road above Monastery avenue, and to get the effect must be viewed from above, that is to say, pass it going up and look back towards the entrance or down stream.

Valley Green is about four miles above the en-



"THE DEVIL'S POOL," WISSAHICKON DRIVE.

Photograph by F. W. Halsey, Philadelphia, Pa.

trance, and a favorite resort for cyclists. A stone bridge connects Wissahickon avenue with the Drive at this point, and leads up a long hill through the woods to Wissahickon Inn.

Two Distinct Cyclometers in One

Polished Nickel or Antique Copper finish. 10,000 Miles with Independent Trip Register of 100 Miles. Positive mechanism. Easiest to read—largest figures.

Price, \$1.25.

U. S. MFG. CO.

Fond du Lac, Wis.



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.

HAVE YOU FAITH....

in what your doctor says? Ask him if you should ride the **CHRISTY SADDLE**. PRICE, \$5.00-

A. G. SPALDING & BROS. NEW YORK CHICAGO PHILADELPHIA

The Seat Ideal for the Ladies' Wheel.

The centre is lower than the side of the saddle,
And the rider no more has a thin ridge to straddle.

THE WHEELER SADDLE CO., Detroit, Mich.



Others might be Cheaper, but
None as Good

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

The Lovelock

SADDLE CO., (Inc.)

631 Walnut Street, Philadelphia, Pa.

Price, \$3.00.

"Pro Bono Publico" drinking fountain is not far below Rex avenue bridge. About half way up the hillside, above the bridge and opposite the Drive, is Indian Rock. A wooden figure, seen from the Drive just below the bridge, marks the spot. Of course there is a story of a heart-broken Indian maiden jumping from this rock, but if she was able to jump far enough to fall in the stream she was a way-back jumper. There is also a story that the outline of the rock resembles in profile some celebrated Indian chief. Take your choice of the tales.

The Drive continues beyond this point a mile or more before reaching the limit of the Park, and a mile beyond that. It is beautiful to the end. No wheelman visiting Philadelphia should miss it. Do it by daylight, and then light your lamp and whirl over it by night.

F. W. HALSEY.

When Mama patched her Willie's pants
Pa saw the job completed;
"It's fine" said he, "to have the chance
To get one's Bill re-seated."

A MOONLIGHT PICTURE.

The picture published herewith is of peculiar interest in the line of photographic novelties. It is from a half-tone reproduction of a photograph taken

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 CLERKS. **BEHR & 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' Trial.
Largest saddle assortment in U. S. Write for list. Unsatisfactory saddles in good condition taken in exchange.

Put a Good Tire on Your Old Wheel.
Send \$5.00 for a pair of \$7.00 single-tube tires; only one pair to any one person. This offer is just to introduce the **Nock Special Tire.** Can be furnished in any size.
Fully guaranteed. **GEO. W. NOCK, 126 N. 4th St., Phila., Pa.**
Jobbers in Sundries,

The Tourist Detachable Cycle Brake... Sells for 50 cents.
Made by **C. S. STOCKTON**, Formerly doing business as
Weights 1½ ounces. Can be left in tool bag or carried in the vest pocket.
WARWICK & STOCKTON CO., Newark, N. J.

Mentholatum THE GREAT JAPANESE SALVE.
Cyclers friend in need. **LIGHTNING REMEDY.**
OPAL BOXES 25c. { Sample box for } **YUCCA COMPANY**
2ct. stamp. { 145 N. 8th. St., Phila., Pa.

SAY BOYS! Make them give you ALLERTON'S MICA CHAIN LUBRICANT. The only perfect stainless lubricant on the market. Mica will not collect dust or dirt! It keeps the chain bright and free from rust; cannot saponify in wet weather; always clean and will not soil the clothes or hands.
Sample mailed, 2 c. **164 FRANKLIN ST., NEW YORK.**

by moonlight, by W. S. Mitchell, Saco, Maine. The plate was exposed twenty-three minutes, the camera pointing toward the moon though not so as to include



it in the picture. It is interesting to note that during the time of exposure twenty or more teams passed along the road directly in front of the lens. No record of them appears in the picture owing to the fact that none of them stopped long enough to make an impression.

"NEVER-HOT" Nothing like it for both Chains and Bearings of Bicycles

Endorsed and used exclusively by Humber & 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.



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



Ask your dealer for the **Phoenix Luggage Carriers**
 If he will not furnish, we will mail you a pair, postage paid, on receipt of price, 25 cts.
 N. H. BENJAMIN & CO., Dept. 20, Phoenixville, Pa.



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.

..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.

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 n'r.
 20-Page Descriptive Booklet Free.
 F. W. WHITCHER & CO., 4 High St., Boston, Mass.

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

Special Offer to L. A. W. Members.

HIGH GRADE '98 MODEL



\$35

Express all paid.
 Terms Cash with Order.
 Why pay more?
 Nothing better made.

Seamless 1 1/4 inch flush joint modern shaped, rigid frames with 1 3/8 inch head and D shaped rear stays, 3/4 tapered to 1/2. Beautiful finish, 24 inch men's and 22 inch ladies'. Fauber's '98 axles, Sartus ball retaining hubs, enameled rims, Excelsior spokes, 254 styles handle bars. Morgan & Wright tires, Bunker saddles. Rat trap or rubber pedals, complete with bag and tools. Send for Bike Book. Satisfaction guaranteed or your money refunded

A. B. ELLIS MFG. CO.

60 to 72 Ogden Place,

Reference:
 Banker's National Bank.

CHICAGO, U. S. A.



INVISIBLE PANTS FOLDING GUARD.
 BRASS NICKEL FINISH.
 No Grease, Mud, Pleats or Rust.
 25 CENTS BY MAIL.
ALUMINUM BELL CO.,
 Baltimore, Md.



IF YOU want to learn something about COMFORT and will let me know, I will send you description of a new construction in Bicycles wherein the road riding qualities—compared with the diamond frame, are like those of a buggy as compared with a farm wagon.

C. G. BEEBE, Racine, Wis.



Handsome Chain THE LEFEVER.
 in the World...
 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.



THAT \$100.00 BENEFIT.

I kept standing last season a proposition to pay one hundred dollars to the heirs of any L. A. W. BULLETIN subscriber who should die within two weeks as a result of injuries received while riding a bicycle. This offer was not made because I could afford to be a philanthropist, but because I believed it would serve as an additional inducement for wheelmen to join the L. A. W., and, incidentally, of course, bring subscribers to the paper.

The cost to me last season was \$600.00, and while there is no doubt that it helped to attract members, I am convinced that, on the whole, it was not a good advertising investment for the L. A. W. BULLETIN, and, hence, I feel obliged to withdraw the said \$100.00 offer,

and cannot undertake to be responsible under it after April 1st, 1898.

Hereafter, no inducement, other than the merits of the paper, will be offered for subscribers.

To please all is, of course, impossible, but it is interesting to note that although all application blanks call attention to the fact that subscription is optional, the lowest proportion of subscribers at any time has been ninety-eight and one-half per cent. of the total membership.

See notice at bottom of this page.

STERLING ELLIOTT.

Photographers are garrulous, to talk they ne'er refuse, And when they print their pictures why they always air their views.

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.

A \$5.00 PRIZE EACH WEEK

Bulletin advertisers as seen by Bulletin readers

...A NOVEL PROPOSITION...

...WE WANT YOUR OPINION...

ON the date of this paper (March 25,) we will send a check for \$5.00 to the writer of the best letter which referred to the L. A. W. BULLETIN advertisements in the issue of March 11.

As we go to press three days prior to publication, the name of first winner cannot be announced until next week.

After that each issue will tell the successful letter-writer who treated of the L. A. W. BULLETIN advertisements three weeks previous.

We have received good results.

We are gratified to note the number of readers who have good, practical ideas on the subject of advertising.

Please number your criticisms to conform to the numbers of the questions contained in our proposition on this page.

Do not write on any other subject in your "Ad. Critic" letter.

Always mention the page on which the ad. is located, at the beginning of any given ad. criticism.

In writing L. A. W. BULLETIN advertisers always mention the L. A. W. BULLETIN, *if you please*.

An advertisement may attract attention and not bring business. That will depend on the quality and price of the goods.

When an advertisement causes the reader to want more information about the goods advertised it has accomplished its object.

Too much attention cannot be given to the wording of advertisements.

What should be *left out* is an important study of the ad. writer.

Most readers of advertisements discount broad statements, and want to be told *why*.

If the lawyer for the defense should simply make bombastic statements to the effect that his client was innocent, and the prosecuting attorney were to say nothing, but produce evidence, the average judge or jury would convict.

It is n't what we eat that makes us fat, but what we digest.

It is n't what is said in an advertisement, nor yet what is read, but it is what is *read and believed* that will prove a benefit to the advertiser.

The man who is in need of a lamp and *knows* it will look for and read lamp advertisements, but many need lamps better than those they have and *don't know it*; hence the lamp advertisement should be calculated to catch the eye and overcome the prejudices of those who want better lamps but hav n't yet realized it.

Write a letter and address it as follows:

L. A. W. BULLETIN,
Ad. Critic. BOSTON, MASS.
March 25.

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. ❖❖

LIFE WITHOUT "WORKS."

JOE LINCOLN.

"There are at least two instances where the human stomach has been removed and the patient has recovered."—DAILY PAPER.



DUNNO what we're comin' to, it does beat all, ter see What things these doctor fellers do; it's got so now, by gee, They take a feller's liver'n lights and all his innerds out And dust 'em off and scour 'em up and put 'em back about As good as what they ever was. Why, I read t'other day, They took a woman's stomach out and hove it clean away, And hitched on some 'f her other works, and now she's up and 'round

And eatin' much as ever, with her stomach under ground.

Now, don't that beat the Dutch? Why say, b'gosh, I tell yer what!

I thought my stomach was the most important thing I'd got, And now these fellers chuck 'em 'round as if they didn't 'mount

To nothin' more'n a worn-out tooth, jest simply no account. I've allers heerd there was a use fer all the Lord had made: Yes, even fer pertater-bugs and bedbugs, but I'm 'fraid There can't be none fer stomachs now, and yit—there 't is agin—

If they're no good, what made Him fuss to put the fool things in?

If I'd no stomach I could eat a slice er hot mince pie And not be groanin' all night long as if I's goin' ter die, And Jed could chaw green apples, too, and not be doubled up And keep his Ma a-pourin' down pain-killer by the cup; There'd be no more dyspepsy and the babies would n't squall An hour or two with colic; so, jest take it all in all, 'T would be a sorter blessin' and I hain't so sure, by jing, But what I may have mine took out some time this comin' Spring.

EVOLUTION OF THE CYCLE.

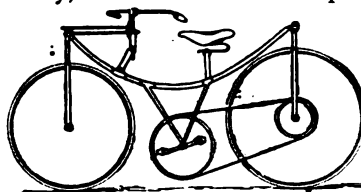
XIV. First Chain-Gear Rear-Drivers.

1872-1884.

About the time that the true bicycle type appeared, in the Ariel in 1872, H. J. Lawson, at his father's suggestion, was devoting his energies to the construction of a practical safety machine, and to him is due credit for the earliest steps in the direction of such a wheel. His first patent was taken out in 1876, for the peculiar lever-driven machine already described; but this had only a very temporary success, and when Singer & Co. shortly discontinued its manufacture, after disposing of about fifty of them, Lawson made some improvements in them and attempted to manufacture them himself. But the public was not ready for a safety machine, and Lawson had not yet discovered the best form for one.

While these experiments were taking place, another inventor, perhaps stimulated by Lawson's efforts, produced a machine that was the earliest one (so far as can be discovered) to combine the essential features of the modern, chain, rear-driving safety. No picture of it is available, but there is a pretty

complete description, written at the beginning of 1879, showing that it was in existence at that time, and so it must have been the earliest rear-driving safety, driven on the chain principle, by at least a



FLYING DUTCHMAN.

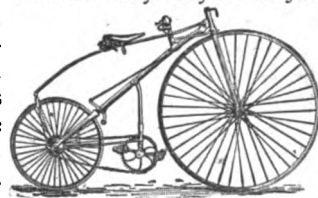
(Drawn from the description.)

year. This machine has been overlooked by writers on the early safety. It was made by H. Bate, of Croydon, and called the Flying Dutchman. The accompanying picture has been made from the description of it referred to.

A forty inch rear wheel was connected with a 36-inch front wheel by a deeply curved backbone. From this backbone was suspended an 18-inch wheel with a grooved rim. On the rear hub was a smaller wheel, about 11 inch, also with a grooved rim. These two small wheels were essentially sprocket wheels; but, instead of having teeth and being connected by a chain, they were grooved, and were connected by an endless cord. The saddle was in such position as to give almost vertical pedal action. A crossbar was attached to the top of the front forks, and connected by reins with a handle-bar 18 inches farther back, and within the rider's reach. The machine was geared up to about 60 inches, and affords not only the earliest example of the use of sprocket wheels, but of very large sprockets as well.

The description of it referred to says that "it is the most curious machine in appearance ever produced, and forms a perfect 'safety' bicycle. . . I have seen it in action, and its appearance was something surprising." The method of carrying the front sprocket, and of using secondary steering, were both soon after employed on the Bicyclette, and the steering device was used later on the Rover. Very possibly the inventors of both these wheels borrowed a number of their ideas from this early genius, who deserves the greatest credit for his practical originality.

The old firm of Smith & Starley, who first brought out the Ariel, had been succeeded by Haynes & Jafferis, and they in turn by the Tangent & Coventry Cycle Co. In 1879 the business was purchased by George Woodcock, and Lawson was made manager. When Dan Rudge died, in June, 1880, Mr. Woodcock also bought his business, and united the two under the firm name of D. Rudge & Co.



BICYCLETTE—1879.

On Sep. 30, 1879, Lawson had patented his first chain-gear rear-driving safety, and it was brought out in 1880 by the concern which shortly became D. Rudge & Co. In this machine Lawson completely revised his earlier designs. The front steering wheel was made 36 to 40 inch, and the rear driver was 24 inch, but it was geared up to 48 inches

by means of an endless chain running over sprocket wheels. A backbone connected the head with the rear axle, and a long spring above it, supported at the rear by upright arms, carried the saddle. The front forks were very slightly raked, and it was necessary to use reins and secondary steering in order to bring the handle bar near enough to the rider. Lawson, however, seemed to have had an inspiration here, for he said in his patent that the front forks might be "arranged at an angle so as to bring the handle within reach of the rider." This method seems never to have been tried.

The new machine was exhibited early in 1880, and was extensively advertised, and on April 21, was illustrated and favorably noticed in the *Cyclist*. But nothing that could be done would make the machine popular. It was such a contrast to the high and graceful "ordinary," and seemed so clumsy and awkward that it was dubbed the "Crocodile" and came in for general derision. A few were made and sold; the rear wheel was somewhat increased in size, and the long spring was changed, but neither trade nor riders would hear of it, and it never had any general use.

The Bicyclette, like the Flying Dutchman, was a commercial failure; nevertheless, both machines were built on right principles, and only required improvement of detail and more favorable circumstances to achieve success. They were speedily forgotten by the few who had given them any attention, and it was some five years before any trace of another safety appeared.

Early in 1884 a Mr. Rudling persuaded the New



MARVEL. — 1884.

Howe Co. to build a couple of experimental wheels of the safety type. The rear driver was 25 inch, geared to 50, and the front steerer was 18 inch. It was intended, however, to increase the driver to 30 inch, and the gearing to 65 inches. The front forks had sufficient rake to bring the handles within the rider's reach; the frame was rather square and very short, so short, in fact, that there was not space for the front sprocket between the wheels; the tread had to be made very wide so as to keep sprocket and cranks out of the way of the front wheel in turning, and the chain ran outside of the frame.

The frame of this machine was made of hollow tubing; it was fitted with ball bearings; cranks had five-inch throw; handle-bars and seat-post were both adjustable, and it weighed but "slightly over thirty pounds."

The inventor of this machine could not come to terms with the manufacturers, so he took one of the samples away. Probably he took it to Rucker & Co., for, in 1884, they were experimenting with a "Marvel" bicycle, whose specifications agree with the above description of the machine. Here it was tried by A. J. Wilson, one of the oldest of English cyclists, who records that its wheel base was so short that it was almost impossible to steer it, —

and now the inventor probably became discouraged, for we hear no more of the machine.

In some respects the Marvel was a great advance over its predecessors, — in fact it only required a little longer wheel base, equal sized wheels, and some improvement in detail to make of it a strictly modern machine.

Quite a number of League members have suggested that the L. A. W. emblem on each sheet of the L. A. W. BULLETIN calendar should not be destroyed at the end of each month, but used for decorative purposes. A good idea.

A good highway to the Klondike would now be worth almost its weight in gold.

To "take the wind out of one's sails" is, these days, Quite justly considered a back-numbered phrase. For now, if a man has a foe he desires To "squelch," why he lets the wind out of his tires.

A Coventry cyclist tried to pass very close to a wagon, and the end of his handle-bar caught in the spokes of the wagon wheel. He was thrown to the ground and fatally injured.



Companion Wanted to tour through Europe this Summer. Address "L," 157 E. 77th St., New York.

Tires \$3.75 pr., warranted. — Exp. paid. Anchor brand, best made, \$5.50 pr. MINERALIZED RUBBER CO., 18 Cliff St., New York.

If interested in a simple, perfect and effective brake which will not injure the tire, write for catalog to DAVIS MFG. Co., Indianapolis, Ind.

OUR DEPOTS OPENED.

Pittsburgh Depot is located at 540 Smithfield Street, Philadelphia Depot at 818 Arch Street.

New York and Boston will be opened by 25th of March.

The other Depots at Minneapolis, St. Paul, Denver, San Francisco, Los Angeles will be opened just as rapidly as possible.

We should like to correspond with a good, well-known, honest, capable bicycle man in each one of these cities, to look after our interests. We want only a small part of a store where we can show samples and look after all Fowler's repairs. Rent and expenses must not exceed all told for the depots \$200 per month.

Address, FOWLER CYCLE WORKS, 136 W. Washington Street, Chicago.



AWAITS GOV. BLACK'S SIGNATURE.

The bill before the New York state legislature, known as the Higbie-Armstrong Road Bill, passed the senate by a vote of 38 to 9 and the assembly by a vote of 90 to 40, and it is expected that it will receive Gov. Black's approval.

It provides that county boards of supervisors may pass resolutions that public interest demands the improvement of any public highway, or section thereof, and must do so upon the petition of the owners of a majority of lineal feet fronting on such highway, and transmit copy of same to the state engineer. That official must then decide whether such road is suitable for improvement, and have plans and specifications made for the work. If the supervisors then decide to make the improvements, the state engineer shall advertise for bids.

One-half the cost of improvement is to be paid by the state and one-half is to be a county charge; but if the improvement is made simply on resolution of the supervisors, the town in which it is made is to pay fifteen per cent. and the county thirty-five, while, if the improvement is petitioned for, the property benefited is to pay fifteen per cent. and the county thirty-five.

GREATLY TO HER CREDIT.

A western paper, in explaining why the Massachusetts roads have heretofore been so expensive, says that the sandy stretches across which many miles have been built have necessitated very expensive underpinning with cobbles; that marshy tracts have largely increased the cost of construction; that the reduction of grades has been another heavy item, and that climatic conditions required unusual care and, finally, that it is "the especial ambition of Massachusetts to construct the best roads in the world, regardless of expense; for the Old Bay State is determined to be full of attractions, since in productions she is thrown into such violent competition with more fertile regions."

A "bad roads map" of Illinois is being prepared by the State Division, L. A. W., to be sent to the legislature and all the newspapers in the State. Such a map would be an "eye-opener" in almost any State in the Union.

A NEW JERSEY ESTIMATE.

The annual report of the State road commissioner of New Jersey makes the following statement of the cost of haulage on various roads, and shows very concisely where the advantages of good surface and light grades come in. He says:

"It costs 9½ cents per bushel to ship wheat from Chicago to New York, a distance of 900 miles; it costs 3 cents a bushel to haul wheat on a level road a distance of five miles, and on a sandy road it would cost 9 cents per mile to haul it. The saving on a bushel of wheat with good roads for a distance of five miles would be equivalent to that of 600 miles of transportation by steamer or canal boat, or 375 miles by railroad. One mile of good roads would make a saving equal to seventy-five miles of railroad transportation. Thus every mile of good roads places the producer seventy-five miles by rail nearer to the markets. It is estimated that the cost of hauling 500,000,000 tons of farm produce to market is \$2 per ton, or just about \$1,000,000,000; it is also estimated that about 60 per cent. of this last amount, or \$600,000,000, would be saved each year if farmers were able to do this hauling over good roads."

ONE WAY OF PRESERVING ROADS.

To protect and preserve the highways by withdrawing them from public use at times when they are likely to be injured by heavy travel is certainly a unique method of providing for the public welfare, but this is what the Kentucky statutes say:

"Any corporation, company or individual who may, by unusual use of a road, materially damage the same, shall repair all damages caused by the use of such road or roads. The supervisor or overseer of roads shall, at any time when necessary, notify said corporations, companies or individuals of their duty as provided in this section; and should the said parties so notified fail, in a reasonable length of time, to be filed in the notice, to make such repairs, such parties shall be deemed guilty of obstructing the public roads, and shall be subject to a fine of not exceeding \$100, to be applied to road purposes."

A road supervisor in northern New York says that it costs the farmers in his section one-half as much to haul their produce three miles to the railway station as it costs them to send it 500 miles by rail after it is placed on the cars. This bad road tax could easily be reduced by one-half.

A progressive Baptist minister on Long Island read a notice lately from his pulpit, announcing a good roads meeting to be held that week, and that good singing would be a feature of it. He expressed the belief that better roads would make better Christians.

With a four-inch tire, 500 more pounds can be hauled over a sandy road, with the same power exerted, than with 1½-inch tires, and the gain on gravel roads is almost as much.

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. KERNAN, 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 BARNETT,
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.

RENEWAL LIST NO. 11.

Including renewals from March 14-19 inclusive.

Alabama	2	New Jersey	189
Arizona	1	New Mexico	
Arkansas	1	New York	320
Colorado	14	North California	2
Connecticut	19	North Carolina	5
Delaware	2	North Dakota	
District Columbia	7	Ohio	74
Florida	2	Oklahoma	
Georgia		Oregon	2
Idaho		Pennsylvania	100
Illinois	203	Rhode Island	38
Indiana	16	South California	1
Iowa	26	South Carolina	
Kansas	5	South Dakota	1
Kentucky	6	Tennessee	2
Louisiana	1	Texas	9
Maine	10	Utah	
Maryland	105	Vermont	1
Massachusetts	151	Virginia	6
Michigan	32	Washington	2
Minnesota	4	West Virginia	
Mississippi	1	Wisconsin	42
Missouri	10	Wyoming	2
Montana	2	Canada	2
Nebraska	10	Foreign	
Nevada		Mexico	1
New Hampshire	7	Indian Territory	1,525

IOWA DIVISION.

All members of the Iowa Division who desire to work for the Iowa Honor Medal will write at once to the undersigned at Cedar Rapids, Ia., for full particulars and application blanks.

E. A. SHERMAN, Sec.-Treas.

NEW HAMPSHIRE DIVISION.

BOARD OF OFFICERS.

The quarterly meeting of the Board of Officers will be held at the Calumet Club, Manchester, Monday evening, March 28th, at 7.30 o'clock.

ROBERT T. KINGSBURY, Sec.-Treas.

KEENE, N. H., Mar. 18, 1898.

THE RENEWAL SEASON.

The Spring renewal season is now open, and we are ready to receive the annual dues of members whose tickets expire in April.

He who gives quickly gives doubly. Those who renew early save to the officials the expense and trouble of the drumming-up circular. This notice should be all that is required by members who are thoroughly in earnest in the cause.

All memberships that expire March 31, must be renewed before June 1, sixty days' grace given.

We publish in this issue a renewal blank, a copy of which we hope will be universally used. A blank of this kind is more satisfactory for filing than a notice of renewal written in letter form. If a member has no blank and does not care to mutilate his paper, he will oblige us by sending the renewal on paper the size of the blank and made out after the same form. The same applies when two or more names are sent.

Don't forget to send number.

Don't say a word if you can't give number. We will look it up and put it on the blank. We don't care if you have lost it, mislaid it, or forgotten it, but we do care for the space to write the number in. Leave it vacant.

All members will be given new numbers upon renewal this year. The numbers are all assigned and it makes no difference when you renew so far as getting a low number is concerned. This latter remark applies to those who lapse three months later. Don't renew too far in advance.

Don't write us concerning road books, maps, etc. These are issued by the divisions. Write your secretary-treasurer. See his address in the BULLETIN.

Don't forget to give us your home address if you are temporarily out of the State. We have to locate you with division where your home is.

Don't put questions, or requests for a change of address on the renewal blank. These blanks go to clerks who do not answer questions nor change addresses.

Don't put your name and number in the body of a letter. We want only name, number and address. All else is superfluous. The cash will tell us that you want to renew and after that we want only name, number and address.

Don't be surprised if you get a circular from your division secretary, telling you that you have not renewed, since many of these will go out from checkings made several days previous to sending.

It is possible that many who have renewed will be dunned. If you have your ticket, take no notice of the circular, and don't get indignant in any event.

Don't write us for recruiting circulars or application blanks. Your division secretary will supply these. It is important that division officers should know the workers, and where blanks and literature are being used. Every division officer has or should have a full stock of blanks.

IOWA DIVISION.

By a mail vote of the Board of Officers of the Iowa Division, it was decided on March 1 to hold the next Iowa State Meet at Iowa City, Ia. The dates as announced by the Iowa City managers are July 4 and 5. For information regarding the local management of the State Meet, address Mr. R. P. Howell, Iowa City, Ia. The Iowa City wheelmen are alive to the situation, promise first-class accommodations to visiting wheelmen, and without question the State Meet of 1898 will be one of the most successful in the history of the Division.

E. A. SHERMAN, Sec.-Treas.

CEAR RAPIDS, IA., March 15, 1898.

OHIO DIVISION.

STATE MEET.

In pursuance of the provisions of the By-Laws of the Ohio Division, I have called the State Meet for Cleveland on July 4, 1898, and I want to meet every member of the Division there on that date.

WILLIAM D. KEMPTON, Chief Consul.

March 18, 1898.

FLORIDA DIVISION.

MEMBERS, ATTENTION!

I hereby give notice that I withdraw any endorsement I may have made of a Mr. A. H. Postel, who is touring this State and is making a tour around the world as he claims.

Members of other Divisions also please take notice.

GEORGE L. BAHL, Chief Consul.

March 15, 1898.

MARYLAND DIVISION.

I have appointed the following local consuls: T. H. Gafford, Church Hill. Ansley Ludlow, Ocean City. John A. Tschantre, Cambridge. Rev. Geo. W. Bounds, Deals Island. J. F. Parker, Snow Hill. Curtis B. Sewell, St. Michaels. Wm. Sterling, Crisfield.

RENEWALS.

Local consuls are requested to look up their members in their different localities and see that the renewals are promptly attended to. As this is most important work, and while looking for new members we should not

neglect the old ones. Renewals should be sent in promptly this year, as the renumbering is going on. If you do not wish to lose your numbers see that your own renewals are sent in promptly, and also look after the old members.

ROAD BILLS.

This is the last notice about the road bill which will be of any use, as the coming week is the last opportunity the members of the Division will have to do any effective work on the road bill. All members should immediately write strong and positive letters to their senators, requesting them to support Senate Bill printed No. 225, and to the members of the House to support House Bill No. 169. Do not neglect to attend to this.

CONWAY W. SAMS, Chief Consul.

COLORADO DIVISION.

Committees, 1898.

Rights and Privileges—Jas. H. Brown, chairman, Denver. S. S. Abbott, Denver. W. H. Clark, Aspen.

Highway Improvement—Curtis Chamberlain, chairman, Denver. W. H. Wolfersberger, Denver. J. E. Berry, Montrose. J. E. Lundstrom, Colorado Springs. W. M. Rogers, Florence.

Cycle Path Committee—Ralph Talbot, chairman, Denver. Jno. B. Patterson, Denver. W. H. Wolfersberger, Denver. Curtis Chamberlain, Denver. W. E. Carver, Castle Rock.

Press—Chas. L. Chandler, chairman, Denver. F. A. McCalland, Denver.

Rules and Regulations—H. C. Davis, Denver. Bert Garten, Durango.

Touring—W. E. Perkins, Denver. W. H. Wolfersberger, Denver. E. E. Eversole, Montevista.

Road Book—W. E. Perkins, chairman, Denver. H. D. Leonard, Leadville.

Racing Board—Geo. M. Scott, chairman, Denver. F. E. Thomas, Canon City. J. E. Berry, Montrose. J. H. Lamplier, Leadville. C. E. Stutsman, Monte Vista. Herbert Exter, Salida. Floyd W. Pierce, Trinidad. Sam'l Duncan, Colorado Springs. H. W. Clark, Aspen.

COLORADO DIVISION.

I have this day appointed Mr. A. C. Van Cott representative, in charge of second district, in place of Mr. C. W. Dawson, resigned.

A. H. SEARLES, Chief Consul.

Colo. Div., L. A. W.

DENVER, COLO., March 16, 1898.

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.

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

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

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

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, sent 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

Pertinent Paragraphs. Our new edition is now ready for delivery. Modesty forbids us to say that the new edition is a great improvement over the old, but it is. We urge the smaller divisions to keep these flying.

Bronze Lapel Button. 10 cents.

LOCAL CONSUL BUTTON.

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

MICHIGAN DIVISION.

Members of the Michigan Division: The following gentlemen by faithful and efficient work have won our highly prized honor medal by sending in 10 applications for membership.

H. E. Belding, Benton Harbor, Mich.
E. W. Stabler, Ann Arbor, Mich.
W. H. Distin, Detroit, Mich.
W. L. Hedges, Detroit, Mich.
Frank D. Kellogg, Morenci, Mich.
These badges are well worth trying for. Why not win one yourself? In order to hold our own this year we must get a move on, as the way the membership is increasing in Indiana, our Hoosier friends threaten to shove us back a notch. There is not a League member in the State who is so friendless that he could not obtain one new member if he would make an attempt. Why not make it?

Very sincerely,
EDW. N. HINES, Chief Consul.

IOWA DIVISION.

The first Iowa member to win an Honor Medal in 1898 is Mr. Henry Hell, local consul at New Liberty, Ia. Mr. Hell has secured the requisite number of new members to entitle him to a medal, which he now wears, and he has already memberships to the credit of a second medal which he intends presenting to one of his hustling co-workers for the L. A. W.

I want to make the same report for other local consuls. Who's next? E. A. SHERMAN, Sec.-Treas.

WISCONSIN DIVISION.

APRIL RENEWALS.

Your secretary has sent renewal blanks to all whose memberships expire in March and April. The list for April is very large—553, of which 240 are the old members who must renew April 1st and 313 are those who joined during the month of April since 1895. It is to be hoped that all who intend to renew will do so on or before the date of expiration and not delay. A prompt payment of dues saves the secretary much unnecessary labor and the division considerable postage used in dunning members to renew. Trusting that this hint will not have to be repeated, I remain

Fraternally,
SAM J. RYAN, Sec.-Treas.

NEBRASKA DIVISION.

The annual meeting of the Board of Officers is hereby called for 1:30 P. M., Tuesday, April 12th, 1898.

Meeting will be held at Dellone Hotel, Omaha, Neb.
DR. F. C. ALLEN, Sec.-Treas.
BEATRICE, NEB., March 12, '98.

COLORADO DIVISION.

At a regular meeting of the Board of Officers of the Colorado Division, L. A. W., held in Denver, March 4th, 1898, Mr. H. C. Davis, chairman of Rules and Regulations Committee, offered the following notice: At a special meeting of the Board of Officers of the Colorado Division, L. A. W., I will offer an amendment to the Constitution by adding as follows: namely, to amend membership clause in order to provide for Junior Membership as found in L. A. W. BULLETIN, of Feb. 25th, 1898, page 187.

ISAAC SUTTON, Sec.-Treas.
DENVER, COLO., March 12, 1898.

ROAD IMPROVEMENT.

To all League Members:

Let us all try to do something for Nebraska. A bill has been introduced in Congress by the Hon. D. H. Mercer to provide for the construction of a macadam road from South Omaha, Neb., to Ft. Crook, Neb.; the latter place being a military post. The construction of this road will not only supply a government need, but will be a benefit to all travelers, including our brother wheelmen who ride in that State.

I urge you to write to the member of Congress representing your district, and ask him to give his support to this bill. A little effort on the part of each of us will produce a powerful influence.

Do this for Nebraska, and the time will come when Nebraska may render an equivalent service for our other divisions.
Fraternally yours,
ISAAC B. POTTER, President.

WISCONSIN DIVISION.

RIGHTS AND PRIVILEGES COMMITTEE.

Local Attorneys.—Guide-Boards.—County Board Meetings.—Local Ordinances.

The response to the circular sent out by the Rights and Privileges Committee to local consuls last year was very satisfactory and encouraging.

The committee, however, wishes to continue the work

outlined at that time, and for that purpose asks the co-operation of local consuls in the following particulars.

1. Local consuls are urged to immediately send to this committee (unless it was done last year) the name of an attorney in their town who will act as local L. A. W. attorney. His duties will be the giving of advice free to L. A. W. members in matters affecting them as wheelmen. The committee wishes the names of such attorneys at once, that a list of the same may be published and distributed for the benefit of L. A. W. members. If there is no attorney at the residence of any consul, the committee desires notification to that effect.

2. The efforts made by local consuls last year to have guide-boards erected in their respective towns has resulted in awakening local authorities in the matter, and in a large number of townships complete systems of guide-boards have been established. Many townships, however, still lack these signs and the committee again asks local consuls and members to see and keep at the chairmen and supervisors of their towns where guide-boards are not established or are out of repair, until the desired result is obtained. The State law makes it the duty of every chairman to have guide-boards erected and kept in repair in his town, and provides a penalty for his failure to obey this law. The statute referred to, with directions for enforcing the same, will be sent on application to the chairman. The law is very simple and plain, and in cases where necessary should be enforced. If legal proceedings become necessary, consuls should call on local attorneys.

IMPORTANT.—The boards of supervisors of many of the towns will have meetings soon. It is important for local consuls and local attorneys, with such other persons who may be interested, to appear before the town boards at such meetings, and urge the erection of guide-boards and stimulate a favorable discussion if possible. No town board should hesitate about erecting guide-boards, for such expense, at all principal crossings in any town, would be so small as not to be felt. Be sure to inquire about these meetings at once and take advantage of the opportunities to appear.

Consuls are required, after they have taken action in the matter, to notify the committee of the result.

3. The committee would request all local consuls who have not done so, to send a copy of their local ordinances regulating the riding of bicycles, the use of bells, lamps, etc. The committee wishes to publish this information for the use of L. A. W. members and also to use it as a basis for the passage of a State law requiring uniformity in such ordinances, should such a law seem to be necessary.

4. The committee desires consuls to call on local attorneys who were recommended by them last year and report to the committee whether and in what way the services of such attorneys were required in behalf of L. A. W. members last year, giving the number of times any attorney's services were required and a brief synopsis of any important matter which received attention.

Consuls and members are also required to report to the committee, from time to time, such matters as they may deem of interest; and if help is wanted in any locality, to oppose the passage of an obnoxious ordinance or assist wheelmen in maintaining their rights, to notify the committee at once.

RIGHTS AND PRIVILEGES COMMITTEE.

Wm. M. Foster, Chairman,
New Inns Bldg.
H. L. Sweet, Oshkosh.
W. O. Thomas,
care Perelles & Sons, Milwaukee.
L. Huennkens,
So. Water St., Milwaukee.

WISCONSIN DIVISION.

LIST OF LOCAL CONSULS NO. 3.

Ashland, Merton H. Potter, Burlington, Edwin Moe, Baraboo (sub-consul), Mrs. H. C. DeNio, Green Bay, E. P. Parish; (sub-consuls), Carl Hartman, Peter Olson, L. J. Engles, F. H. Suffles, A. J. Fontaine, O. F. Mann, Mauston, Geo. McNowan, Montfort, W. R. Johnson, New Holstein, Edw. Lauson, Plymouth, A. J. Eichenberger, Castle Rock, H. J. Johnson, Portage, Frank A. Rhyme, Phillips, John D. Gloeckler, Ripon, Dr. J. Storrs Hall, Rice Lake, J. W. Munnell, River Falls, Prof. J. F. Sims, Reedsburg, E. J. Stolte, Shawano, W. E. Huddloff, Milton Junction, I. P. Hinkley, Milton, T. I. Place.

OHIO DIVISION.

CONSUL LIST NO. 8.

Cleveland.—J. H. Bleasdale, Western Union Telegraph Co. E. C. Boyer, 278 Giddings ave. Francis Boyle, 93 Ontario st. F. M. Brady, 1821 Finney st. H. J. Coates, 58 Archwood st. J. H. Collister, 78 Cedar ave. W. B. Colson, Jr., 813 The Arcade. W. A. Crawford, 1120 Payne ave. C. M. Fairchild, White Sewing Machine Co. H. B. Hatch, 66 Plymouth st. J. F. Ives, 10 Plymouth pl. R. Lindmueller, 740 Willson ave. E. H. Monasmit, 123 Huron st. Chas. Proul, 143 Seymour ave. J. A. Sanford, 34 Woodland ct. O. E. Shorb, 29 Dibble ave. W. A. Skinkle, 854 Logan ave. H. P. Smith, 132 Alanson st. C. E. Vaucl, 234 Hough ave. J. Edw. Weit, 882 Logan ave. W. C. MUNRO, Sec.-Treas.

CINCINNATI, March 15, 1898.

KENTUCKY DIVISION.

CONSULS.

The following changes have occurred in the list of local consuls of Kentucky Division:
Lexington, C. Foster Helm, vice John C. Wilson, resigned.

Middlesboro, P. T. Colgan, vice W. H. Dohn, deceased.

By order of the chief consul.

OWEN LAWSON, Sec.-Treas.
LOUISVILLE, KY., March 16, 1898.

MASSACHUSETTS DIVISION.

QUARTERLY MEETING.

The regular quarterly meeting of the Massachusetts Division, L. A. W., Board of Officers, was held at the Parker House, Wednesday evening, March 9, Chief Consul Sterling Elliott presiding. Total number present in person seventy, and by proxy fifty-nine.

Chief Consul Elliott made a report of the progress of the work in the Division, and the prospective plans for recruiting. His report showed that of last year's consuls eighty-six had been re-appointed, and in addition there were sixty new local consuls. In the one hundred and eighteen towns not properly represented last year, and the one hundred and three towns where there are no consuls as yet, Mr. Elliott is taking a postal card vote of the members, with a view to obtaining efficient consuls. The new road book is to be much better than any previously made. It is now in the hands of the printers.

It is proposed to furnish special plates, numbered consecutively, to be attached to bicycles of L. A. W. members, showing that the Division will pay a reward of \$25.00 for the conviction of any person stealing one of these bicycles.

In all cities or towns where the size of the place warrants it, the Division is endeavoring to have organized a board of local consuls, to hold meetings as often as necessary, and work in the interest of the L. A. W. Mr. Elliott believes that such organizations would be able to accomplish much more than would be possible with but one local consul in a place.

Secretary-Treasurer Arthur K. Peck, commenting upon the recruiting system of Massachusetts as compared with that of other Divisions, said that at the meeting of the secretary-treasurers at St. Louis, there were very few ideas advanced by the secretary-treasurers of the Divisions which had not already been adopted by the Massachusetts Division.

Appended is his report of the financial condition of the treasury March 1st:

Financial Statement Massachusetts Division, L. A. W.,
March 1, 1898.

RECEIPTS.

Balance on hand, Dec. 1, 1897	\$1,875 16
Abbot Bassett, Mem. acct.	\$538 37
Interest	22 08
Rebate on transportation	136 95
	\$2,572 56

EXPENDITURES.

Transportation Nat'l Assembly	\$689 00
Clerk hire and salary on acct.	294 58
Expense Nat'l Assembly on acct.	600 55
Mileage, Division Board	92 55
Postage	72 50
Stationery	55 10
Advance expenses on Mid-winter Meet.	48 55

MISCELLANEOUS.

Office fixtures	17 70
Championship medals, 1896 Racing Board	69 00
Cash prize distribution	200 00
Gift, Mr. Tippet's	100 00
Chief Consul on acct.	27 00
Bond	10 00
Insurance	1 50
Rent, Pope Building	25 00
Misc.	23 75
	\$2,321 78

Balance on hand, March 1

C. W. Fourdriner, Chairman of the Finance Committee, reported that he had audited the books of the secretary-treasurer to March 1st, and found them correct, as stated.

Brief oral reports were rendered by the chairmen of the various committees. Mr. Lafayette G. Blair, Chairman of the Rights and Privileges Committee, stated that he was preparing a compilation of By-Laws of all legislation which had been passed by various States upon bicycle measures.

Representative Geo. W. Dornette called for report of the Transportation Committee, upon what action had been taken on the baggage question referred to it by the previous meeting.

Representative Collins moved that the Chair appoint a committee of five to attend the hearings being held at the State House for the consideration of the question of free transportation of wheels. Motion was lost.

Representative Seward presented the following resolution:

Noted. That the Board of Officers of the Massachusetts Division, League of American Wheelmen, protest most emphatically against any legislation by the General Court which may tend to delay the construction of the "North Shore Highway," and also urge that the prosecution of the work on this highway be hastened, and that the building of that section, particularly between Boston and Lynn, be completed at the earliest possible time.

Noted. That the secretary be instructed to forward a copy of this vote to the Committee on Roads and Bridges of the Massachusetts Legislature.

The motion of Mr. A. G. Frothingham to amend Art. III., Sec. 2, by substituting the word "thirty-four" for the word "twenty," etc., in the hand book was lost.

The amendment offered by Arthur K. Peck relative to junior membership was passed.

Mr. Peck further moved to amend Art. XII., Sec. 1, by the insertion of the word "notification" after the word "and" in the sixth line, and the words "not later than" before the word "four" in the seventh line. In Art. XVI., Sec. 2, to strike out the word "seven" and substitute the words "at least for." This amendment was further amended by substituting the word "seven" in place of "four." It was then passed.

The motion of Mr. Geo. W. Donnee to change the election laws was referred to the Rules and Regulations Committee.

Representative Pinkham moved that the Transportation Committee be instructed to interview the general managers of the steamboat companies of Boston in reference to the free transportation of bicycles aboard the steamers, or in lieu thereof to obtain some relief from the annoyance caused by the non-checking of bicycles, and to request the various companies to provide some suitable system for the benefit and protection of wheels during the coming season. The motion was passed.

Vice Consul A. G. Frothingham presented the following motion, which was passed:

Resolved. That a reward of \$25.00 be offered for the arrest and conviction of a thief who has stolen a bicycle from a member of this Division, provided said member had placed somewhere upon said bicycle a numbered name-plate provided by the Division at the nominal fee of ten cents to cover the cost of same.

It was voted that a sum not exceeding \$1,000 be appropriated to meet the expenses of the Spring Meet, to be expended at the discretion of the General Committee.

Chief Consul Sterling Elliott moved to amend Sec. 4, Art. XII., of the By-Laws, to read as follows:

"At any regular or special meeting of the Board of Officers, any absent member may be represented by proxy, provided he shall send with his proxy written instructions as to how it shall be voted upon any given question or questions that are to come before the meeting."

"All proxies must be filed with the secretary-treasurer at the meeting, and left upon the table. The secretary-treasurer shall record all votes represented by such proxies, in accordance with the instructions therewith, whenever a proxy vote is called for."

Mr. Elliott's amendment was adopted.

A letter from the town officers in Cottage City, inviting the L. A. W. to hold its Mid-summer Meet there, was received and referred to the General Committee.

Noted. That the A. C. C. be granted the Race Meet in conjunction with the Spring Meet, under conditions to be arranged by the General Committee.

Meeting adjourned at 10.45.

REGISTRATION OF PROFESSIONAL BICYCLE RACERS.

Mr. Arthur W. Robinson, New England Member of the National Racing Board, announces that he is ready to register professionals in accordance with Article 5 of the By-laws, which is as follows:

"Professional racing men shall not be eligible to compete in open meets after May 1, 1898, until they have registered with the member of the Board for the district in which they reside and have been assigned a number, which they must insert in entry blank and exhibit to the Clerk of the Course before starting, and to any other official on demand. The register number must be inserted in entry blanks and score cards or programme."

"2. The registration period for which numbers will be issued shall be from May 1 to the next succeeding April 30, inclusive, when registration must be renewed."

"3. The fee for registration shall be \$2.00 and the same for renewal. The application for registration must be accompanied by the fee, and must give the full name, number, street, city and State address of the applicant. One object of registration is to enforce proper discipline and protect racing men from 'ringers,' schemers and ineligible parties attempting to compete against them under assumed names."

Applications with the fee, \$2.00, should be sent to Mr. Robinson, 4 Post Office Square, Boston. Sanctions have been granted the past week to J. J. Shea for match race at Charles River Park on April 19th; to T. B. Baylies for indoor race at Adelphi Rink, New Bedford, Saturday evening, March 19th.

RACING BOARD BULLETIN.

Registration cards have now been distributed to the members of the Racing Board, and they are prepared to register racing men on receipt of application accompanied by the fee of \$2.

Article 3, Section 9, of the Constitution, is as follows:

"No professional shall be eligible to entry in any open race run under the rules of the League of American Wheelmen unless he be registered by the Racing Board."

The following is an extract from the Racing Rules for 1898:

N-REGISTRATION.

Professional racing men shall not be eligible to compete in open meets after May 1, 1898, until they have registered with the member of the Board for the district in which they reside and have been assigned a number, which they must insert in entry blank and exhibit to the Clerk of the Course before starting, and to any other official on demand. The register number must be inserted in entry blanks and score cards or programme."

"2. The registration period for which numbers will be issued shall be from May 1 to the next succeeding April 30, inclusive, when registration must be renewed."

"3. The fee for registration shall be \$2.00, and the same for renewal. The application for registration must be accompanied by the fee, and must give the full name, number, street, city and State address of the applicant. One object of registration is to enforce proper discipline and protect racing men from 'ringers,' schemers and ineligible parties attempting to compete against them under assumed names."

Racing men residing in N. J., Penn., Md., Del., D. C., Va. and North and South Carolina will register with Albert Mott, Park Heights, near Kate avenue, Baltimore.

Those in Maine, New Hampshire, Vermont, Mass., Rhode Island, and Conn., with Mr. Arthur W. Robinson, 4 Post Office Sq., Boston, Mass.

Those in Ohio, Michigan, Indiana, Kentucky, Tennessee, West Virginia, Mississippi, Alabama, Georgia and Florida, with Mr. H. W. Foltz, 50 Ingalls Block, Indianapolis, Ind.

Those in Illinois, Wisconsin, Iowa, Minnesota, Dakota and Missouri, with Mr. J. B. Sheridan, St. Louis "Republic," St. Louis, Mo.

Those in Nebraska, Kansas, Arkansas, Louisiana, Texas, New Mexico, Oklahoma, Indian Territory, Colorado, Wyoming, California, Nevada, Oregon, Arizona, Utah, Washington, Idaho and Montana, with Mr. W. I. Doty, care Denver Wheel Club, Denver, Col.

Those in New York, with Mr. A. D. Walt, Cohoes, N. Y.

Transferred to Professional Class.

Herbert Fullington, Cedar Springs, Mich., clauses (a) and (b).

F. R. Damrell, Hart, Mich., clause (1).

Harry Pelton, Grand Rapids, Mich., clauses (a) and (b).

Suspended.

Herbert Fullington, Cedar Springs; F. R. Damrell, Hart; Pearl Hathaway, Owosso; Harry Pelton, Grand Rapids, Mich., to May 1, 1898, for competing in unsanctioned races.

The suspensions placed upon the following Minnesota riders have expired:

Andrew Bergeson, Guy Welch, F. H. Williams, L. R. Stevens, J. Kiergen, A. Oberg, H. Arsineau, A. Avery, Sam Beck, Harry Hale, T. A. Hill, F. A. Hill, L. W. Holmes, W. B. Jackson, M. B. Jackson, Elmer Lee, J. E. Nilsson, A. M. Sprasosin, A. M. Townsend, R. White, O. J. Ernsard, C. H. Lewis, H. C. Williams, W. E. Cole, C. F. Optiz, Aug. Schlose, Chas. Tyron, H. M. Bobo, J. D. Hume, G. Coffin, F. Chambers, M. Eller, J. White, G. Hegberg, Wm. J. Mitchell, G. Cheney, E. Gahagan, J. Garvy, J. Dawson, A. W. Callender, C. G. Carlson, H. Rabbitt, Minneapolis; H. M. Bird, I. T. Dugan, A. A. Moe, A. J. McCollum, Oscar Moline, H. C. Peterson, Aug. Wittman, J. Neubauer, Thor. L. Bird, J. J. Brower, Joe Buhman, M. A. Dougherty, J. H. Rhay, A. T. Winship, H. C. Greenlee, Geo. Wagner, Wm. Ramsey, St. Paul; S. C. Johnson, S. W. Johnson, Shakopee; Capt. Parker, Anoka.

Transferred to Professional Class.

O. E. Emery, Salt Lake City, Utah, clause (c).

Suspended.

C. E. Williams, Augusta, Ga., to May 15, 1898, false entry.

W. Packaberry, Fort Worth, Texas, is permanently suspended from all racing on road and track, and ruled off all L. A. W. tracks in every capacity for repeatedly riding while under suspension.

Sanctions Granted.

South End Wheelmen, Philadelphia, Pa., April 6, (closed).

The following dates on the National Circuit have been assigned on the applications already received. If they are not accepted by April 1, they will be re-assigned to any additional applicants: Atlanta, Ga., April 4; Chattanooga, Tenn., May 3; Louisville, Ky., (Auditorium Track), May 6-7; St. Louis, Mo., May 14; Louisville Ky., (Fountain Ferry), May 17; Washington, (D. C. Div.) May 19; Phila., Pa., (Woodside Park) May 20; Manhattan Beach, N. Y., (Quill Club), May 21; Boston, Mass., (Charles River Park) May 28; Providence, R. I., (Crescent Park Track) May 30; New York, (Berkeley Oval) June 1; Springfield, Mass., (Springfield Bicycle Club) June 4; Rochester, N. Y., (American Cycle Racing Ass'n), June 7; Buffalo, N. Y., (Ath. Field Ass'n) June 9; New York (National Cyclo-drome) June 11; Bridgeport, Conn., (Pleasure Beach) June 15; Hills Grove, R. I., (Collingwood Bicycle Track) June 18; Phila., Pa., (Willow Grove) June 21-22; Washington, D. C., (Park Bicycle Club) June 23; Brooklyn, N. Y., (Kings Co. Wheelmen), June 25; New York, (Berkeley Oval) June 28; Phila., Pa., (Associated Cycle Clubs) July 1-2; Newark, N.J., (Bicycle Track Co.) July 4; Buffalo, N. Y., (Ath. Field Ass'n) July 9; New York, (Berkeley Oval) July 14; Phila., Pa., (Castle Wheelmen), July 16; Asbury Park, N. J., (American Cycle Racing Ass'n) July 21; Newark, N. J., (Atlanta Wheelmen) July 23; Rochester, N. Y., (American Cycle Racing Ass'n) July 28; Buffalo, N. Y., (Associated Cycling Clubs), July 30; Erie, Pa., (Cycle and Ath. Ass'n) Aug. 1; Cleveland, O., (Erie Cycle and Ath. Ass'n) Aug. 3-4; Dayton, O., (Dayton Bicycle Club) Aug. 6; Indianapolis, Ind., (National Meet) Aug. 10-11-13; Ft. Wayne, Ind., Aug. 16-17; St. Louis, Mo., (St. Louis Cycle Racing Ass'n) Aug. 20; Louisville, Ky., (Fountain Ferry) Aug. 23; Washington, (D. C. Div.) Aug. 26; New York, (Quill Club) Aug. 27; Phila., Pa., (Willow Grove) Aug. 30; Reading, Pa., (Penn. Wheelmen) Aug. 31; Mahanoy City, Pa., (Mahanoy City Ath. Ass'n) Sept. 1; Wilkes Barre, Pa., (West End Wheelmen) Sept. 3; Springfield, Mass., Sept. 5; Waterbury, Conn., Sept. 7; New York (Berkeley Oval) Sept. 8; Boston, Mass., (Charles River Park) Sept. 10; New Haven, Conn., Sept. 13; Bridgeport, Conn., (Pleasure Beach) Sept. 15; Newark, N. J., (Bicycle Track Co.) Sept. 17; New York (Manhattan Beach) Sept. 22; Providence, R. I., (Crescent Park) Sept. 24; Trenton, N. J., (Inter-State Fair) Sept. 26; Phila., Pa., (Woodside Park) Sept. 28-29; New York, (National Cyclo-drome) Oct. 1; Washington, D. C., (Park Bicycle Club) Oct. 6; Louisville, Ky., (Auditorium) Oct. 12-13; St. Louis, Mo., Oct. 15.

The contracts of the National Cyclo-drome, New York, with August Lehr, Jaap Eden F. Plette and H. Cissac are approved.

Transferred to Professional Class.

Leo. Hern, East Sebago, Me., clause (a).
Robert Urquhart, Dorchester, Mass., clause (d).
James Urquhart, Dorchester, Mass., clause (d).

The suspension placed upon M. W. Gray, Beverly, Mass., expires April 1, 1898.

Transferred to Professional Class.

Fred W. Zuerb, Erie, Pa., clause (c).
W. E. Tenzler, Broad Brook, Conn., clause (d) vote of Board.

Suspended.

W. J. Ashdown, Cleveland, O., to May 1, 1898, for competing in unsanctioned races.
ALBERT MOTT.
Ch. R. B. L. A. W.

STOLEN WHEELS.

PIERCE, No. 30,707. Sidney C. McIntire, 58 Dearborn st., Boston, Mass.

CHAMPION TRIUMPH, No. 11,115. Fred Klein, 945 Marnock st., Philadelphia, Pa.

LIBERTY, No. 17,025. Charles Jassinsky, 746 Washington st., New York city.

ZIMMY RACER, No. 5,079. T. J. Emery, Atlantic Highlands, N. J.

GRAT SCOTT, No. 3,183. Walter B. Hutchings, 1625 Ontario st., Tioga, Philadelphia, Pa.

AMERICAN TRAVELLER, No. 11,140. B. D. Farley, N. W. cor. 9th and Christian st., Philadelphia, Pa.

CHASK SPECIAL. J. P. Ricker, 1921 Fairmount ave., Philadelphia, Pa.

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 25, 1898.

Total, 675-102,901

Over 124,000, ARKANSAS, 1-61.

P. B. C. & G. R. Club.
Tomaszewski, Ceasar K. W., 420 W. Pine Bluff

Over 124,000, COLORADO, 6-589.

S. B. C.
Carbis, F. B., Silverton
Unattached.
Ferguson, C. G., 1818 Arapahoe Denver
Morast, Annie, 1756 Curtis
Goodson, Zach M., 3717 Marion
Gardner, Tom. J., box 208 Las Animas
Gardner, Edw. H., box 157

Over 124,000, CONNECTICUT, 8-2081.

H. W. C.
Fischer, Gustave, 68 Pleasant Hartford
Unattached.
Purdy, Harrison E., 265 Caroline Derby
White, Elmer M., H. St. R. Co Hartford
Barnum, Geo. R., box 367 Norwalk
Barnum, Mrs. Geo. R., box 367
Spalding, E. D.
Dougal, C. H.
Stoddard, Geo. Thos., 144 N. Main Torrington
Waterbury

Over 124,000, DELAWARE, 5-282.

W. B. C.
Bullock, Isaac S., 708 Shipley Wilmington
Dillon, S. M., 4th st., near Broome
Unattached.
Garrett, Mark L., 1001 W. 9th
Price, Francis A., 217 Rodney
Weeks, W. H., 1019 Trenton pl

Over 124,000, DISTRICT OF COLUMBIA, 1-950.

Unattached.
Thompson, J. L., 2124 Pa. av. N. W. Washington

Over 124,000, FLORIDA, 3-142.

Unattached.
Shourds, Jos. E., 625 Division Key West
White, Herbert C., box 456 Palatka
Davis, H. W., King at St. Augustine

Over 124,000, GEORGIA, 4-253.

Unattached.
Dickinson, J. F., 74 Forest av Atlanta
Fisher, E. B., 192 Marietta
Meyer, Samuel, Jr., 257 Ivy
Peck, C. A., 29 S. Forsyth

Over 124,000, ILLINOIS, 38-4024.

A. C. C.
Hayward, Chas., 196 N. 4th Aurora
Pierson, Harry L., 180 N. Y. Oaks C.
Baker, E. O., 150 La Salle Chicago
Century R. C.
Stannard, Geo. M., 67 Wash.
Dwight C. C.
Flagler, Ed. R., Franklin Dwight
20th Cen. B. C.
Smith, Herbert L., 2004 Shelby av Mattoon
C. C. C. C.
Holley, Wm. E., W. Side sq Springfield
Lloyd, John David
Unattached.
Lamon, U. A. Browns
Lentz, H. C., 624 15th Cairo
Vick, Snider Carterville
Behrendt, Dr. Felix, 612 Irilhard Chicago
Bartholomay, Henry, Jr., 28 Portland block
Bentz, Henry C., 242 S. Jefferson
Cronyn, V. F., Bank of Montreal
Edelman, Louis, 617 Sedgewick
Gebhardt, Fred, 1247 W. North av

6 Hanson, C. A., 152 N. May
7 Halsted, J., 490 Beiden av
8 Higgins, L. M., 84 5th av
9 Jones, Frank G., 2339 N. Hermitage av
870 Miller, L. H., 350 Eastwood av Sta. X
1 *Miller, Mrs. L. H., 350 Eastwood av Station X
2 Schmidt, Otto L., 3328 Michigan av
3 Paradis, Geo. P., 353 Gd. Ct. Pass. Sta
4 Taplin, Chas., 800 W. 47th
5 *Woodland, Lillian P., 355 Oakwood blvd
6 Williams, Henry, 104 N. Centre av
7 Erickson, Adolph, box 66 Franklin Park
8 Innis, Benj., 203 Pleasant Freeport
9 Stuart, Wm. Kewanee
880 Wirth, E., Hotel Main
1 Thoman, J. E., National Stock Yards
2 Pebbles, Frank M., Jr., 144 Lake Oak Park
3 Candlin, J. E., box B Pullman
4 Summers, James, 729 State Quincy
5 Nason, C. A., care People's Power Co. Rock Island
6 Eldredge, Harry F., West McHenry

Over 124,000, INDIANA, 20-2082.

Unattached.
887 Albright, Ernest C., 1013 Newman Indianapolis
8 Daggy, Geo. H., 2138 N. Meridian
9 Fish, Wm. S., 123 W. Market
890 Grosch, John G., 527 E. N. Y.
1 Green, W. A., 1124 Ash
2 Haugh, Chas. E., 123 W. Market
3 Minor, John W., 123 W. Market
4 Pfau, John G., 109 N. Penn.
5 Quillin, S. N., 218 N. Cap. av
6 Rosengarten, C. B., 1106 Broadway
7 Schulz, A. G., 244 E. Morris
8 *Schulz, Linda H., 214 E. Morris
9 *Simmons, Miss N. P., 2025 N. Ala.
900 Walter, D. E., Lebanon
1 West, Edgar E., Linton
2 McDermitt, Jess Orestes
3 Bour, J. C., S. Harrison Shelbyville
4 Campbell, Dr. Frank
5 *Benz, Lizzie, 1210 N. 13th Terre Haute
6 *O'Reilly, Mayne, 611 N. 5th

Over 124,000, KENTUCKY, 6-993.

Unattached.
907 Middendorf, Fred, 726 Madison av Covington
8 Hood, John W., Broadway & Second Lexington
9 Dietzman, Albert S., box 479 Louisville
910 Gregory, Jas. P., 545 Court pl
1 Cox, William H., 2d Maysville
2 Noel, Jos. C., 130 Foote av. Bellevue Newport

Over 124,000, MAINE, 2-560.

Portland W. C.
913 Rogers, Frank O., care J. R. Libby Co. Portland
Unattached.
4 Brown, L. P. Livermore Falls

Over 124,000, MARYLAND, 12-1993.

Unattached.
915 Reisinger, C. C., Station E Arlington
6 *Classen, Mrs. Chas. H., Parks H'ts av Baltimore
7 Dean, Henry C., 321 E. 20th
8 George, Chas. A., 803 N. Fulton av
9 Godfrey, W. E., 1303 E. Madison
920 Henderson, Robert R., 164 Wash.
1 Herz, Geo. C., Pratt & Charles sts
2 Magruder, Robert, Glenn bldg
3 Lardusley, Albert H., 807 W. Lex.
4 Messersmith, John K., 2022 Park av
5 Pennington, Dr. D. F., 221 N. Liberty
6 Reckord, Walter P., Hartford rd Reckord

Over 124,000, MASSACHUSETTS, 123-12,510.

Press B. C.
927 Savory, E. A., 408 Wash Boston
C. C. C.
8 Dyer, W. S., 134 River Cambridgeport
9 Wachusett B. C.
9 Mercer, John, Jr., 132 Bay Fall River
Quequeaus
930 Cornell, Fred H., 83 Manton
F. R. Indian C. C.
1 Brown, Wm. H., box 379
Rollstone B. C.
2 Rice, Frank W., 87 River West Fitchburg
Medford C. C.
3 McGuine, Robert J., Winthrop st Medford
4 Wellman, G. A., 111 Stevens Lowell
5 Wellman, G. A., 111 Stevens
Sea King
6 Bennett, Herbert W., box 232 Nantucket
7 Eldredge, Samuel W., Prospect st
8 Ellis, Chas. W., Mills at
9 Jones, Arthur W., Orange st
940 Lake, Augustus C., box 123
1 Morey, Ed. E.
2 Swain, W. T., Main at
3 Malchman, Thomas, Gardner st
N. B. C.
4 McFhee, Geo. A., 100 State Newburyport

Columbia B. C.
5 Court, W. H., box 725 North Attleboro
6 Gray, Albert D., 231 Wash.
7 Jackson, Harry T., 22 Leonard
8 Palmer, Fred J., Richards av
9 Richards, Walter, 11 East
950 Sutherland, E. E., Wash. st
N. C. C.
1 Erlando, John E. T., 28 Spring Natick
2 Waldner, Louis F., South Natick
H. P. C. C.
3 Cochran, Archibald, F. W. Sawtelle
& Co. Readville
4 Riley, Geo. M., F. Y. Sawtelle & Co. Roxbury
R. C. C.
5 Dodge, Paul A., Rowley
Mass. B. C.
6 Masterton, Geo. W., 570 B'way S. Boston
7 Surpless, A. R., 70 Bromley Roxbury
Unattached.
8 Hill, Herbert H., box 222 Andover
9 Rowen, T. J. (P. O. Woonsocket, R. I.) Blackstone
Boston
960 Backman, A. J., 3724 Wash.
1 Bryant, Robert H., 197 Eustis
2 Clark, W. Willis, 149A Tremont
3 Churchill, Asaph, 516 John Hancock bldg
4 Came, F. L., 114 Sudbury
5 Crocker, Carl I., City Hall, Eng. dept
6 Flint, Herman W., 219 Federal
7 Grant, Herbert C., 42 Beacon
8 Harris, Albert B., 53 State
9 Johnson, John W., Reg. of Deeds
970 Jordan, Louis W., 524 Harrison av
1 Kitsom, Edmund, 554 Tremont
2 Longfellow, Melva T., 1323 Wash.
3 Lelsk, Herbert R., 60 State
4 Mayo, Lawrence, 78 Chauncy
5 Mixer, Wm. A., 30 Upton
6 Murphy, James S., 182 State
7 Putnam, F. L., 31 Rutland
8 Riddell, Wallace P., 212 Columbus av
9 Richmond, J. B., 114 State
980 Sandberg, A. B., 119 Wash.
1 Burton, Chas. L., Billerica
2 Sprague, Roy K., 724 Pleasant Brockton
3 Bidwell, Raymond A., 84 Perkins hall Cambridge
4 Dew, William H., 273 Mass. av Cambridgeport
5 Webber, H. E., 184 Wash. av Chelsea
6 Croust, Henry M., Carlton House
7 *Crosby, Annie L., 54 Cary av
8 Nickerson, Urban H., 550 Broadway
9 *Putnam, Miss Cal. M., 225 Cherry
990 Kingston, Geo. D., 55 Cary av
1 Marble, Walter P., 54 Cary av
2 Bryant, A. C. Cochituate
3 Power, Rev. Thos. E. Danvers
4 Wrightman, J. J., 43 Border East Boston
5 Myers, E. W., 16 Green Everett
6 Card, Wm. C., Bridge st Fairhaven
7 Brow, Willis H., 97 Bank Fall River
8 Brown, Thos. O., 685 Middle
9 Hill, Chas. F., 588 Main Fitchburg
Over 125,000.
000 Donnelly, R. J., Hyde Park av Forest Hills
1 Emerson, C. E. Franklin
2 Bullen, C. P., 92 Wash. Haverhill
3 Bowdoin, Albert U., 10 Race
4 Webber, Wm. J., Prospect st Hyde Park
5 *Petersen, Mrs. Magrete, 91 Sheridan Jamaica Plain
6 Apin, Fred, 52 Paul Gore
7 Zepp, Henry, 8 Porter
8 Benolt, Benj., M. D., 58 18th Lowell
9 Benolt, Walter A., 58 13th
010 Flynn, M. J., 121 Cabot
1 Burbeck, Wm. J., Gorham & Middlesex
2 Carothers, G. R., 224 E. Merrimack
3 Barnes, F. C., Hotel Seymour Lynn
4 Adams, F. A., 26 Clayton Malden
5 Devanna, Richard F., 290 Highland av
6 Phillips, W. H., 40 Laurel Maplewood
7 Phillips, Chas. H., 35 Webster
8 Hall, J. G., 91 Park Medford
9 Leavitt, J. H., Church st Merrimack
020 *Lesser, Alice P., 33 Franklin Melrose
1 *Swain, Miss Sarah L., box 83 Nantucket
2 Lewis, Henry S., 170 Pleasant st New Bedford
3 Jewett, Morris L. Northbridge
4 Mahoney, Patrick J., Dean Norwood
5 Hawkins, Patrick, Prospect
6 Church, Everett B., School st Rockland
7 Bemis, Wm. N., 284 Warren st Roxbury
8 Erhard, G. W., 1 B. Worthington st
9 Philbrook, R. M., 4 Crescent
030 Chappel, Fred J., 232 Wash. st
1 Morris, Wm. H., 15 Maywood st
2 Cromwell, C. W., 32 Montrose st Somerville
3 Plimpton, Henry Southbridge
4 Fairley, P. F., 167 O st So. Boston
5 Shanfield, S., 24 Salem st Springfield
6 Manilla, Benj., 241 No. Main
7 Haas, Ferdinand, 241 No. Main
8 Morgan, N. D. D. S., 7 Lincoln st
9 Childs, Printise B., 336 Lexington at
040 Colby, Miller E., 14 Pleasant st Watertown

- 1 Knox, Harris T., 6 Centre " "
 2 Fowler, Wm. E., Box 912 Westborough
 3 Skinner, G. A., Box 410 W. Gardner
 4 Gill, Arthur E., 269 Highland st West Newton
 5 Watkins, L. C., 1073 Wash. " "
 6 Peabody, Ellery, 37 Perkins st " "
 7 Spang, Peter, Church st West Roxbury
 8 Guething, C. Theo., Wildwood st Winchester
 9 Newton, W. A., 59 Pleasant Worcester

Over 125,000, MICHIGAN, 34-2099.

- B. H. W.
 650 Bostick, Dr. J. C., Hubbard blk Benton Harbor
 1 Chapman, O. M., Elm st " "
 2 Edgumbe, Prof. G. J., B. H. College " "
 3 Gilson, F. R., Ed. Palladium " "
 4 Shankland, Wm. R., Box 1203 " "
 5 Rumney, N., 625 Morrell st Detroit
 6 Ypsilanti, L. W. " "
 7 Blizard, Arthur J., 636 N. Adams st Ypsilanti
 8 Hixson, John L. " "
 9 Preston, George J., 636 N. Adams st " "
 10 Unattached.
 9 Pearson, Alvick A., 516 Detroit st Ann Harbor
 660 Adams, H. B., 15 Park av Detroit
 1 *Baudemer, Miss Emma, 528 Catherine st " "
 2 Barnes, Fred J., 523 16th st " "
 3 Brant, Albert J., 10 Hammond av " "
 4 Collins, Wm., 451 Sherman st " "
 5 Mathews, Ed., 173 Welch av " "
 6 Markle, W. C., 535 6th st " "
 7 Newberry, Lewis, 72 Plum st " "
 8 *Perrett, Mrs. W. Montague, 54 Lawrence av " "
 9 Rourk, Wm., 160 20th st " "
 10 Rothschild, Alfred, 311 Theodore st " "
 1 Smith, Corp. Henry G., Fort Wayne " "
 2 Sprung, Richard, 1172 Fort st W. Fremont
 3 Raider, Fred C., Main st Gladstone
 4 Bradley, John A., Box 552 Hudson
 5 Seewald, Gilbert M., 63 Main st Lansing
 6 Cross, W. B. " Lapeer
 7 Vincent, S. Dean " Midland
 8 Fournis, Chas. " Ontonagon
 9 Schuster, A. E. " "
 680 Ducleaux, Geo. " "
 1 Crouch, Alex. St. Joseph
 2 Weber, Matthias Ypsilanti
 3 Morgan, F. A. " "

Over 125,000, MINNESOTA, 8-607.

- L. A. W.
 634 Lawton, L. H., 489 Grand av St. Paul
 1 Unattached.
 5 Ballard, Chas., 2621 1st av So. Minneapolis
 6 Bowles, R. M., 45 Gilliland blk St. Paul
 7 Griffin, Geo. W., 44 Gilliland blk " "
 8 O'Connor, Thos. J., J. H. Allen & Co " "
 9 Reineking, Ed., care J. H. Allen & Co " "
 690 Spangler, Wm., care C. H. Groff " "
 1 Burke, Thos. J., care J. F. Burke Stillwater

Over 125,000, MISSISSIPPI, 1-47.

- Unattached.
 692 Sample, J. J. Summit

Over 125,000, MISSOURI, 2-1563.

- Unattached.
 693 Bird, M. H. Fairport
 4 Grogan, Emile, Union Trust bldg St. Louis

Over 125,000, NEBRASKA, 4 423.

- 695 Killen, Harry W. Adams
 6 Cogil, J. H. Central City
 7 Bruce, De Witt B., State University Lincoln
 8 Hazleton, S. A. Panama

Over 125,000, NEW HAMPSHIRE, 5-1098

- Unattached.
 699 *Demick, Miss Annie D., 300 Mast So. Manchester
 100 Harrington, Ernest, 96 Pearl st " "
 1 Thompson, J. Frank, 73 Ash st " "
 2 Wilcox, Fred D., 3 Nashua st " "
 3 Taylor, J. H., 1 Congress Portsmouth

Over 125,000, NEW JERSEY, 33-6811.

- C. & C. B. C.
 164 Stratton, Geo. C. Lindenwold
 5 McAllister, David, 29 N. Hermitage av Trenton
 1 Unattached.
 6 Weston, Wm., 28 East 32nd st Bayonne
 7 Freeman, R. H., 704 Wash. st Camden
 8 Wilson, Chas. G. Deckertown
 9 Hill, John A., 111 Beech st East Orange
 10 Bonner, John Fanwood
 1 Kline, James A., Box 375 Flemington
 2 Smith, Frank L., Box 226 " "
 3 *Wortman, Lina B. " "

- 4 *Capner, Mary C. " "
 5 Engard, Joseph M., 40 Estaugh av Haddonfield
 6 Livingston, John S. Hasbrouck Heights
 7 Chapman, Wm. A., 554 Palisade av Jersey City
 8 Robeson, J. W., N. Union st Lambertville
 9 Axt, Jacob N., 209 Fairmount av Newark
 10 Beegle, Ashton L., 120 No. 2nd st " "
 11 Miller, John A., 288 Lake st " "
 2 Kaul, Max, 61 Sterling st " "
 3 Olds, Frank S., 773 Broad st " "
 4 Pierson, E. W., 151 Garside st " "
 5 Mullin, W. Irving, Box 157 New Brunswick
 6 Campbell, Daniel L., 129 Market Paterson
 7 Van Wagoner, Leslie, 349 Park av " "
 8 Bruen, G. Everett Perth Amboy
 9 Good, B. M., 70 Smith " "
 10 Rush, D. V., 110 Smith " "
 11 Stricker, J. E. " "
 2 Stillman, Geo. E., 666 West 7th Plainfield
 3 Flueck, Ernest, Stone Rahway
 4 Corwin, A. H., 101 East Passaic av " "
 5 Lawton, Wm. K., 265 Hamilton av Trenton
 6 Ackerman, Edward, 5A Palisade av West Hoboken

Over 125,000, NEW YORK, 134-26,834.

- Unity B. C.
 137 Levy, Abraham, Franklin av & Hancock st Brooklyn
 8 Chapman, B. O., 310 E. Water Elmira
 9 Gallagher, J. C., Rathbun House " "
 140 Robbins, F. E., 136 W. Water " "
 1 Funnell, Wm. S., Main Huntington
 2 Van De Water, Harold, Box 1093 Illon
 3 Baldwin, George J. Larchmont
 4 Hickey, John J., Vernon park Mt. Vernon
 5 Nesbitt, Theo. F., 150 So. 5th av " "
 6 Lommers, David, 1648 Madison av New York
 7 Wilson, Hugh C., 29 Field Peekskill
 8 Wiist, Wm. H., 125 No. James " "
 9 *Hammond, Miss Josephine, Main & Centre Angelica
 150 Wolfe, F., Bayport Hotel Bayport
 1 *Myrick, Julia H., 13 Doubleday Binghamton
 2 *Brush, Mrs. Charles, 118 Willoughby Brooklyn
 3 Charles, Wm. P., 308 Gates av " "
 4 Clark, John De Witt, 180 Remson " "
 5 Dickson, Andrew J., 1124 Hancock " "
 6 Drummond, Robert, 249 Hooyer " "
 7 Engelskircher, Harry, 1041 Halsey " "
 8 Holsten, John H., 836 Putnam av " "
 9 Huselton, Wm. S., 432 Bainbridge " "
 10 Huele, H. C., 838 Putnam av " "
 11 Jensen, William, 91 South 8th st " "
 2 La Mont Stewart M., 394 4th " "
 3 McLaren, James, 210 Vernon av " "
 4 *Munger, Miss E. Van A., 218 Wash. av " "
 5 Sahrbeck, Harry, 523 Quincey " "
 6 Smith, W. R., 287 Flatbush av " "
 7 Schmutz, L. W., 610 Wythe av " "
 8 Warren, Edward B., 247 Atlantic av " "
 9 Ward, John A. E., 317A Halsey " "
 10 *Wyckoff, Mrs. Etta R., 469 Greene av " "
 11 Cullen, Chas. P., 302 Elliott sq bldg Buffalo
 2 Griffin, John J., 320 Guaranty bldg " "
 3 Killen, Henry W., 31 City & County hall " "
 4 Kimball, Rev. Chas. M., 54 Macamley " "
 5 Lynn, Dr. Hugh J., 345 Main " "
 6 Magin, Frank J., 401 Forest av " "
 7 Poynton, Thomas M., 603 D. S. Morgan bldg " "
 8 Townsend, Hugh S., M. D., 85 West av " "
 9 Wood, Lyndon D., 818 Guaranty bldg " "
 180 Collin, Frederick, 524 W. Water Elmira
 1 Jones, Frank E., N. C. Shops " "
 2 Haas, Howard L., 607 Magee " "
 3 Landon, F. L., Box 135 " "
 4 Mayo, Charles, 520 Jefferson " "
 5 Van Aken, Chas., 120 W. Water Henrietta
 6 Braman, Volney E. " "
 7 Calkins, John N. " "
 8 Feasel, Fred F. " "
 9 Fretts, W. Edward " "
 190 Taylor, James H. " "
 1 Williams, Frank L. Idlewild
 2 Gordon, Robert " "
 3 Lakins, Fred A., 205 East 2nd Jamestown
 4 De Puy, John C. Kerhonkson
 5 *Yeandle, Mildred A. Kingsbridge
 6 Hendry, Thos. " "
 7 Strack, George, 756 Boulevard Long Island City
 8 Boyle, John, 8 Ridge pl Mott Haven
 9 Lee, Samuel E., 97 Handford Middletown
 200 Slater, Minard, 158 South 5th av Mt. Vernon
 1 Bramfield, Leo L., 21 W. 131st New York
 2 Rowski, Gustav, 5th av., 99 & 100th sts " "

- 3 Bey, Mundji, 24 State " "
 4 Birk, Henry, 217 E. 81st " "
 5 Brameyer, Fred G., 7 Pine " "
 6 *Brown, Mrs. D. S., Jr., 102nd & I. erside av " "
 7 Cole, Geo. Watson, 36 W. 17th " "
 8 Coulter, Elmer Dean, 301 W. 45th " "
 9 Casenove, Henry, 141 W. 10th " "
 210 Douglass, William S., 94 Warren " "
 1 Etienne, Emile, 377 4th av " "
 2 Erda, Gustave, 860 Lexington av " "
 3 Evans, Chas. E., Herald Sq Theatre " "
 4 Frohmann, Fred, 311 East 12th " "
 5 Futvoye, George, care B. Stahl & Co., 1st av & 74th " "
 6 Greey, George V., 735 East 141st " "
 7 Grube, Albert, 141 West 10th " "
 8 *Hopner, Miss Eleanor E., 190 E. 124th " "
 9 Kegeler, Herman, 328 E. 27th " "
 220 Keller, John J., 218 E. 36th " "
 1 King, Patrick, 450 5th av " "
 2 Kraft, Harry, 1668 3rd av " "
 3 Keating, Edward, 854 Amsterdam av " "
 4 Klees, Fred J. E., 54 East 133rd " "
 5 Lichtenfels, William, 1881 2nd av " "
 6 Lichtenfels, Emil, 1881 2nd av " "
 7 Levy, Henry H., 324 E. 52nd " "
 8 McCue, Owen J., 2028 Lexington av " "
 9 McCue, Mrs. Annie, 202 Lexington av " "
 230 Mayer, Fred C., 6 Bond " "
 1 Morris, Fred W., 103 W. 84th " "
 2 Marty, Joseph Chas., 1131 3rd av " "
 3 Michels, Jos. B., 634 8th av " "
 4 Mann, W. D., Herald Sq Theatre " "
 5 Moses, Jacob I., 116 East 54th " "
 6 Ney, Alfred, 183 Thompson " "
 7 Niehaus, Albert, 241 E. 78th " "
 8 Potter, W. A., 39 W. 27th " "
 9 Rosenbaum, S. S., 173 Avenue C " "
 240 Robinson, Sam, 214 E. 14th " "
 1 *Souza, Mrs. Elizabeth E., 15 W. 64th " "
 2 Slosson, Geo. F., 948 B'dway " "
 3 Scott, David S., 341 E. 86th " "
 4 Stuart, Chas., 1027 Lexington av " "
 5 Schlesinger, Henry, 85 Avenue A " "
 6 Sosenheimer, George, 72 2nd av " "
 7 Shea, John, 710 Union av " "
 8 Sorgen, Robert, 4 Clinton pl " "
 9 Schoonmaker, P. M. D., 161 W. 126th " "
 250 Todd, Thomas, 150 Baxter " "
 1 Frost, Charles F., 31 W. 38th " "
 2 Trapp, Edward A., 31 East 111th " "
 3 Trapp, Flora A., 31 East 111th " "
 4 Van Horn, F. S., 18 Broadway " "
 5 Vannier, Theophile, 253 4th av " "
 6 Vogel, Egid, 65 Grand " "
 7 Lathrop, J. B., 135 West 5th Oswego
 8 Barnes, Charles W., 117 West 3rd " "
 9 Sherwood, Isaac T. M., 6 No. Division Peekskill
 290 White, E. J., 1449 Main " "
 1 Heene, Enyelhardt, Box 434 Port Richmond
 2 Lindsay, M. J., 146 East Main Rochester
 3 Danebach, Victor Saa Chff
 4 McWilliams, Rev. J. A., Highland av Sing Sing
 5 Chadeayne, G. W., 13 Maurice av " "
 6 *Botham, Mrs. Eva M., Box 889 Schenectady
 7 Follett, Wm. M., 36 Cayuga Seneca Falls
 8 Schremp, J. J., P. O. Utica
 9 Porter, James S., 78 Warburton av Yonkers
 270 *Elliott, Adele, 123 Hawthorne av " "

Over 125,000, NORTH CAROLINA, 1-54

- Unattached.
 271 Boyd, Richard B. Warrenton

Over 125,000, OHIO, 45-3223.

- C. B. C.
 272 Beaumont, Ernest, 329 La Fayette Canton
 3 Benson, O., 711 S. Cleveland av " "
 4 Jones, Robert, 216 West 5th " "
 5 Lokhot, Jos. L., 811 S. Cherry " "
 6 Van Voorhis, Lawrence L., 398 W. Tuscarawas Americus
 7 Long, Howell, 705 Barr Cincinnati
 8 McEvilly, Robert, 5th Nat'l bk Cln. Gm. C. C.
 9 Fitch, Geo. H., Y. M. C. A. Y. M. C. W. C.
 280 Hayes, M. H., 205 East Town Columbus
 1 Hayes, R. L., 205 East Town " "
 2 Marshall, Geo. S., 43 East 9th Lodbell C. C.
 3 Rankson, E. C., 4th & Wash. Marietta
 4 Whittig, Henry T., 404 4th P. C. C.
 5 Corson, L. D., 38 East 2nd Portsmouth
 6 Spitzer, Lewis, 31 Gallia W. C. C.
 7 Blakemore, C. E. Winchester
 8 Fenton, C. L., Box 11 " "
 9 May, Orr, Box 15 " "
 290 Miller, Wylie B., Box 198 " "
 1 Smith, Clifton Unattached.
 2 Lomerson, W. H. Bradford
 3 Sharp, George C. Cadiz
 4 Frazee, John L., 131 East 4th Cincinnati

5 Weber, Godfrey, N. Side Bank	"	2 Lippsett, Will H., care Summit Lake	"	8 *Gill, Mrs. Harry C., 2153 Woodstock	"
6 Klein, Herman, 187 Arlington	Cleveland	Ice Co.	"	9 Gillespie, Frank, 1322 So. Broad	"
7 Chapman, Chas. J., Church	Hudson	3 Meixell, P. A., No. Franklin	"	140 Haigh, Anthony, Jr., 5120 Spruce	"
8 Marsch, J. P., 711 Wayne	Marietta	4 Meixell, Dr. Edwin W., 54 Union	"	1 Hartman, E. Lewis, 3349 Ridge av	"
9 Schad, Geo. D., 437 Front	"	5 Mack, F. J., So. Franklin	"	2 Hendricks, Ambrose L., Chew & Mt.	"
10 Penfield L.	Norwalk	6 Nesbitt, Archibald, 12 So. Welles	"	Pleasant av., Mt. Airy	"
1 Mills, Dr. C. A.	"	7 Olds, W. C., Public sq	"	3 Hoffman, Fred, 801 Columbia av., Sta O	"
2 Bartlett, Rev. S. H., 119 W. High	"	8 Rhoads, Eugene A., 283 So. Franklin	"	4 Hoyle, James, 822 Birch	"
3 Reis, Andrew, 413 Offnere	Painesville	9 Rineman, Eugene, Post Office	"	5 Katz, Charlie, 801 Columbia av., Sta. O	"
4 Selby, J. O., 159 East 3rd	Portsmouth	370 Reynolds, Frank B., 21 No. Main	"	6 Mayo, Benj. T., Woman's Hospital, 22d	"
5 Selby, Sanford P., 268 East 9th	"	1 Redington, John A., East Market	"	No. College av	"
6 Haen, Philip, 14 West High	Springfield	2 Roth, Raymond, No. Main	"	7 *Madelra, Mrs. L. C., Jr., 320 Walnut	"
7 Hughel, Nile, 148 Chestnut av	"	3 Smith, Chas. E., No. Main	"	8 McDevitt, John, 2447 Federal	"
8 Perks, A. J., 599 E. High	"	4 Smith, Harradon S., No. Franklin	"	9 Orr, Thomas, 1221 Ogden	"
9 Voges, Herman, Jr., 57 East Grand av	"	5 Shepherd, Geo., 19 No. Franklin	"	460 Odenthal, Hugo, 2511 Thompson	"
10 Selter, William, 125 St. Clair	Toledo	6 Twarowski, Harry S., 117 Public sq.	"	1 Place, William H., Lefter at Frankford	"
1 Childs, Frank P., Water	Troy	7 Smith, Ralph A., So. Franklin	"	2 *Perry, Jennie M., 1335 Ellsworth	"
2 *Wiles, Mabel M., 506 No. Park av Warren	"	8 Van Horn, E. A., So. Franklin	"	3 *Shaffner, Miss Anne Poultney, 251	"
3 Miller, J. A.	Winchester	9 Wilcox, R. H., 195 South	"	So. 13th	"
4 Robbins, Jesse	"	380 Williams, Dr. D. B., 14 W. Market	"	4 Semper, Frederick W., 1012 So. 48th	"
5 Kepler, G. W., 226 W. Main	Xenia	1 Weekesser, J. F., East Market	Alden	5 Schenkel, Fred G., 3112 Rosewood	"
6 Kyle, Riley, East 2nd	"	2 Wood, John B., No. Franklin	Plains	6 Schulte, Joseph, 434 No. 34th	"
Over 125,000, OREGON, 5-271.		3 Warner, Edward A., West Market	Ashley	7 *Schulte, Charlotte E., 434 No. 34th	"
Unattached.		4 White, W. D., Jr., Public sq	"	8 White, Robert M., 3369 Rindge av	"
31 Keller, Dr. G. M., 187 Sixth	Portland	5 Childs, A. P.	"	9 Berg, Ben F., 5163 Penn. av	Pittsburg
4 Barker, John	Tillamook	6 Lewis, Arthur H.	"	460 Layton, R. G., care Warden Oxnard	"
5 Crenshaw, Henry	"	7 Smith, Dr. Edward F.	"	1 Wylie, R. C., D. D., 810 So. av. Sta. D.	"
39 Lamb, B. C.	"	Unattached.	"	2 Cleary, Wilbur M., 223 So. 5th	Reading
1 Nolan, Oak	"	8 Duff, William M., 6 Franklin	Allegheny	3 Schroeder, Chas. H., Maine	Stroudsburg
Over 125,000, PENNSYLVANIA, 147-2468		9 Marten, Harry, 21 Eleanor	"	4 Selsam, J. Roy, Box 105	Waynesboro
Chambersburg.		350 Hartley, Charles F.	Ardmore	5 Stoner, H. L.	Weatherly
31 Henderson, Bruce, Box 34	Chambersburg	1 Lavin, J. F.	Bear Lake	6 Nuss, L. C.	York
Latrole B. C.	"	2 Parkhurst, Cash	"	7 Groom, Edgar, 3 Broad	"
3 Fuller, Chas. D.	Latrole	3 Walker, Carl D.	Bethlehem	8 Neylor, J. N., 802 W. Popular	"
Norristown W.	"	4 Rau, Albert G., 63 Broad	Bridgesburg	Over 125,000, RHODE ISLAND, 15-1747	
4 Yost, H. Lehman, Mam & DeKalb	Norristown	5 Alman, Harry, 2684 Bridge	"	Elmwood W.	
L. C. C.	"	6 Maar, Casper, Jr., 2684 Bridge	"	469 Capron, Geo. H., 40 Bower st	Providence
5 Sprinkle, P. B., 1649 So. 5th	Philadelphia	7 Ruppert, Joseph M., 2684 Bridge	"	470 Dennis, Arthur W., Elmwood Mills	"
The Wheel.	"	8 Baldwin, W. J., box 255	Bryn Mawr	1 Otis, James O., 203 Adelaide av	"
6 Eyre, Horace W., 4411 Osage av	"	9 Banner, W. Keith, Box 280	"	2 Otis, William P., 203 Adelaide av	"
Williamsport Wheel.	"	100 Rogers, Chas. L., Box 235	Burnham	3 Pearce, Frank T., 85 Sprague	"
7 Moltz, R. E., 158 Market	Williamsport	1 Stewart, Harry A., Box 43	Carbondale	Unattached.	
West End Wheelmen.	"	2 Ople, Albert J., 6 So. Birkett	Corry	4 Jacoby, D. P. A., M. D., Spring &	
8 Allen, Wm. C., 189 N. Main	Wilkes Barre	3 Porter, Claud, Marion	Dairy	Prospect Hill	Newport
9 Austin, Wadsworth, No. Main	"	4 Kelper, Wilson J.	Erie	5 Douglas, Arthur S.	Phoenix
10 Barlow, Charles H., Box 395	"	5 Moyer, Oliver H.	"	6 Pettit, Dr. A. H.	"
1 Burnaford, Alfred E., 76 Public sq	"	6 Miller, O. C., 28 st. East	"	7 Snell, Byron A.	"
2 Bull, Dr. Alfred E., 84 So. Washington	"	7 DeKrafft, William R., Jr., 140 Apsley	Germantown	8 Sherman, Fred B.	"
3 Bowman, Charles M., 179 So. Wash.	"	8 *Vandegrift, Annie E., 353 E. Chelten av	Glenolden	9 Lennon, Dr. J. F., 356 Westminster	Providence
4 Baxter, D. E., 33 Bennett bldg	"	9 Knedler, Harry W.	Greencastle	Over 125,000, TENNESSEE, 1-342.	
5 Bremer, Geo. W., 78 W. River	"	110 Bartle, Geo. H., Box 100	Harrisburg	Unattached.	
6 Becker, J. J., W. Market	"	1 Hoffman, Samuel T. G.	Lancaster	184 Willingham, J. T., 160 Front	Memphis
7 Conner, John, 237 S. Main	"	2 *Sheaffer, Daisy A., 1119 No. 7th	Latrole	Over 125,000, TEXAS, 1-326.	
8 Conner, Harry, 273 S. Main	"	3 Duff, Fred G., 27 E. Chestnut	McKeesport	Unattached.	
9 Carr, Dr. Geo. W., 107 1/2 So. Franklin	"	4 Patton, Isaac E., 35 W. King	Mechanics Valley	185 Kuhlmann, C. H., 618 Grey av	Houston
10 Chamberlin, H. S., Jackson	"	5 Fuller, Dr. Harry C.	Narbeth	Over 125,000, WISCONSIN, 10-2648.	
1 Davis, Dr. Walter, 14 So. Washington	"	6 Dale, C. E., 13th St. Bridge	Norristown	Gateway City W.	
2 Deemer, Harold D., 8 Northampton	"	7 Williamson, Chas. D., Penney st	Northumberland	486 Hixon, F. P.	La Crosse
3 Flanagan, John, 2 Lomling bldg	"	8 Myers, W. H., Market st	Palmyra	7 McDonald, W. D.	"
4 Furman, H. I., 32 W. Market	"	9 Doan, Howard E.	Philadelphia	Mellen C. C.	"
5 Green, Richard M., 68 So. Canal	"	420 Prescott, Frank H., P. O.	"	8 *Andersen, Miss Clara, Box 15	Mellen
6 Garringer, Wilson R., So. Main	"	1 Fulmer, R. K., 820 W. Marshall	"	Unattached.	
7 Garringer, Frank D., So. Franklin	"	2 Hawley, H. C.	"	9 Evans, W. L., 100 No. Madison st	Green Bay
8 Green, Henderson, 60 So. Canal	"	3 Renner, Harvey S.	"	490 Joannes, Ralph L., 635 State	Madison
9 Holmes, Edwin, 27 Susquehanna	"	4 Ream, T. Frank	"	1 Merkel, Joseph F., 354 Walker	Milwaukee
10 Humphreys, Wm., 11 So. Franklin	"	5 Burk, Charles, 2222 No. 2nd	"	2 Lohse, Emil, 294 5th	"
1 Howe, Lyman H., 175 So. River	"	6 *Burk, Sallia, 2222 No. 2nd	"	3 Arps, Gustave	New Holstein
2 Hart, G. Burt, 210 E. Market	"	7 Bowler, John K., 700 Walnut	"	4 Thlesen, Herman	"
3 Kirkendall, Geo. T., Public sq	"	8 Bowler, William G., 700 Walnut	"	5 Rosenkrans, L. D., box 65	Oconomowoc
4 Regal, John A., Box 188	"	9 Benzene, Wm., 1320 Lethgow	"		
5 Laird, Dr. H. J., 185 No. Main	"	430 *Bates, Elizabeth C., 40 No. 19th	"		
6 Lewis, Geo. W., No. Main	"	1 Brown, Frank, 2523 Oakdale	"		
7 Lines, Sterling C., Ross	"	2 Decker, Albert H., 2221 Woodstock	"		
8 Lamb, John R., 202 E. Market	"	3 Deem, Frank M., 2521 Oakdale	"		
9 Leavenworth, Woodward, 60 So. Canal	"	4 Durban, C. L., Girard Avenue Theatre	"		
10 Lemmer, Wm. H., Wood	"	5 Druding, J. Fred, 831 So. Front	"		
1 Little, Ernest K.	"	6 Frazier, W. W., Jr., Box 1630	"		
		7 Gill, Harry C., 2153 Woodstock	"		

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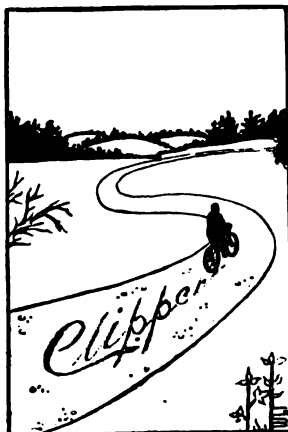
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